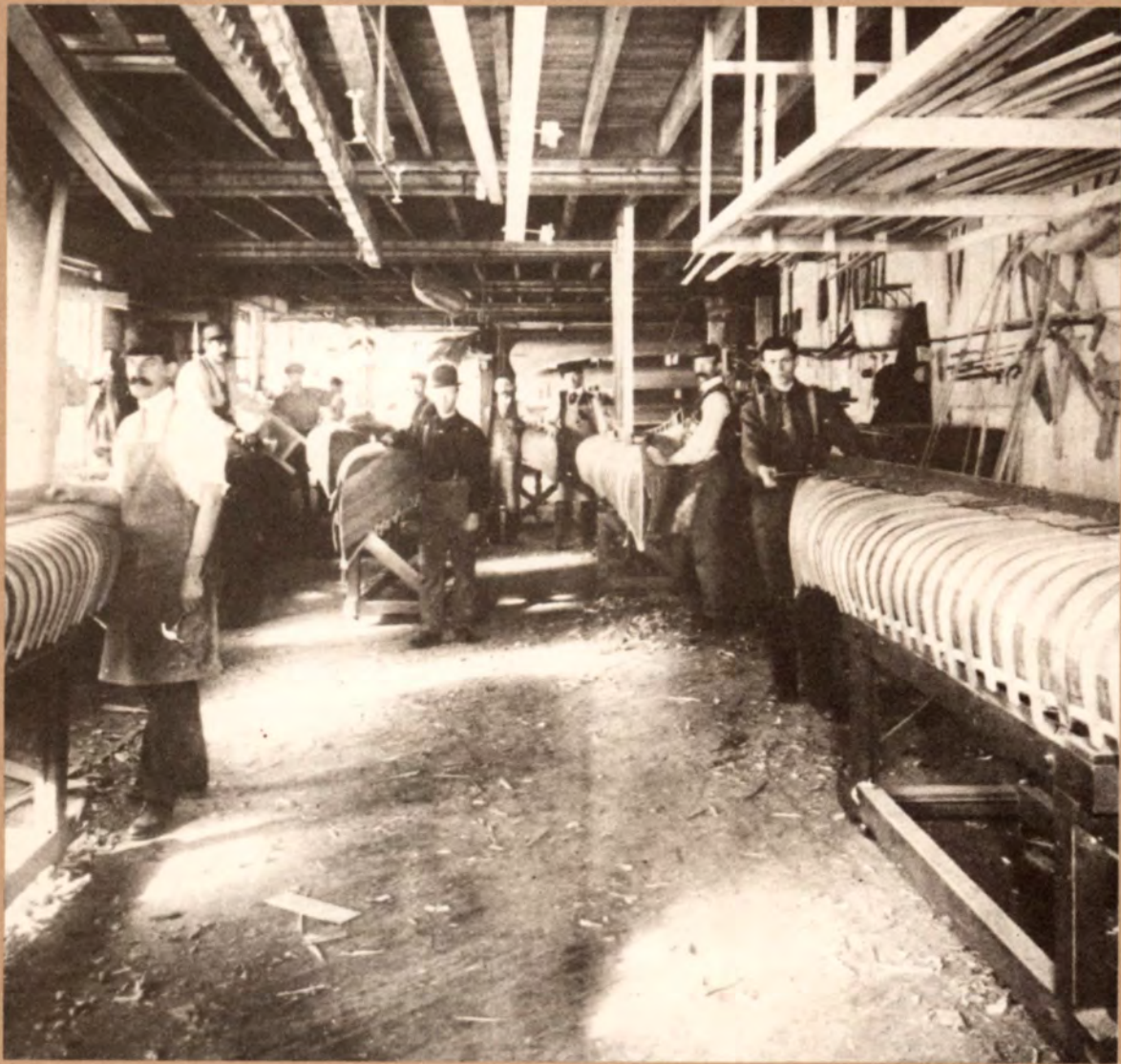


Chestnut Canoes



SINCE 1897

HANDCRAFTED EXCELLENCE

Chestnut Canoes

LOOKING BACK



I guess I know as much about buildin' canoes as anybody. I was at it for 55 years and my father built Chestnuts 23 years before me.

Harry and Mill Chestnut started back in 1897 in back of their father's hardware store and had a factory goin' by 1907. Some of those first canoes are still in use says a lot right there.

