

# CANOES CLIPPER

by Western Canoeing



Product Catalog

Western Canoeing Manufacturing, Box 115, 1717 Salton Rd, Abbotsford, BC V2T 6Z5

# WELCOME TO CLIPPER CANOES

## EXPERIENCE AND COMMITMENT...



Clipper has been building canoes in Canada for over 40 years. We offer the largest selection of canoes in the world-- over 40 models from 12' to 44'. We and our employees take great pride in providing the best quality canoes. Many of our employees have been with the company for over 30 years, and we are still a family-run business. All of our products are made in BC with as much Canadian content as possible. We look forward to adding you to the community of proud Clipper customers.

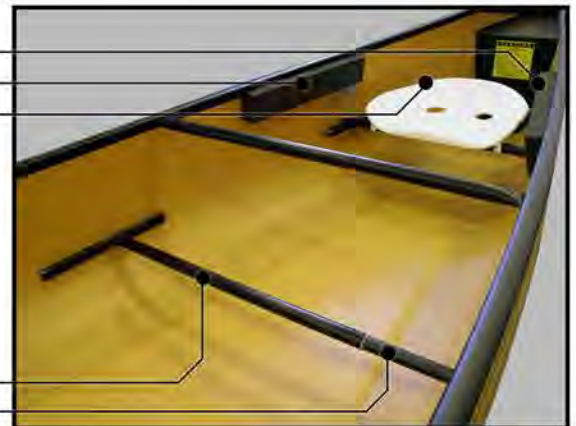
Mary, Marlin, Ryan Bayes  
& the team at Clipper Canoes

**CLIPPER**   
PERFORMANCE SYSTEM

*...for added comfort, control, and efficiency*



Foam Thigh Pads  
Tractor-Style Seat



Adjustable Foot Brace

① ② A "five point" brace can be achieved by adding our foam thigh pads. Brace your feet on the footbrace (or the bow tank) and rest your knees against the optional foam thigh pads. Utilizing these pads greatly increases the control you have in the canoe. If one of your passengers suddenly decides to lean out over the edge, you'll be able to control the canoe just by using your legs and hips.

③ ④ In the stern, we have an adjustable footbrace system. If you have ever paddled in a seated position without a footbrace, you probably remember having a sore shoulder, neck and back by the end of the day. Our footbrace is a telescoping bar pinned into angle that is mounted on either side of the canoe by sealed rivets.

⑤ Our tandem canoes are all available with bucket seats, placed low enough so you never have to kneel to get your centre of gravity down for stability. Bucket seats are a comfortable - tractor type seat - featuring a slight raise at the back to gently cup your derriere (hey, 2 million farmers can't be wrong).

# SELECTING A CANOE

There are several requirements to be successful in canoeing. Three of the most important are using the right kind of equipment, acquiring the proper skills, and exercising proper judgement.

Clipper Canoes can provide you with the right equipment. Hopefully the following explanation will help you in choosing that right equipment. You are always welcome to phone toll-free to speak to one of the owners of Clipper Canoes, or to one of our knowledgeable staff, to discuss which one of our canoes is best for you.

The Escape  
Shown in Custom Kevlar



## ● DAY TRIPPING

Canoes suited for one or two people. Trips are usually two to four hours in protected waters; small lakes, casual rivers, inlets and sheltered ocean paddling. Payload is two average adults and less than 100 pounds of cargo. The 100 pounds could be gear, a child, or even a dog.

• Escape • Scout • 16' Ranger • 16' Prospector • 17' Jensen

The Tripper  
Shown in Standard Kevlar



## ● TRIPPING/FAMILY

These include canoes suited for two adults and gear for extended trips, or solo for a single paddler. The further you paddle from shore, the more your chances of the weather changing on the return trip. Shorter over night trips with kids are acceptable, as long as conditions are favourable.

• Yukon • 17' Ranger • Cascade • Tripper • Tripper 'S' • 16'/17' Prospector • 17'/18' Jensen

The Jensen WWII  
Shown in Fiberglass



## ● EXPEDITION

These are canoes suited for major expeditions; two adults and gear, or two adults and children on shorter trips. They will have a high capacity and maintain a dry ride in varying conditions. Remember you can always use an expedition canoe for day trips but not vice-versa.

• Tripper • Tripper 'S' • 17' Prospector • Jensen WWII • Sea Clipper • 18'6/20' MacKenzie • Solitude • Caribou 'S'

The 14' Prospector  
Shown in Ultralight Kevlar



## ● SOLO CANOES

Designed specifically for solo paddling, canoes in this category range from whitewater tripping to flat-water paddling. For example, the Sea-1 canoe/kayak hybrid gives paddlers the option to paddle in a canoe or kayak position, while the 14' Prospector is a manageable & capable solo wilderness tripper.

• Packer • 14' Prospector • Solitude • Caribou S • F1 Freedom • Tripper 'S' • Sea-1 • Q-Star

The Sea-1  
Shown in Kevlar



## ● SPECIALTY

Specialty canoes are designed for paddlers that have specific requirements, such as racing canoes, sporting canoes capable of using a 5 HP motor, a canoe suitable for two adults and two to three children on week-long trips, or a solo canoe capable of month-long trips.

• 15'/16'5/18 MacSport • 20 MacKenzie • Sea-1 • V-1/P-3/F-1 Racing

# ABOUT CANOE DESIGN

Every canoe design is a combination of several different elements. The six most important elements are as follows:

## OVERALL LENGTH

A longer canoe will generally paddle faster than a short canoe. When 2 canoes have similar rocker and hull shape, the longer canoe will track straighter.

## HULL WIDTH

In most cases wider canoes will displace more water and will have more resistance as they pass through the water. The width of the hull at the 4" waterline will influence a canoe's stability, cruising speed and load capacity.

## HULL SHAPE

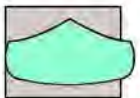
The shape of the hull has a great effect on the performance of the canoe:



A shallow arch hull will be quick to paddle, offer good stability and be predictable in most conditions. Most Clippers feature a shallow arch hull design. Canoes with this design include: Yukon, Tripper, Tripper S, Jensen Designs.



A shallow arch hull that is slightly more round will be more predictable in rough water. This design is often combined with increased rocker to make the canoe more maneuverable. Canoes with this design include: Prospectors, Rangers.



A shallow arch hull that is slightly flatter offers increased initial stability. This design is often fuller (wider) in the center section of the canoe providing additional stability. Canoes with this design include: Cascade, Scout, Escape, MacKenzie, Mac Sport.

## ROCKER

A canoe's maneuverability is influenced by its rocker. Increased rocker in a canoe allows greater control encountering waves head on. Canoes with less rocker (ie: flatter keel line) track straight, but are more difficult to maneuver. Measurements for rocker are taken approximately 12" from the bow and stern. Canoes with more rocker are Prospectors and Rangers. Canoes with medium rocker are Tripper, Jensen designs, Cascade and Scout.



rocker



less rocker

## SIDE SHAPE

The side of the canoe above the waterline influences carrying capacity, seaworthiness and ease of paddling. Canoes will often have flare in the bow and stern, with either straight or tumblehome sides in the mid section. Several Clippers will have flared ends and slight tumblehome in the center.