By 1915 the Hudson Bay Company was buyin' all the canoes Chestnut could build and they were gettin' known all over the world.

The Great War took a few of the boys that had been with the outfit from the beginning, but the business got bigger right through the war and on into the twenties It wasn't all smooth sleddin' in those days though - the main factory burnt in the winter of '21 and had to be rebuilt from the ground up. That factory stands to this day.



It was in '22 that the factory started making snowshoes - they say that was the same year talkin' pictures was invented. A lot of canoes went south in the twenties, it was said by some that more than a few Chestnut freighters went ashore in the U.S. with upwards of 3 tons of good Canadian rum for cargo. In the spring of '30 the big warehouse burnt down took an awful wreck of canoes with it.

During the first summer of the depression everyone except my father and I got laid off, an I was only workin' part time drivin' the team haulin' canoes from the factory to the railhead. We'd come back some by the next fall and kept growin' right up to '39.



The Second World War looked like it might shut us down but Mackenzie King allowed that we were an essential industry good thing too we shipped over 80,000 pairs of snowshoes overseas. We were all workin' 14 hours a day, 7 days a week to keep up.

Harry ran the business right up till he died in '41 his daughter, Maggie Jean, ran things for 8 years but she was the last Chestnut to run the company.

We've seen some bosses, engineers and the like come and go in my time we've improved the paint, the varnish and learned a lot about good wood and how to use it, but when it comes right down to it most changes over the years have been refinements to Harry's original canoes. Right today at the Chestnut factory someones shapin' cedar ribs over a form that was built at the turn of the century. Those shapes have been copied in everything from plastic to metal there still isn't any of them that's as quick to the paddle or lasts over the years like a Chestnut canoe.

As long as the Company takes the time and uses good wood, nobody will build a better canoe than Chestnut.

Merle Burse



Chestnut Canoes

WOOD CANVAS CONSTRUCTION

WHITE CEDAR RIBS, HOT AND SUPPLE FROM THE STEAMER ARE HAND BENT TO THE CONTOURS OF A WOODEN FORM AS THE FIRST STEP IN THIS TYPE OF CONSTRUCTION. SKILLED HANDS THEN CUT AND SHAPE CEDAR PLANKING, FIXING IT TO THE RIBS WITH HAND DRIVEN BRASS NAILS. A SKIN OF CANVAS DUCK IS STRETCHED OVER THE SHELL AND CAREFULLY FITTED TO ELIMINATE WRINKLES AND CREASES. THE SKIN IS TREATED WITH A WATERPROOFING AND HARDENING AGENT AND CURED UNDER HEAT FOR SEVERAL WEEKS BEFORE IT IS PAINTED, BUFFED AND WRAPPED FOR SHIPMENT. THIS METHOD ALLOWS MAXIMUM FLEXIBILITY IN TAILORING COMBINATIONS OF SHAPES, SIZES, WEIGHTS AND STRENGTH TO THE EXACTING NEEDS OF TODAY'S CANOEING ENTHUSIAST.



THE OVERALL WEIGHT AND STRENGTH OF THE CANOE IS DETERMINED BY THE SIZE AND SPACING OF THE RIBS, THE WIDTH AND THICKNESS OF THE PLANKING AND EVEN THE WEIGHT AND THICKNESS OF THE CANVAS COVERING.

THE UNIQUE CHESTNUT FILLER USED TO TREAT THE CANVAS, SERVES SEVERAL PURPOSES. IT BONDS THE CANVAS TO THE WOOD, MAKES THE SURFACE WATERTIGHT AND CURES TO AN IRON HARD FINISH THAT RESISTS PUNCTURES AND ABRASIONS AND SLIDES EASILY OVER ROCKS.

WOOD CANVAS CANOES ARE FORMED TO EXTREMELY PRECISE SHAPES AND CAN BE DRAWN TO A POINT CLEANER THAN ANY OTHER METHOD OF CONSTRUCTION. THE EFFECT IS ONE OF CLEAN LINES AND FUNCTIONAL FORM.

THEY ARE EXTREMELY QUIET IN THE WATER, EVEN IN HEAVY CHOP, AND DO NOT HOLD HEAT OR READILY TRANSMIT COLD. DUE TO THE NATURAL FLOATATION OF THE MATERIALS USED, SPACE ROBBING FLOATATION CHAMBERS ARE OMITTED.

INTERIOR SURFACES ARE TREATED WITH THE HIGHEST QUALITY PHENOL BASE VARNISH THAT DRIES CLEAR AND IS FORMULATED TO AVOID YELLOWING FROM EXPOSURE TO SUNLIGHT.



WOOD CANVAS CANOES ARE EASILY PATCHED IN THE FIELD AND CAN BE REPAIRED TO "GOOD AS NEW" CONDITION WITHOUT SPECIAL SKILLS OR TOOLS. CHESTNUT WOOD CANVAS CANOES RANGE IN SIZE FROM THE ELEVEN FOOT FORTY POUND PADDLING CANOE TO THE TWENTY FOUR FOOT FREIGHTER THAT CAN CARRY THE WEIGHT OF A HALF TON TRUCK.

NO OTHER FORM OF CONSTRUCTION WILL EITHER HOLD ITS SHAPE OVER GENERATIONS OF CONSTANT USE, OR ALLOW REPAIR TO ITS UNBLEMISHED ORIGINAL FORM LIKE A WOOD CANVAS CANOE.

THE DURABILITY AND BEAUTY OF THE CHESTNUT CANOE IS LEGENDARY. WE HAVE BUILT A COMPANY ON IT.



The canoe I bought of you arrived here in perfect condition - not even a scratch on it. I have seen and used a great many canoes, but I have never seen one whose lines tell the eye so perfectly and the workmanship on it can't be beaten. I am more than pleased with it.

C.F.
Barnesdale, Minn.
1908.

My canoe is an 18 ft. prospector model and gives me the maximum of pleasure. Two years ago I arrived one night at my camp, but so bad was the weather that my friends could scarcely believe I had crossed in the canoe. She rode the waves like a sea gull. I never was so pleased with a purchase in all my life.

E. B.
Annapolis, Md.
1909

The 16' canvas Chestnut runner model I purchased in 1950 is still in action. This canoe was the first in my school and club on the water. It has been the envy of thousands and admired by everyone who saw it on the water of our lake. Thank you for a half lifetime of canoeing.

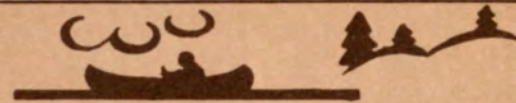
Samuelson B.
1973

The best handling canoe I have ever paddled is one of yours that must qualify as an antique in as much as it was bought second hand by my parents 55 years ago. Surprisingly, the canoe has survived to this day without a single scratch.

C.B.
Riverside, N.J.
1974

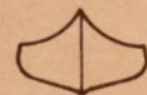
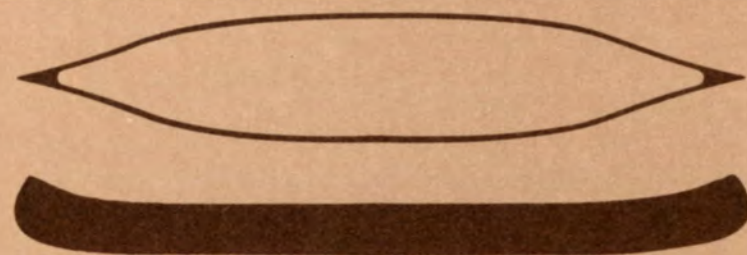


Chestnut Canoes

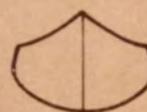


MODELS

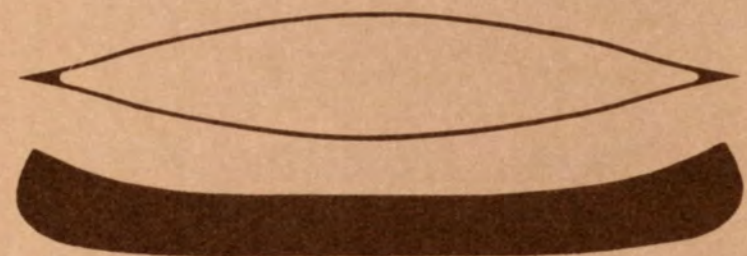
PLEASURE : THIS TYPE OF CANOE WAS DESIGNED WITH A MEDIUM ROCKER BOTTOM FROM BOW TO STERN TO CREATE AN EASY PADDLING AND RESPONSIVE CANOE. THEY ARE CONSIDERED THE BEST CONFIGURATION FOR SINGLE AND TWO MAN RECREATIONAL PADDLING. PLEASURE CANOES HANDLE EXTREMELY WELL IN LIGHT CHOP OR SWELLS WHILE THEIR LOW PROFILE ENSURES THAT THEY ARE LITTLE AFFECTED BY WIND. THE PLEASURE MODELS ARE CONSIDERED EXCELLENT GENERAL PURPOSE CANOES FOR LAKE AND RIVER TRAVEL WHERE HEAVY LOADS ARE NOT ANTICIPATED.