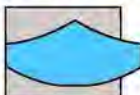
Flared

A canoe with flared sides will be more stable when leaned on its side than a canoe with tumblehome, and it will also be more seaworthy. Whitewater canoes will be flared in the ends to provide buoyancy in the waves. Canoes with flared side shapes include: Escape, Scout, Cascade, Yukon, Ranger, Sea Clipper.



Tumblehome

A canoe with tumblehome in the mid section will be easier to paddle solo as the paddle will be closer to the keel line. Canoes with tumblehome sides include: 16 Prospector, Tripper S.



Straight

A few Clippers will have nearly straight sides. A canoe with straight or tumblehome sides is not as good in whitewater but is easier to paddle. Canoes with nearly straight sides include the Jensen 17 and Jensen 18.

## SEAT POSITION

Canoe seats in recreational canoes should be placed low enough so that the paddlers are stable without having to kneel in the canoe. A stable canoe will have its seats 6" to 10" off the hull bottom to provide a low centre of gravity. The seats should be close enough to the ends to allow the paddler to sit in the centre of the seat, and easily reach the water on either side.

# CANOE CONSTRUCTION

There are 5 types of layups used in the manufacturing of Clipper Canoes. These construction types are: *Fiberglass*, *Kevlar®*, *Ultralight*, *Custom Kevlar®* and *Kevlar® Duraflex*.

**Fiberglass** canoes are laminated by hand using a high-grade isothalic resin. Each Clipper Canoe is reinforced in the bow and stern with a minimum of two layers of Kevlar®, providing extra strength and abrasion resistance needed in these areas of high stress. Flotation tanks are glassed-in at both ends of the canoe in all layups, and are filled with bagged foam for added flotation.

Three hull stiffening methods are used. The Escape, Scout, Cascade, Tripper, Tripper S, Packer and Solitude are stiffened with foam cross ribs. Foam ribs are resined to the hull and covered with biaxial glass roving, resulting in a light, durable canoe. In the Yukon, Ranger and Prospector series, multiple layers of directional glass are used for hull stiffening, resulting in a slightly heavier weight than crossrib stiffening, but is less expensive and is a stronger layup. The Whitewater II, 17' and 18' Jensen, Sea Clipper, and the MacKenzie series are equipped standard with a vacuum-bagged foam core.

**Kevlar®** is a space-aged aramid fiber. Under tension, Kevlar® fibers are 5 to 10 times stronger than an equal weight of steel. Kevlar® cloth is more expensive than fiberglass and is harder to cut and work with, hence the higher cost. Kevlar® canoes are lighter and equal to or stronger than fiberglass. A Kevlar® canoe will generally weigh 20% less than a canoe manufactured out of fiberglass. Kevlar® canoes are built with a minimum of three layers of material (a minimum of two full layers of Kevlar®). A full layer of Kevlar® is applied to the gelcoat. Areas of high stress have additional reinforcing. Next, a layer of fiberglass cloth is applied. A final layer of Kevlar® completes the laminate. A special marine structural foam core is then placed to the hull bottom. An additional Kevlar® layer is then applied over the core. The Kevlar®-covered foam core produces a sandwich type construction that is extremely rigid and lightweight compared to other methods used to stiffen canoe hulls.

**Ultralight Kevlar®** canoes are built without any exterior gelcoat, thus the hull has the 'honey' color of Kevlar®. The absence of gelcoat results in a weight savings of approximately 10%. The first layer is woven S-glass which is very abrasion resistant and is stronger under compression than Kevlar®. Two layers of Kevlar® are then applied with extra reinforcement in areas of high stress.

**Custom Kevlar®**, our lightest layup, has a minimum of two layers of Kevlar®. The hull is stiffened with a vacuum-bagged foam core and graphite reinforced-foam ribs on the side walls. The Custom Kevlar® layup will have a clear skin coat finish and will look just like the Ultralight layup. Custom Kevlar® models will not be as durable as the Kevlar® or Ultralight constructions, but the weight of the canoe will be considerably less.

**Kevlar® Duraflex** is a laminate designed to be exceptionally tough. It has no foam core or ribs. The hull is stiffened by up to ten layers of structural material. The Kevlar Duraflex layup includes the equivalent of 3+ layers of Kevlar, and at least 1 layer of S-glass. Additional sections of Kevlar, S and E-glass are used to further stiffen the hull. The Duraflex layups will easily outperform plastic canoe hulls of the same shape. Not only will Kevlar® Duraflex be as tough or tougher than plastic canoes, it will also retain its shape after years of use and is also considerably lighter.

*\*Lay-up specifications & weight are subject to change without notice*

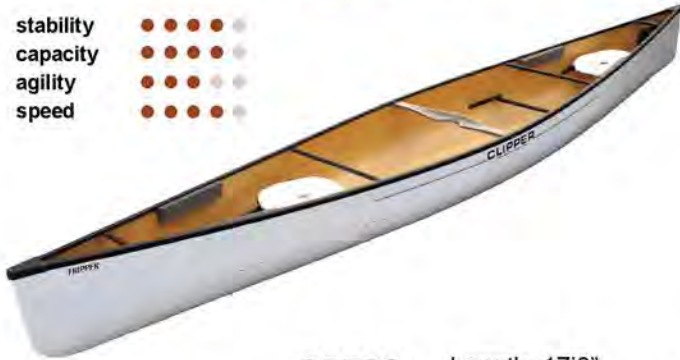


# TRIPPING/FAMILY CANOES

Versatility is perhaps the Tripper's most popular feature. It is at home on large lakes, open ocean, or up to class III white water. (Please note: the "●●●" grading system is meant as an approximation only)

## TRIPPER ●●●●●

- stability ●●●●●
- capacity ●●●●●
- agility ●●●●●
- speed ●●●●●



(shown in Kevlar with optional black trim)

**SPECS:** Length: 17'6"      Beam: 35" / 33" (@ 4" water line)  
 Bow Height: 21"      Stern Height: 18"      Center Height: 15"

**WEIGHT:** Fiberglass: 70 lbs.      Kevlar: 57 lbs.      Ultralight: 52 lbs.      Custom Kevlar: 44 lbs.

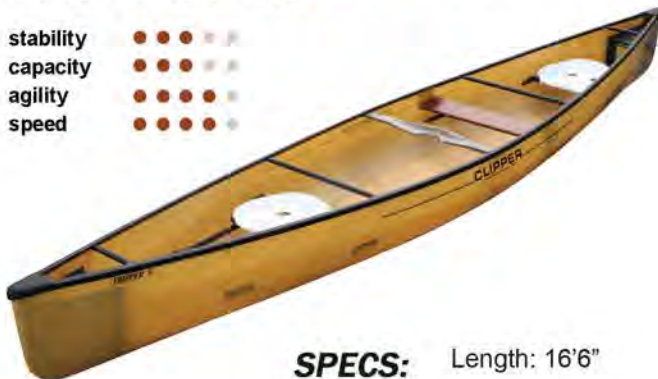


**Versatile, stable, fast, and comfortable.**

The Tripper was first introduced in the Spring of 1983. It quickly became our most popular model, and has remained the number one choice for paddlers in the Northwest.