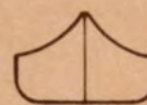
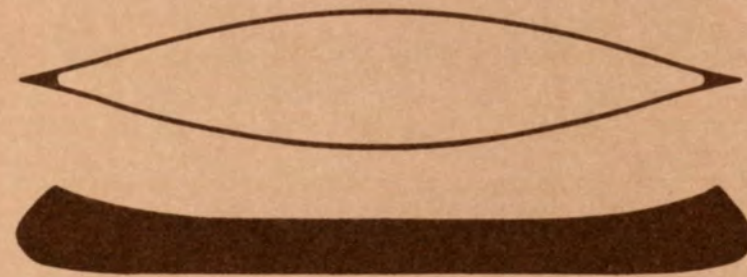
CRUISER CANOES : THESE CANOES ARE DESIGNED FOR WHITE WATER USE AND STOCK MODEL RACING. THIS GROUP IS BUILT WITH A SHARPER BOW AND STERN, NARROWER BEAM AND SLIGHTLY MORE ROUNDED BOTTOM THAN THE PLEASURE MODELS, MAKING THEM EXTREMELY QUICK TO THE PADDLE. CARRYING CAPACITY HAS BEEN GREATLY REDUCED TO ACHIEVE THIS RESPONSIVENESS. THE ENDS ARE SHAPED SLIGHTLY HIGHER THAN THE PLEASURE MODELS ENABLING THEM TO MOVE INTO HEAVY RAPIDS WITHOUT TAKING ON WATER. THESE CANOES ARE OF A DESIGN THAT ALLOWS THEM TO BE PADDLED WITH A MINIMUM OF WATER DRAG AND THEY ARE GENERALLY PRODUCED WITHOUT KEELS TO EASE QUICK TURNING. GUIDE SPECIAL CANOES ARE EXACTLY THE SAME AS CRUISER MODELS EXCEPT THEY ARE MORE CLOSELY RIBBED FOR EXTRA STRENGTH.



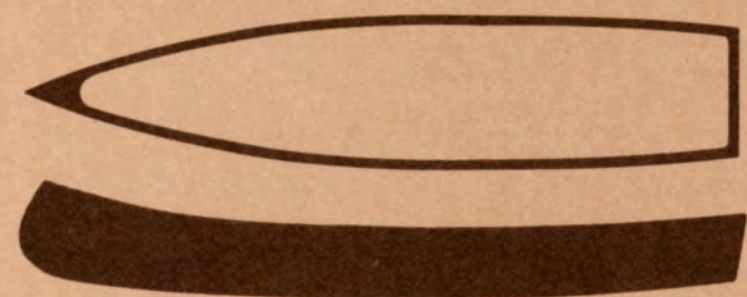
PROSPECTOR CANOES : AS THE NAME IMPLIES THIS GROUP WAS DESIGNED TO MEET THE SPECIFICATIONS OF THE PROSPECTOR. THEY ARE LIGHTWEIGHT AND EASILY CARRIED YET HAVE A LARGE LOAD CAPACITY. THIS IS ACHIEVED WITH A DESIGN THAT IS FULL OF BOW AND STERN, SLIGHTLY ROUNDED BOTTOM AND OF INCREASED DEPTH TO MAINTAIN ADEQUATE FREE BOARD UNDER LOAD. THE ENDS ARE DEEPER THAN THE STANDARD PLEASURE TO MAKE THE MODEL SERVICEABLE IN WHITE AND OPEN WATER. PADDLING ABILITY HAS BEEN SLIGHTLY REDUCED IN THIS MODEL IN ORDER TO CREATE GREATER CARRYING CAPACITY AND STABILITY. ALL PROSPECTOR CANOES ARE AVAILABLE IN VEE STERN, TO ACCOMMODATE OUTBOARDS AS WELL AS IN REGULAR POINTED STERN MODELS.