## TRIPPER S ●●●●●

- stability ●●●●●
- capacity ●●●●●
- agility ●●●●●
- speed ●●●●●



(shown in ultralight Kevlar with optional black trim)

**SPECS:** Length: 16'6"      Beam: 33" / 31.5" (@ 4" water line)  
 Bow Height: 19"      Stern Height: 17"      Center Height: 14"

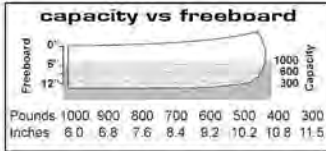
**WEIGHT:** Fiberglass: 66 lbs.      Kevlar: 54 lbs.      Ultralight: 48 lbs.      Custom Kevlar: 42 lbs.

The popularity of the Tripper prompted us to produce the Tripper S, which has added maneuverability and an easy solo option.

# TRIPPING/FAMILY CANOES

All Clipper models come standard with anodized aluminum trim, internal Kevlar skid-plates, and foam-filled flotation tanks.

## TRIPPER



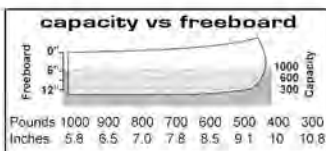
The Tripper's ample capacity will carry a family with kids or enough gear for extended tandem wilderness trips. A shallow arch hull provides good initial stability, but gently flared sides, and relatively low-slung seats result in excellent secondary stability.

The fiberglass Tripper comes standard with Kevlar reinforcing, anodized aluminum trim, plastic bucket seats, a sliding bow seat, an adjustable stern footbrace, and wood portage yoke.

**Std. Features:** Bucket seats, sliding bow seat, yoke, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, contoured yoke (standard on Kevlar) expedition spray skirt

## TRIPPER-S



The Tripper 'S' is a delight to paddle solo, yet it still provides sufficient volume for tandem wilderness trips. It has slightly more rocker for its overall length than the Tripper, which makes it more maneuverable and easier to control when paddled solo.

If you are one of the many canoeists who find themselves without a partner on occasion, the Tripper 'S' may be just what you have been looking for... it comes standard with a kneeling thwart for solo paddling, and the thwart can easily be removed when not in use.

**Std. Features:** Bucket seats, sliding bow seat, yoke, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, contoured yoke (standard on Kevlar), expedition spray skirt.

A third seat or foam saddle can be ordered in place of a kneeling thwart.

# TRIPPING/FAMILY CANOES

## 16' PROSPECTOR ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



(Shown in Fiberglass with standard silver trim)

**SPECS:** Length: 15'9"      Beam: 35" / 33" (@ 4" water line)  
 Bow Height: 21"      Stern Height: 21"      Center Height: 15"

**WEIGHT:** Fiberglass: 70 lbs.      Kevlar/Duraflex: 60 lbs.      Kevlar: 56 lbs.      Ultralight: 52 lbs.



### Classic design, modern materials

All Clipper Prospector models share the same characteristics of classic design, grace on the water, and maneuverability.

## 17' PROSPECTOR ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



(Shown in Kevlar with optional black trim)

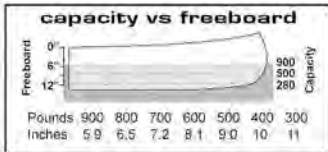
**SPECS:** Length: 17'2"      Beam: 36" / 34" (@ 4" water line)  
 Bow Height: 21"      Stern Height: 21"      Center Height: 15"

**WEIGHT:** Fiberglass: 74 lbs.      Kevlar/Duraflex: 68 lbs.      Kevlar: 62 lbs.      Ultralight: 56 lbs.



# TRIPPING/FAMILY CANOES

## 16' PROSPECTOR

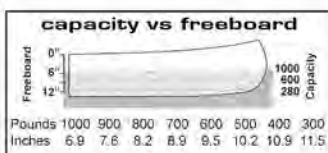


The 16' Clipper Prospector is one of a series of traditional-style Prospector canoes offered by Clipper Canoes. The 16' Prospector is molded close to the lines of the 16' wood canvas Prospector formerly built by the Chestnut Canoe Co. This model is available in four different lay-ups. It is frequently ordered with a wood trim finish, which is the crowning touch to its traditional look. It is easy to paddle this canoe solo by using the front seat while facing the stern. Seats are high enough for kneeling or an optional footbrace can be ordered.

**Std. Features:** Wood web seats, yoke.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, contoured yoke (standard on Kevlar), bucket seats, adjustable footbrace, expedition spray skirt.

## 17' PROSPECTOR



The Prospector 17 has become the first choice of many experienced paddlers. It is ideally suited for rough water, large loads, and its forgiving nature makes it suitable for novice paddlers. The 17' Prospector is in its element when on a wilderness trip-- loaded to the gunnels and beyond. When loaded, it maintains its speed and becomes even more confident on the water. Many paddlers choose the optional bucket seats and foot brace. There is no charge for this change if it is ordered with a custom made canoe.

**Std. Features:** Wood web seats, yoke.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, contoured yoke (standard on Kevlar), bucket seats, adjustable footbrace, expedition spray skirt.

# TRIPPING/FAMILY CANOES

## 16' RANGER ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



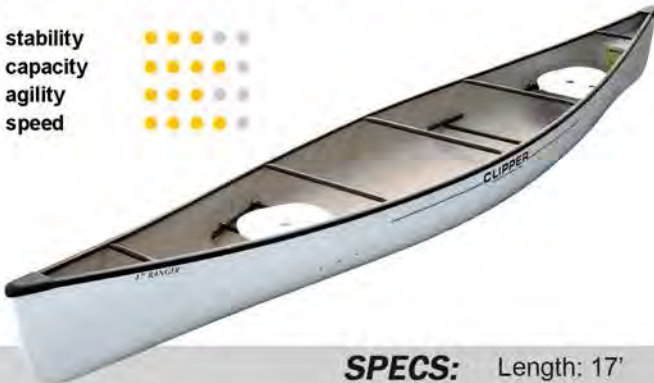
(Shown in fiberglass with standard silver trim)

**SPECS:** Length: 15'10" Beam: 35" / 33" (@ 4" water line)  
 Bow Height: 19" Stern Height: 19" Center Height: 13"

**WEIGHT:** Fiberglass: 68 lbs. Kevlar: 54 lbs. Ultralight: 48 lbs.

## 17' RANGER ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



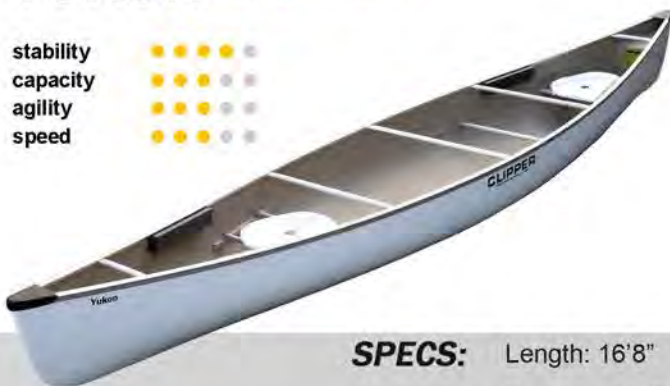
(Shown in fiberglass with optional black trim)