OGILVY CANOES : THIS UNIQUE DESIGN IS MANUFACTURED BY CHESTNUT SPECIFICALLY FOR SHALLOW WATER, FISHING, AND IS PRODUCED IN A VARIETY OF SIZES TO SUIT THE VARYING TYPES OF WATER IN WHICH THEY ARE USED. THE OGILVIES ARE WHITE WATER CANOES AND RUGGEDLY CONSTRUCTED TO WITHSTAND CONTACT WITH SHOALS AND ROCKS. THEY HAVE A STRAIGHT LINE BOTTOM FROM STEM TO STERN FOR LESS DRAFT AND A FLAT CROSS SECTION FOR STABILITY. THE FLAT CROSS SECTION ALSO ALLOWS THE FISHERMAN TO STAND WHILE FLY CASTING OR POLING. THEY ARE CLOSE RIBBED FOR STRENGTH AND DURABILITY, AND HIGH OF BOW AND STERN TO AVOID TAKING WATER. THESE CANOES, WITH TWO MEN AND THEIR GEAR ABOARD, ARE OFTEN REQUIRED TO NAVIGATE IN WATER A FEW INCHES IN DEPTH. THEY ARE MANUFACTURED IN BOTH POINTED AND VEE CONFIGURATIONS.



FREIGHTER CANOES : OFTEN CALLED CARGO CANOES, THEY WERE ORIGINALLY PRODUCED BY CHESTNUT IN 1898 TO TRANSPORT MASSIVE LOADS IN OPEN WATERS AND OFFSHORE CANOE ROUTES. THESE CANOES ARE RUGGEDLY CONSTRUCTED, LIGHT IN WEIGHT FOR THEIR SIZE AND ARE CONSIDERED MORE OCEANWORTHY THAN LARGER AND HEAVIER VESSELS. THEY ARE PRODUCED ONLY IN VEE AND FLAT WIDE STERN DESIGNS AND ARE PRODUCED IN SIZES CAPABLE OF CARRYING UP TO 7000 LBS. ALTHOUGH ORIGINALLY DESIGNED FOR USE IN THE CANADIAN ARCTIC, THESE CRAFT ARE BECOMING INCREASINGLY POPULAR AS HEAVY DUTY UTILITY BOATS IN OTHER PARTS OF THE COUNTRY.



Chestnut Canoes

PADDLE CONSTRUCTION

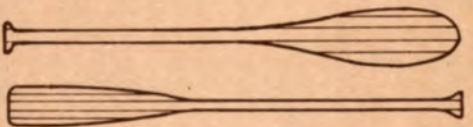
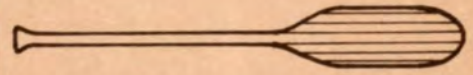
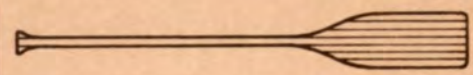
ALL CHESTNUT PADDLES ARE OF LAMINATED CONSTRUCTION, AND INDIVIDUALLY SHAPED, IN KEEPING WITH CHESTNUT'S TRADITION OF QUALITY HAND-CRAFTED PRODUCTS. GRIPS ARE THE FLAT-TOP TYPE, PROVIDING COMFORT TO THE HAND AND EASE OF PADDLING.

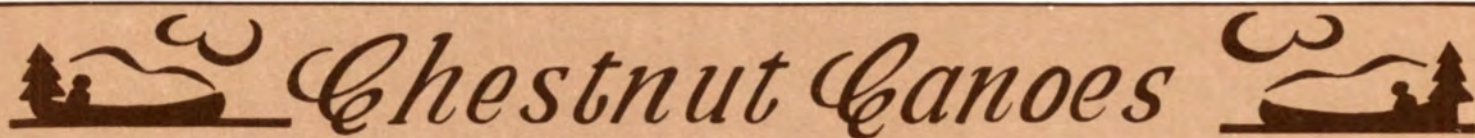
ONLY QUALITY WOODS ARE USED IN THE CHESTNUT PADDLES. ALL PLEASURE AND TRIPPER PADDLES ARE LAMINATED WITH ROCK MAPLE. THIS GIVES THE PADDLE THE STRENGTH NECESSARY FOR LONG LIFE, AS WELL AS THE "WHIP" THAT IS IMPORTANT FOR AN EFFECTIVE AND EASY STROKE. ONLY HARDWOOD SHAFTS CAN PROVIDE THIS COMBINATION.

THE CHESTNUT WHITE WATER AND RACING PADDLES ALSO USE ROCK-MAPLE SHAFTS. THE SHAFT LAMINATE EXTENDS TO THE TIP OF THE PADDLE, THEREBY GIVING MAXIMUM STRENGTH TO THE MOST ABUSED PART OF THE PADDLE. THE LIGHT WEIGHT OF THE PADDLES IS ACHIEVED BY LAMINATING SELECTED WESTERN AND ALASKAN CEDAR SECTIONS TO THE SHAFT LAMINATE. THE OUTSIDE EDGE OF THE BLADE IS MAPLE, PROVIDING OPTIMUM ABRASION RESISTANCE. THIS COMBINATION OF DESIGN AND MATERIALS GIVES THE CHESTNUT WHITE WATER AND RACING PADDLES THE PERFECT COMBINATION OF WEIGHT, STRENGTH, DURABILITY AND WHIP.

THE FINISHING ON ALL CHESTNUT PADDLES IS SECOND TO NONE, AS THEY ARE HAND SANDED, AND THEN GIVEN TWO COATS OF THE FINEST POLYURETHANE VARNISH.

PLEASURE PADDLES ARE AVAILABLE IN LENGTHS OF 4'3" TO 5'9" IN 3" INTERVALS. TRIPPER, WHITE WATER AND RACING PADDLES ARE OFFERED IN LENGTHS OF 4'6" TO 5'9" ALSO IN 3" INTERVALS.

THE NARROW 6" BLADE OFFERS BOTH EASY SLIPPAGE THROUGH THE WATER, AS WELL AS LIGHT WEIGHT AND BALANCE. THE "BEAVERTAIL" MODEL HAS SLIGHTLY MORE SLIPPAGE THAN THE "TRADER TIP"	PLEASURE PADDLES	BEAVERTAIL TRADER TIP	
THE BLADE ON THESE PADDLES IS EXTREMELY NARROW (5¼" BELOW THE SHAFT, 4¾" AT THE TOP) AND IS VERY LIGHT. THE COMBINATION OF LIGHT WEIGHT AND NARROW TIP MAKE IT EASY ON THE ARMS OVER A LONG TRIP.	TRIPPER PADDLES	INDIAN TIP	
THE POINTED HARDWOOD TIP PROVIDES GOOD STRENGTH FOR PUSHING OFF ROCKS OR SHALLOW BOTTOMS. THE 8" BLADE ALLOWS FOR STRONG "PULL" WHEN QUICK MANOEUVERING OF THE CANOE IS NECESSARY.	WHITE WATER PADDLES	BEAVERTAIL	
THE "TRADER TIP", IN CONJUNCTION WITH A WIDE 8" BLADE, PROVIDES MAXIMUM "PULL", STROKE AFTER STROKE.	RACING PADDLES	TRADER TIP	



PVC CONSTRUCTION

THE POLY VINYL CHLORIDE CONSTRUCTION IS ACTUALLY A REGULAR CEDAR RIBBED AND PLANKED HULL, COVERED WITH AN IMPREGNATED POLY VINYL CHLORIDE COVER REQUIRING NO PAINTING OR FURTHER FINISHING. KEELS ARE FITTED WHERE APPLICABLE. BOW AND STERN BANDS ARE STANDARD EQUIPMENT AS IN OUR TRADITIONAL FILLED AND HEAT TREATED PAINTED CANVAS CONSTRUCTION. INTERIOR AND THE GUNWALES ARE FINISHED IN THE REGULAR MANNER.

FIBERGLASS CONSTRUCTION

ALL CHESTNUT FIBER GLASS CANOES ARE BUILT TO TIME PROVEN CHESTNUT DESIGNS, WHICH ARE NOT ONLY PLEASING TO THE EYE, BUT PRACTICAL AND EXTREMELY FUNCTIONAL FOR THE USES INTENDED. THE HAND LAY-UP CONSTRUCTION METHOD IS USED THROUGHOUT. THE HULLS ARE SPECIALLY REINFORCED WITH A BOTTOM TRANSVERSE RIB STRUCTURE TO PROVIDE RIGIDITY, PREVENTING "WAVE WALKING", A PADDLING DEFICIENCY QUITE COMMON IN FIBERGLASS CANOES OF OTHER MAKES. GUNWALES, THWARTS AND SEAT AND DECK WEDGES ARE OF SELECTED HARDWOOD, GIVING A TRADITIONAL CANOE-LIKE APPEARANCE. EXTERIOR FINISHES ARE IN POLYESTER GEL COAT, WHILE INTERIORS ARE ENAMELLED.