**SPECS:** Length: 17' Beam: 36" / 33" (@ 4" water line)  
 Bow Height: 20" Stern Height: 20" Center Height: 14"

**WEIGHT:** Fiberglass: 72 lbs. FG w/ Foam Core: 64lbs Kevlar: 58 lbs. Ultralight: 52 lbs.

## YUKON ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



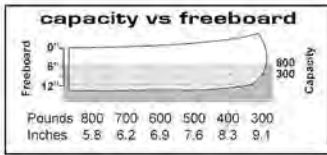
(Shown in fiberglass with standard silver trim)

**SPECS:** Length: 16'8" Beam: 36" / 34" (@ 4" water line)  
 Bow Height: 20" Stern Height: 20" Center Height: 14"

**WEIGHT:** Fiberglass: 70 lbs.

# TRIPPING/FAMILY CANOES

## 16' RANGER



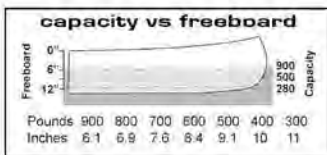
The 16' Ranger is a great entry level canoe. Its popularity is due to more than just the reasonable price. The design has been proven over the years by its acceptance as a great outfitter and rental canoe. The 16' Ranger is very user friendly and is incredibly durable.

The 16' Ranger is suitable for a multi day trip, accommodating up to 200 pounds of gear. It is also a great canoe if you want to use it solo.

**Std. Features:** Bucket seats, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, sliding bow seat, foam thigh pads, wilderness lash system, flat or contoured yoke, wood web seats, expedition spray skirt.

## 17' RANGER



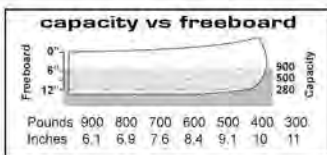
The 17' Ranger has traditionally been one of the most sought after canoes in our line. Increased rocker will allow quicker maneuvering in difficult paddling conditions, and added flare in the bow and stern will provide a dry ride.

The 17' Ranger tracks well and is an excellent canoe for the inexperienced as well as more seasoned paddlers.

**Std. Features:** Bucket seats, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, sliding bow seat, wilderness lash system, flat or contoured yoke, wood web seats, expedition spray skirt.

## YUKON



The appeal of the Yukon is based on its design, low cost and excellent value. The Yukon is a versatile canoe that is built to last and has proven itself in rental use and adventure racing across Canada. This canoe gives you a comfortable feeling, both in its roominess and stability.

The Yukon has the capacity to be a good family canoe and is also suited for wilderness tripping. It glides nicely, tracks well and resists being blown around in the wind.

**Std. Features:** Bucket seats, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, sliding bow seat, wilderness lash system, flat or contoured yoke, wood web seats, expedition spray skirt.

# TRIPPING/FAMILY CANOES

## ESCAPE ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



(Shown in custom Kevlar with standard silver trim)

**SPECS:** Length: 14'6" Beam: 35" / 34" (@ 4" water line)  
 Bow Height: 19" Stern Height: 18" Center Height: 14"  
**WEIGHT:** Fiberglass: 54 lbs. Ultralight: 44 lbs. Custom Kevlar: 38 lbs.

## SCOUT ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●

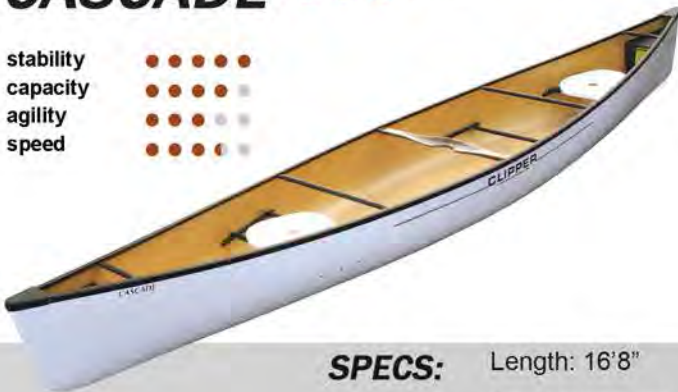


(Shown in fiberglass with optional black trim)

**SPECS:** Length: 15'10" Beam: 35" / 34" (@ 4" water line)  
 Bow Height: 19" Stern Height: 19" Center Height: 13"  
**WEIGHT:** Fiberglass: 58 lbs. Ultralight: 48 lbs. Custom Kevlar: 40 lbs.

## CASCADE ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●

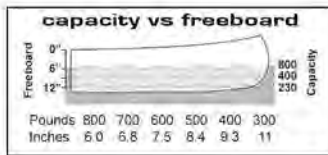


(Shown in Kevlar with optional black trim)

**SPECS:** Length: 16'8" Beam: 36" / 34" (@ 4" water line)  
 Bow Height: 20" Stern Height: 20" Center Height: 14"  
**WEIGHT:** Fiberglass: 66 lbs. Kevlar: 56 lbs. Ultralight: 52 lbs.

# TRIPPING/FAMILY CANOES

## ESCAPE



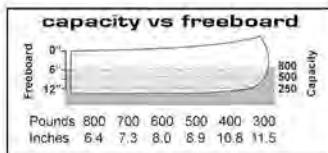
The Escape is great for fishing, photography, or bird watching. The comfortable seats allow paddlers to sit instead of kneel. It has a near vertical bow and stern to aid in tracking. The Escape's short length allows it to maneuver easily in tight situations and its light weight makes the Escape easy to load and transport.

This canoe can easily be paddled solo-- Solo paddlers will often order the Escape with a bench seat in the bow, allowing them to paddle from the bow facing the stern.

**Std. Features:** Bucket seats, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, flat or contoured yoke, wood web seats, kneeling thwart, sliding bow seat.

## SCOUT



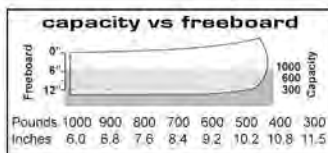
The Scout has an overall length of 15' 10 and is one of the most stable canoes in the Clipper line. It can easily be paddled solo when ordered with an optional bench seat in the bow. At a weight of only 58 lbs in fiberglass, the Scout is ideal for portaging and is easy to load on and off of your vehicle.

The Scout is great for day tours or short camping trips and for the sportsman requiring excellent stability in a light-weight canoe. It is so light that you might hike it into that remote lake for fly fishing.

**Std. Features:** Bucket seats, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, wood web seats, expedition spray skirt, flat or contoured yoke, sliding bow seat, kneeling thwart

## CASCADE



The Cascade is ideal for a family with young children and performs well as a wilderness tripping canoe. It is one of our most stable choices for paddling enthusiasts who also require great initial stability. It's great for families with dogs as well as kids.

The Cascade has sometimes been described as the canoe for the non-canoer. Paddlers with limited experience will feel confident with minimum practice. While paddlers in other canoes are practicing their braces, you will be working on turns and fast paddling techniques.

**Std. Features:** Bucket seats, footbrace, yoke.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, contoured yoke (standard on all kevlar models), wood web seats, expedition spray skirt, sliding bow seat.

JENSEN DESIGNED

# TRIPPING/FAMILY CANOES

## 17' JENSEN ●●●●●

stability ●●●●●  
 capacity ●●●●●  
 agility ●●●●●  
 speed ●●●●●



(shown in fiberglass with optional black trim)

**SPECS:**

Length: 17'      Beam: 33" / 32" (@ 4" water line)  
 Bow Height: 17"      Stern Height: 16"      Center Height: 12"

**WEIGHT:**

Fiberglass: 54lbs.      Ultralight: 46 lbs.      Custom Kevlar: 40 lbs.

## 18' JENSEN STOCK ●●●●●

stability ●●●●●  
 capacity ●●●●●  
 agility ●●●●●  
 speed ●●●●●



(Shown in fiberglass with ribs and standard silver trim)

**SPECS:**

Length: 18'      Beam: 33" / 32.5" (@ 4" water line)  
 Bow Height: 19"      Stern Height: 18"      Center Height: 13"

**WEIGHT:**

Fiberglass: 59 lbs..      Ultralight: 52 lbs.      Custom Kevlar: 42 lbs.

## JENSEN WWII ●●●●●

stability ●●●●●  
 capacity ●●●●●  
 agility ●●●●●  
 speed ●●●●●



(Shown in custom Kevlar with optional wood trim)

**SPECS:**

Length: 18'6"      Beam: 33" / 32" (@ 4" water line)  
 Bow Height: 23"      Stern Height: 18"      Center Height: 15"

**WEIGHT:**

Fiberglass: 64 lbs.      Kevlar: 62 lbs.      Ultralight: 56 lbs.  
 Custom Kevlar: 42 lbs.

## SEA CLIPPER ●●●●●

stability ●●●●●  
 capacity ●●●●●  
 agility ●●●●●  
 speed ●●●●●



(Shown in fiberglass with optional black trim)

**SPECS:**

Length: 18'6"      Beam: 36" / 32" (@ 4" water line)  
 Bow Height: 23"      Stern Height: 21"      Center Height: 15"

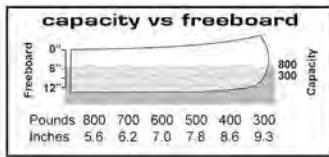
**WEIGHT:**

Fiberglass: 68 lbs.      Kevlar: 62 lbs.      Ultralight: 56 lbs.  
 Custom Kevlar: 52 lbs.

JENSEN DESIGNED

# TRIPPING/FAMILY CANOES

## 17' JENSEN



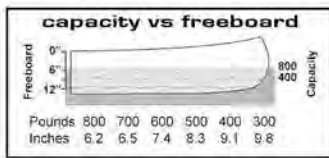
The 17' Jensen Recreation is the lightest tandem Jensen cruising canoe. At 54 pounds in fiberglass, it is stable and makes an excellent boat for the beginner day tripper. Paddlers of all skill levels will appreciate the ease of paddling and its straight tracking quality.

Eugene Jensen designed this canoe for the average paddler. It suits short outings, weekend trips and amateur racing. Its weight and good stability make it ideal for older paddlers, while its narrow width makes it a natural choice for smaller tandem paddlers. The seats are positioned low so that even the inexperienced will feel comfortable and stable. Excellent performance, excellent stability, and an excellent value.

**Std. Features:** Bucket seats, sliding bow seat, footbrace, foam core lay-up.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, flat or contoured yoke, wood web seats, expedition spray skirt.

## 18' JENSEN STOCK



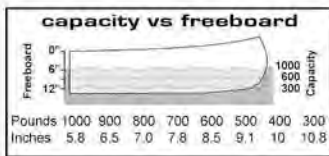
The 18' Jensen Stock is a great tripping canoe. A shallow arch hull makes it stable, and the slight tumblehome makes it easy to paddle. If you're planning extended trips in the north country and don't plan on paddling grade 2+ whitewater, the 18' Stock could be the canoe you have been waiting for. The "Stock" offers general purpose paddling with capacity, handling and speed.

At the 4" waterline, the width is 15% of its length, which meets the regulations for the "stock" class in many races. The 18' Jensen Stock tracks well and resists turning. To turn it quickly, lean it away from the side you are turning to. Enjoy a good blend of general purpose paddling with capacity and speed.

**Std. Features:** Bucket seats, sliding bow seat, footbrace, foam core lay-up.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, flat or contoured yoke, wood web seats, expedition spray skirt.

## JENSEN WWII



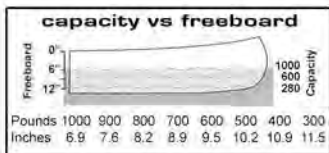
Jensen's Whitewater II was designed in the late 1970's for down river racing. It rates as one of the best all-time, grand touring canoes. The Whitewater II owes its speed to a long waterline and sleek 33" beam.

Its ability to glide effortlessly through the water combined with its high sides, make it ideal for lakes in BC's interior like Bowron Lakes and Wells Grey Park. It tracks straighter than the Sea Clipper and is easier for paddlers to reach the water thanks to its narrower beam. The Whitewater II is a pure pleasure to paddle. Excellent on big lakes and rivers, the Whitewater II will take you anywhere you want to go.

**Std. Features:** Bucket seats, sliding bow seat, footbrace, foam core lay-up.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, flat or contoured yoke, wood web seats, solo kneeling thwart, expedition spray skirt.

## SEA CLIPPER



The Sea Clipper was designed exclusively for Clipper Canoes by Eugene Jensen. Wilderness tripping and ocean canoeing were the driving force behind this design. The length and freeboard of the Sea Clipper make it ideal for large lakes and ocean touring. The flared bow and stern keep the Sea Clipper dry in rough conditions. It has the same 4" waterline as the WWII, but is 3" wider at the yoke. The speed that has been built into the Sea Clipper provides an added element of safety when conditions get rough and you need to get to shore quickly.

With a load capacity of 700 lbs, & 9" of freeboard, it will carry all you need for extended trips into the wilderness, or allow you to bring the whole family for an afternoon of canoeing.

**Std. Features:** Bucket seats, sliding bow seat, footbrace, yoke, foam core lay-up.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, contoured yoke (standard on Kevlar & Ultralight), wood web seats, expedition spray skirt.