ACCESSORIES

CARRYING YOKES - AVAILABLE IN ALL SIZES, BOTH CARVED AND FLAT.

CANOE CHAIR - COMPLETE BOTTOM AND BACK REST - SITS IN BOTTOM OF CANOE.

BACK REST - FOR SITTING IN BOTTOM OF CANOE - LEANS AGAINST THWART OR SEAT.

OUTBOARD MOTOR BRACKET - FOR RIGGING SMALL OUT BOARD MOTOR TO ANY SIZE POINTED STERN CANOE.

FLOOR RACK - REMOVABLE, FOLDING RACK.

SAILING KITS - INCLUDES NYLON SAIL, ALUMINUM MAST AND BOOM, SOFTWOOD LEABOARD, MAST THWART AND STEP, ROPE, PULLEYS AND ATTACHMENTS.

ANCHOR ASSEMBLY - INCLUDES CLEAT, PULLEY AND BLOCK.

SUPPLIES AND REPLACEMENT PARTS

SEATS - CAN BE ORDERED IN CANE, SLAT OR BABICHE.

REPAIR KIT - INCLUDES CANVAS, TACKS, CEMENT AND INSTRUCTIONS - FOR MINOR REPAIRS ONLY.

PAINT - AVAILABLE IN QUARTS IN RED, GREEN, AND GREY, HARD COLOUR - FAST MARINE ENAMEL.

FILLER - UNIQUE CHESTNUT FILLER, AVAILABLE IN QUARTS & GALLONS.

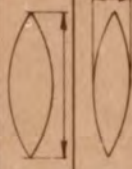
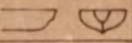
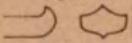
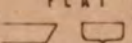
REPAIR PARTS - VIRTUALLY ALL CANOE PARTS CAN BE ORDERED FROM THE FACTORY, INCLUDING : RIBS, PLANKING, GUNWALE, STEM BANDS, THWARTS, RING TIES, KEELS, CANVAS ETC.