# TRIPPING/FAMILY CANOES

## 18'6 MacKENZIE

stability  
capacity  
agility  
speed



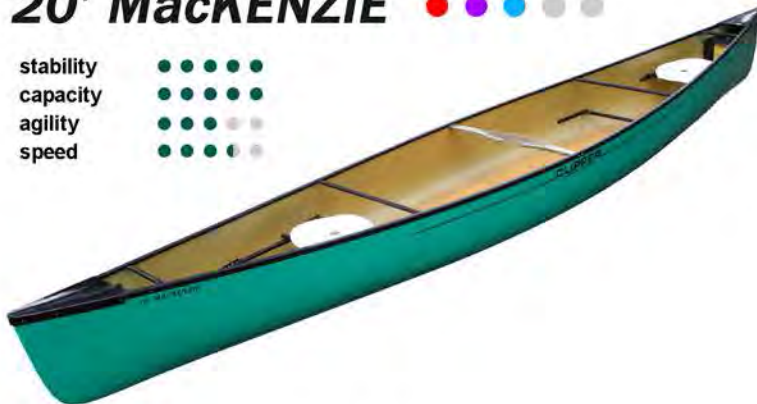
(Shown in Kevlar with optional black trim)

**SPECS:** Length: 18'6"      Beam: 37" / 35" (@ 4" water line)  
 Bow Height: 22"      Stern Height: 22"      Center Height: 16"

**WEIGHT:**      Fiberglass: 78 lbs.      Kevlar: 70 lbs.      Ultralight: 62 lbs.

## 20' MacKENZIE

stability  
capacity  
agility  
speed



(Shown in Kevlar with optional black trim)

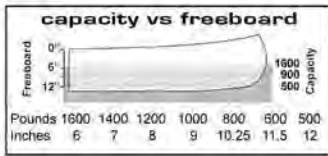
**SPECS:** Length: 20'      Beam: 40" / 36" (@ 4" water line)  
 Bow Height: 24"      Stern Height: 24"      Center Height: 17"

**WEIGHT:**      Fiberglass: 98 lbs.      Kevlar: 84 lbs.      Ultralight: 76 lbs.



# TRIPPING/FAMILY CANOES

## 18'6" MacKENZIE

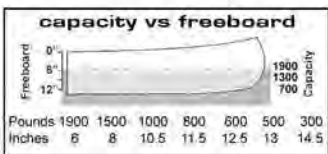


For unbelievable performance in a large capacity touring canoe, try the 18'6" MacKenzie. Load it up with camping gear, the kids and the dog – and you're set for a wilderness adventure. The 18'6" MacKenzie is great for fishermen and hunters who require a canoe to carry large loads and offers excellent stability and performance. The 18'6" MacKenzie will carry 1400 lbs with 7" of freeboard. Molded plastic bucket seats, adjustable stern footbrace and sliding bow seat make the 18'6" MacKenzie a very comfortable and efficient paddling canoe. An optional third bench seat is available.

**Std. Features:** Bucket seats, sliding bow seat, yoke, footbrace, foam core lay-up.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, contoured yoke (standard on Kevlar & Ultralight), wood web seats, expedition spray deck.

## 20' MacKENZIE



The 20' MacKenzie paddles like a wilderness tripping canoe, yet handles loads like a freighter canoe. Paddlers will delight at the 20' MacKenzie's fast speed and responsive handling. This canoe tracks well while the 3" of rocker allows for quick, responsive turns.

The 20' MacKenzie will carry 1500 lbs with 8" of freeboard. Molded plastic bucket seats, adjustable stern footbrace and sliding bow seat make it a very comfortable canoe. Optional 3rd and 4th bench seats can increase capacity. It is suited for 3 to 4 adults and camping gear, or 2 adults, a pack of kids and gear. The 20' MacKenzie's shallow arch hull provides excellent stability.

**Std. Features:** Bucket seats, sliding bow seat, yoke, footbrace, foam core lay-up.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, wilderness lash system, contoured yoke (standard on Kevlar & Ultralight), wood web seats, expedition spray deck.

# SPORTSMAN CANOES

ALL MODELS HAVE FOAM CORES IN FIBERGLASS AND KEVLAR

## MackENZIE SPORT 15'

stability ●●●●●  
 capacity ●●●●●  
 agility ●●●●●  
 speed ●●●●●



(Shown in fiberglass with optional black trim)

**SPECS:** Length: 15' Beam: 37" / 35" (@ 4" water line)  
 Bow Height: 22" Stern Height: 16" Center Height: 15"

**WEIGHT:** Fiberglass: 72 lbs. Kevlar: 62 lbs. Ultralight: 56 lbs.

## MackENZIE SPORT 16'6"

stability ●●●●●  
 capacity ●●●●●  
 agility ●●●●●  
 speed ●●●●●



(Shown in fiberglass with optional black trim)

**SPECS:** Length: 16'6" Beam: 37" / 35" (@ 4" water line)  
 Bow Height: 23" Stern Height: 16" Center Height: 16"

**WEIGHT:** Fiberglass: 84 lbs. Kevlar: 68 lbs. Ultralight: 62 lbs.

## MackENZIE SPORT 18'

stability ●●●●●  
 capacity ●●●●●  
 agility ●●●●●  
 speed ●●●●●



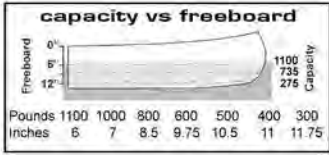
(Shown in fiberglass with optional black trim and 3rd seat)

**SPECS:** Length: 18' Beam: 40" / 36" (@ 4" water line)  
 Bow Height: 24" Stern Height: 16" Center Height: 17"

**WEIGHT:** Fiberglass: 98 lbs. Kevlar: 82 lbs. Ultralight: 76 lbs.

# SPORTSMAN CANOES

## MackENZIE SPORT 15'

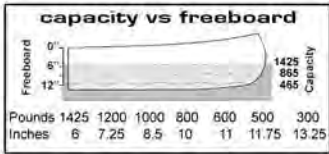


The MacKenzie Sport 15 offers a stable hull design appreciated by hunters & fishermen. An optional rowing rig allows a solo operator good control and performance without using a motor.

The 37" beam and 15" center depth provides over 1000 lbs of capacity with 7" of freeboard. Its efficient hull design provides excellent performance with a 2 to 3 HP outboard. Trials conducted with a 3HP outboard showed that with one operator positioned on the middle seat, the 15 Mac Sport reached speeds in excess of 10 mph. Motor, row or paddle it.

- Std. Features:** Wood web seats, yoke, foam core lay-up.
- Options:** Vinyl gunnel covers, black trim package, contoured yoke (standard on Kevlar/Ultralight models) foam thigh pads, wilderness lash system, 3rd seat.

## MackENZIE SPORT 16'6

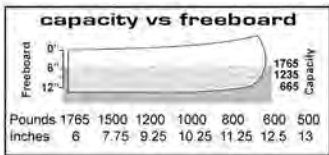


The MacKenzie 16'6 works great with an outboard in the 2 to 4HP range. It's a natural with an electric motor up to 48 or 60 thrust. For solo use (without a motor) the MacKenzie 16'6 is available with an optional rowing rig.

Load it up with 1300 lbs of gear and you will have 7" of freeboard. The 16'6 Mac Sport weighs just 68 lbs in Kevlar® allowing you to access spots inaccessible to larger, heavier aluminum car top boats. Motor, row or paddle it.

- Std. Features:** Wood web seat (stern), sliding bucket seat (bow), yoke, footbrace, foam core lay-up.
- Options:** Vinyl gunnel covers, black trim package, contoured yoke (standard on Kevlar/Ultralight models) foam thigh pads, wilderness lash system, 3rd seat.

## MackENZIE SPORT 18'



The MacKenzie Sport 18' is about size, capacity and versatility. The MacKenzie Sport 18' works great with an outboard motor in the 3 to 5HP range.

Adding a third and fourth bench seat can increase seating to 2 adults and 4 kids. Load it up with 1500 lbs of gear and you will have 7-3/4" of freeboard.

### Mackenzie Sport Speed Test:

	Mac 15		Mac 16.5			Mac 18		
	2 Hp	3 Hp	2 Hp	3 Hp	4 Hp	2 Hp	3 Hp	4 Hp
400	8.4 mph	9.0 mph	8.4 mph	9.5 mph	10.1 mph	8.6 mph	9.7 mph	10.2 mph
600	7.1 mph	7.7 mph	7.4 mph	8.4 mph	8.8 mph	7.3 mph	8.5 mph	10.2 mph
800	-	-	-	-	-	-	-	8.8 mph

- Std. Features:** Wood web seat (stern), sliding bucket seat (bow) yoke, footbrace, foam core lay-up.
- Options:** Vinyl gunnel covers, black trim package, contoured yoke (standard on Kevlar/Ultralight models) foam thigh pads, wilderness lash system, 3rd & 4th seat

# SOLO CANOES

## PACKER ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



(Shown in fiberglass with optional black trim)

**SPECS:** Length: 14' Beam: 24" / 27.5" (@ 4" water line)  
 Bow Height: 16" Stern Height: 16" Center Height: 13"

**WEIGHT:** Fiberglass: 42 lbs. Ultralight: 34 lbs.

## 14' PROSPECTOR ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



(Shown in ultralight Kevlar with optional black trim)

**SPECS:** Length: 14' Beam: 29" / 29" (@ 4" water line)  
 Bow Height: 21" Stern Height: 21" Center Height: 15"

**WEIGHT:** Fiberglass: 52 lbs. Kevlar/Duraflex: 44 lbs. Kevlar: 42 lbs Ultralight: 38 lbs.

## SOLITUDE ● ● ● ● ●

stability ● ● ● ● ●  
 capacity ● ● ● ● ●  
 agility ● ● ● ● ●  
 speed ● ● ● ● ●



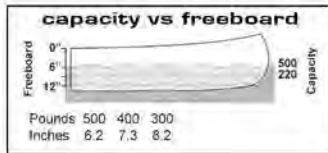
(Shown in fiberglass with optional black trim)

**SPECS:** Length: 15'6" Beam: 28" / 30" (@ 4" water line)  
 Bow Height: 16" Stern Height: 14" Center Height: 13"

**WEIGHT:** Fiberglass: 52 lbs. Ultralight: 40 lbs.

# SOLO CANOES

## PACKER



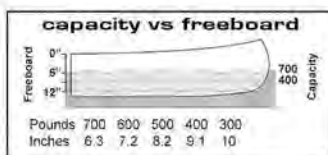
The Packer is a delight to paddle. Its responsiveness will invite you to paddle even when you don't have a destination in mind. The Packer is designed for the paddler to sit. With an adjustable footbrace and plastic molded tractor-style seat the need for a kneeling paddling position is eliminated – your knees and back will thank you.

The canoe tracks well and yet it is quick to turn when leaned on its side. The Packer is suited for a wide range of paddlers, from 50 lbs to 240 lbs. When the total load is kept under 350 lbs, the Packer performs nicely as a medium duty tripping canoe.

**Std. Features:** Bucket seat, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, removeable yoke, foam thigh pads, wood web seat, expedition spray skirt.

## 14' PROSPECTOR



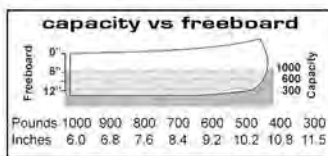
This solo 14', designed by James van Nostrand, is one of a series of traditional-type Prospector canoes offered by Clipper Canoes. All three Clipper Prospector models share the same characteristics of classic design, grace on the water, and excellent maneuverability. This model is designed to be paddled from a kneeling position.

The 14 Prospector is available in four layups. The standard fiberglass layup is ideal for entry level paddlers, while the Ultralight version provides one of the lightest solo canoes available for wilderness tripping.

**Std. Features:** Wood web seat.

**Options:** Vinyl gunnel covers, black trim package, removeable carrying yoke, bucket seat, foam thigh pads, wilderness lash system, expedition spray skirt, footbrace, 3-height adjustable sliding bucket seat.

## SOLITUDE



The Solitude provides versatility for a wide range of solo paddlers. As with all Jensen designed canoes, it is fast and tracks well. It is harder to turn than the Packer but responds well when leaned.

The seat is adjustable fore and aft, allowing for adjustments to the canoe's trim. The paddler is also able to adjust the height of the seat. The lowest setting naturally provides the most stability, and is recommended for novice use. The middle height seat position is most commonly used. The Solitude will keep up with most tandem canoes and is well suited for wilderness tripping.

**Std. Features:** 3-height adjustable sliding bucket seat, footbrace.

**Options:** Vinyl gunnel covers, black trim package, wood trim package, foam thigh pads, removeable yoke, expedition spray skirt, wilderness lash system.

# SPECIALTY CANOES

## SEA-1 ● ● ● ● ●

stability	● ● ● ● ●
capacity	● ● ● ● ●
agility	● ● ● ● ●
speed	● ● ● ● ●



**SPECS:** Length: 17'9"      Beam: 28" / 25" (@ 4" water line)  
 Bow Height: 12.5"      Stern Height: 10.5"      Center Height: 14.5"

**WEIGHT:** Kevlar: 55 lbs.

An ideal wilderness sea-touring canoe/kayak hybrid. The Sea-1 can be paddled with either a canoe or kayak paddle. This canoe features a large cockpit, 9.5' in length, which provides easy access to cargo. With a pronounced flare in the bow, the Sea-1 will rise and shed waves in even the most adverse of conditions. The Sea-1 is very fast. It was the winning craft in the solo division of the Yukon River Quest 4 years in a row--with 4 different paddlers. (See page 28 on 'Across Canada by Canoe... Solo!' By Joe O'Brien)

The V-bottom hull design provides excellent tracking. The Sea-1 has built-in flotation in the bow and the stern. Other features include rudder (standard), molded plastic adjustable seat. A nylon spraydeck and removable yoke are available as options.