Chestnut Canoes



SPECIFICATIONS

SERIES	MODEL	LENGTH	BEAM	MID-SHIP DEPTH	STERN DESIGN	RIB SIZE	RIB SPACE	NO OF THWARTS	LOAD CAPACITY	SEAT NO AND TYPE	COLOUR 1-GREEN 2-RED 3-GREY 4-WHITE 5-BLUE	KEEL	NET WEIGHT
					VEE  POINT  FLAT 								
	* LIGHTWEIGHT												
PLEASURE CANOES	* FEATHERWEIGHT	11'	34"	12"	POINT	1/4" x 2 3/8"	1 1/2"	2	350	1-CANE	1, 2	FLAT	40
	* MERMAID	12'	40"	12 3/4"	POINT	1/4" x 2 3/8"	1 1/2"	1	650	2-SLAT	1, 2	FLAT	92
	PLAYMATE	14'	32"	11 3/4"	POINT	3/8" x 2 3/8"	2"	1	500	2-CANE	1, 2	FLAT	60
	CHUM	15'	34"	12 1/2"	POINT	3/8" x 2 3/8"	2"	1	600	2-CANE	1, 2	FLAT	68
	* BOB'S SPECIAL	15'	37"	12 1/2"	POINT	1/4" x 2 3/8"	1 1/2"	1	700	2-CANE	1, 2	TAPERED	58
	PAL	16'	36"	12 3/4"	POINT	3/8" x 2 3/8"	2"	2	700	2-CANE	1, 2	FLAT	72
CRUISER	KRUGER	16'	33"	13 1/4"	POINT	3/8" x 2 3/8"	2"	4	600	2-CANE	3		70
	CRONJE	17'	34"	13"	POINT	3/8" x 2 3/8"	2"	5	650	2-CANE	3		75
	LEADER	18'	35"	13 1/4"	POINT	3/8" x 2 3/8"	2"	5	700	2-CANE	3		79
GUIDE SPECIAL	BOONE	16'	33"	13 1/4"	POINT	3/8" x 2 3/8"	1 1/2"	4	600	2-CANE	3		75
	CROCKET	17'	34"	13"	POINT	3/8" x 2 3/8"	1 1/2"	5	650	2-CANE	3		80
	MOSES	18'	35"	13 1/4"	POINT	3/8" x 2 3/8"	1 1/2"	5	700	2-CANE	3		85
PROSPECTOR	FORT	16'	36"	14 1/2"	POINT	3/8" x 2 3/8"	2"	2	850	2-SLAT	3		76
	FAWN	16' 3"	36"	14 1/2"	VEE	3/8" x 2 3/8"	2"	3	850	2-SLAT	3	TAPERED	82
	GARRY	17'	37"	14 1/2"	POINT	3/8" x 2 3/8"	2"	3	950	2-SLAT	3		82
	MARSH	17'	37"	14 1/2"	VEE	3/8" x 2 3/8"	2"	4	950	2-SLAT	3	TAPERED	97
	VOYAGEUR	18'	38"	15"	POINT	3/8" x 2 3/8"	2"	3	1100	2-SLAT	3		88
	BIRCH	18'	38"	15"	VEE	3/8" x 2 3/8"	2"	4	1100	2-SLAT	3	TAPERED	110
FREIGHTERS	HUDSON	17'	45"	18 1/2"	V/FLAT	3/8" x 2 3/8"	1 1/4"	4	1600	1-WOOD	3		124
	BAY	18'	46"	18 1/2"	V/FLAT	3/8" x 2 3/8"	1 1/4"	5	1800	1-WOOD	3		132
	COMPANY	19'	51"	19 1/2"	V/FLAT	1/2" x 3"	1 1/4"	5	2000	1-WOOD	3		170
	TRAFFIC	20' 2"	52"	20"	V/FLAT	1/2" x 3"	1 1/4"	5	3000	1-WOOD	3		230
	DADDY	22'	62"	24"	V/FLAT	1/2" x 3"	1 1/4"	5	5000	1-WOOD	3		257
	GIANT	24'	67"	28"	FLAT	1/2" x 3"	1 1/4"	5	7000	1-WOOD	3		310
OGILVY	HENRY	16'	36"	13 1/2"	POINT	3/8" x 3"	1 1/2"	2	850	2-CANE	1, 3		84
	DAVE	18'	36"	13 1/2"	POINT	3/8" x 3"	1 1/2"	4	1000	2-CANE	1, 3		95
	JOCK	20'	37"	14"	POINT	3/8" x 3"	1 1/2"	4	1300	2-CANE	1, 3		108
	POOL	20' 5"	37"	14"	VEE	3/8" x 3"	1 1/2"	5	1300	2-CANE	1, 3	FLAT	185
	ALEX	22'	38"	15"	POINT	3/8" x 3"	1 1/2"	4	1500	2-CANE	1, 3		108
	TROUT	22'	39"	15"	VEE	3/8" x 3"	1 1/2"	5	1500	2-CANE	1, 3	FLAT	185
	SALMO	26'	41"	14"	VEE	3/8" x 3"	1 1/2"	6	2000	2-CANE	1	FLAT	275
GROUP PADDLING	CENTENNIAL	25'	51"	19"	POINT	1/2" x 3"	1 1/4"		3500	5-CANE	1	TAPERED	235
	NESTABLE	19'	51"	19"	POINT	1/2" x 3"	1 1/4"		2500	5-SLAT	1	TAPERED	150
	SELKIRK	22'	38"	18"	POINT	3/8" x 3"	1 1/2"	3	2000	5-WOOD	1	TAPERED	155
FIBERGLASS	FALCON	17'	34 1/2"	13"	POINT	N/A	N/A		650	2-CANE	1, 2, 4, 5		90
	CHAMPLAIN	16'	36"	12 3/4"	POINT	N/A	N/A	2	700	2-SLAT	1, 2, 4, 5	TAPERED	75
P. V. C.	FOX	14'	32"	11 3/4"	POINT	3/8" x 1 1/2"	1 1/2"	1	500	2-CANE	1, 2	FLAT	60
	DOE	15'	34"	12 1/2"	POINT	3/8" x 1 1/2"	1 1/2"	1	600	2-CANE	1, 2	FLAT	68
	DEER	16'	36"	12 3/4"	POINT	3/8" x 1 1/2"	1 1/2"	2	700	2-CANE	1, 2	FLAT	72
	BANTAM	15'	37"	12 1/2"	POINT	1/4" x 2 3/8"	1 1/2"	1	700	2-CANE	1, 2	TAPERED	58