## F-1 FREEDOM ● ● ● ● ●

stability	● ● ● ● ●
capacity	● ● ● ● ●
agility	● ● ● ● ●
speed	● ● ● ● ●



(Shown in ultralight Kevlar)

**SPECS:** Length: 16'7"      Beam: 22" / 28.6" (@ 4" water line)  
 Bow Height: 16"      Stern Height: 12.5"      Center Height: 12.5"

**WEIGHT:** Fiberglass: 48 lbs.      Ultralight: 39 lbs.

The Freedom is a Jensen designed solo canoe originally introduced as the 'F1'. Clipper has reintroduced it to our line as the perfect 'workout' canoe. It is also well suited for amateur racing. For wilderness trippers this canoe is appropriate for lighter paddlers carrying loads between 100-160lbs.

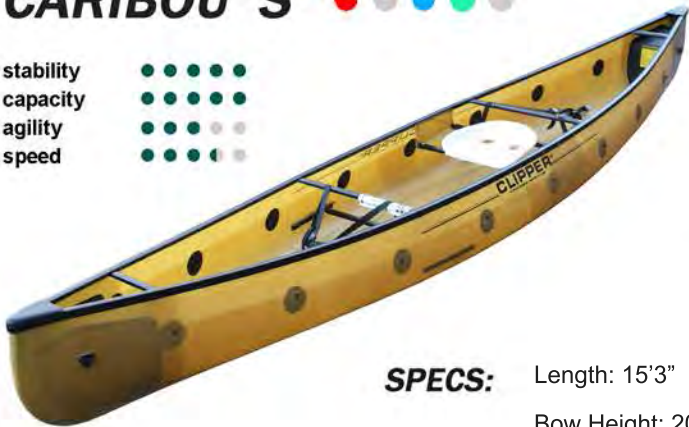
The Freedom has a shallow arch hull and soft chines, all adding up to great stability. This canoe tracks well and is easy to maneuver when leaned offside to execute a tight turn. The seat is adjustable to three different heights and also slides fore and aft for maximum versatility in various water conditions.

*Stay in shape and enjoy your Freedom.*

# NEW MODELS

## CARIBOU 'S'

stability ●●●●●●  
 capacity ●●●●●●  
 agility ●●●●●●  
 speed ●●●●●●



(Shown with wilderness lash kit, tractor seat, & expedition skirt loops)

**SPECS:** Length: 15'3"      Beam: 27" / 30.6" (@ 4" water line)  
 Bow Height: 20      Stern Height: 20"      Center Height: 14"

**WEIGHT:** Fiberglass: 56 lbs.      Kevlar: 46 lbs.      Ultralight: 44 lbs.

The new Caribou 'S' is a classic solo canoe by Lloyd Beale of Calgary. It is suited for a wide range of paddling conditions. Like most traditional canoes, the standard version of the Caribou 'S' is designed for paddling from a kneeling position. If you wish to sit, you can order the canoe with a bucket seat and adjustable stern footbrace. The seat will be lowered and kneeling won't be an option. The Caribou 'S' is designed for that long wilderness trip with lots of gear. For a small cost, the canoe can be outfitted with the same 3-height adjustable sliding seat as available in the Solitude. Kneeling will still be an option.

## SPIRIT DANCER



**SPECS:** Length: 39'      Beam: 58"  
 Minimum Number of Paddlers: 8      Maximum Number of Paddlers: 18

**WEIGHT:** Fiberglass: 650 lbs.

The Spirit Dancer is just over 39' long and will seat 16-18 paddlers. Similar in design to our 31' Northern Dancer, this model has a much more stable hull design and is ideal for longer ocean voyages. Its long straight waterline aids in its terrific tracking ability, yet it turns easily with minimum effort. These are features you will need for any trips you have planned on the coast.

The Spirit Dancer will be approximately 30% of the weight of a similar sized wooden canoe made in the traditional manner. And the best part, they will be virtually maintenance free. For most conditions, the Spirit Dancer paddles best with the canoe weighted slightly bow heavy, and the sternsman points the bow in the desired direction of travel by prying or drawing.

**MARINER**  
8 person

The Mariner is ideal for a small group or large family. It will accommodate up to 8 paddlers, or easily carry three to five paddlers with camping gear for a one or two week trip. The hull has several inches of rocker which makes it easy to maneuver and its shallow draft allows it to be used in relatively low water levels in rivers and lakes.



Length: 22'  
Beam: 48"

Bow Height: 39"  
Stern Height: 39"

Center Height: 19"  
Max # of Paddlers: 8

Weight (FG): 220 lbs  
Weight (Kevlar): 170 lbs

**VOYAGEUR**  
10 person

The 25' Voyageur canoe, the first Big Canoe built by Clipper, can easily handle up to 10 paddlers. Modeled after the Voyager Centennial canoe, the Voyageur characterizes a tried and true canoe design. The Voyageur can be paddled in many conditions, from ocean to extended wilderness expeditions on large lakes. The straight keel line of the Voyageur gives it excellent tracking ability and its slightly rounded hull shape makes it very fast.



Length: 25'  
Beam: 48"

Bow Height: 36"  
Stern Height: 36"

Center Height: 19"  
Max # of Paddlers: 10

Weight (FG): 230 lbs  
Weight (Kevlar): 200 lbs

**LANGLEY**  
14 person

The 29' Langley has been paddled all over North America in a wide range of conditions. While the style of this canoe is reminiscent of historical fur trade canoes, the performance of the Langley is right out of the future. In normal conditions, the Langley will easily handle 14 paddlers, with the option of adding 2-3 kids in the middle of the wider center seats.



Length: 29'  
Beam: 51"

Bow Height: 37"  
Stern Height: 37"

Center Height: 20"  
Max # of Paddlers: 14

Weight (FG): 390 lbs  
Weight (Kevlar): 335 lbs



**CLAN DANCER**  
8 person



The Clan Dancer design closely follows traditional West Coast First Nation canoes. Constructed from modern materials, it is maintenance free and very durable. Its shallow arch hull provides excellent stability and good maneuverability. The Clan Dancer is suited for up to eight paddlers (or 5-6 with gear on extended trips). It is suitable for river, lake and ocean paddling. The Clan Dancer is constructed with a foam core, and flotation is provided by foam-filled tanks and foam-filled seat planks.

Length: 24'	Bow Height: 39"	Center Height: 19"	Weight (FG): 240 lbs
Beam: 49"	Stern Height: 39"	Max # of Paddlers: 8	Weight (Kevlar): 180 lbs

**NORTHERN DANCER**  
9-10 person



The Northern Dancer is a canoe true to the Northwest Coast native design, built with modern materials. The bow and stern of the Northern Dancer are true to time-honoured First Nations lines and designed by James van Nostrand, with assistance from Roy Henry Vickers. The Northern Dancer weighs a fraction of a traditional dugout canoe, and has all the aesthetic beauty of these national treasures.

\*Between July 3, 1997 and August 3, 1997 a 1000 mile canoe journey was made by over 70 RCMP members, First Nations paddlers, and others along the west coast of British Columbia. The route was symbolic, not only of the historical RCMP patrol routes, but those traditionally taken by First Nations people. It was a unique blend of cultures, traditions and history.

Length: 31'	Bow Height: 50"	Center Height: 23"	Weight (FG): 425 lbs
Beam: 54"	Stern Height: 50"	Max # of Paddlers: 9-10	

**PACIFIC DANCER**  
18 person

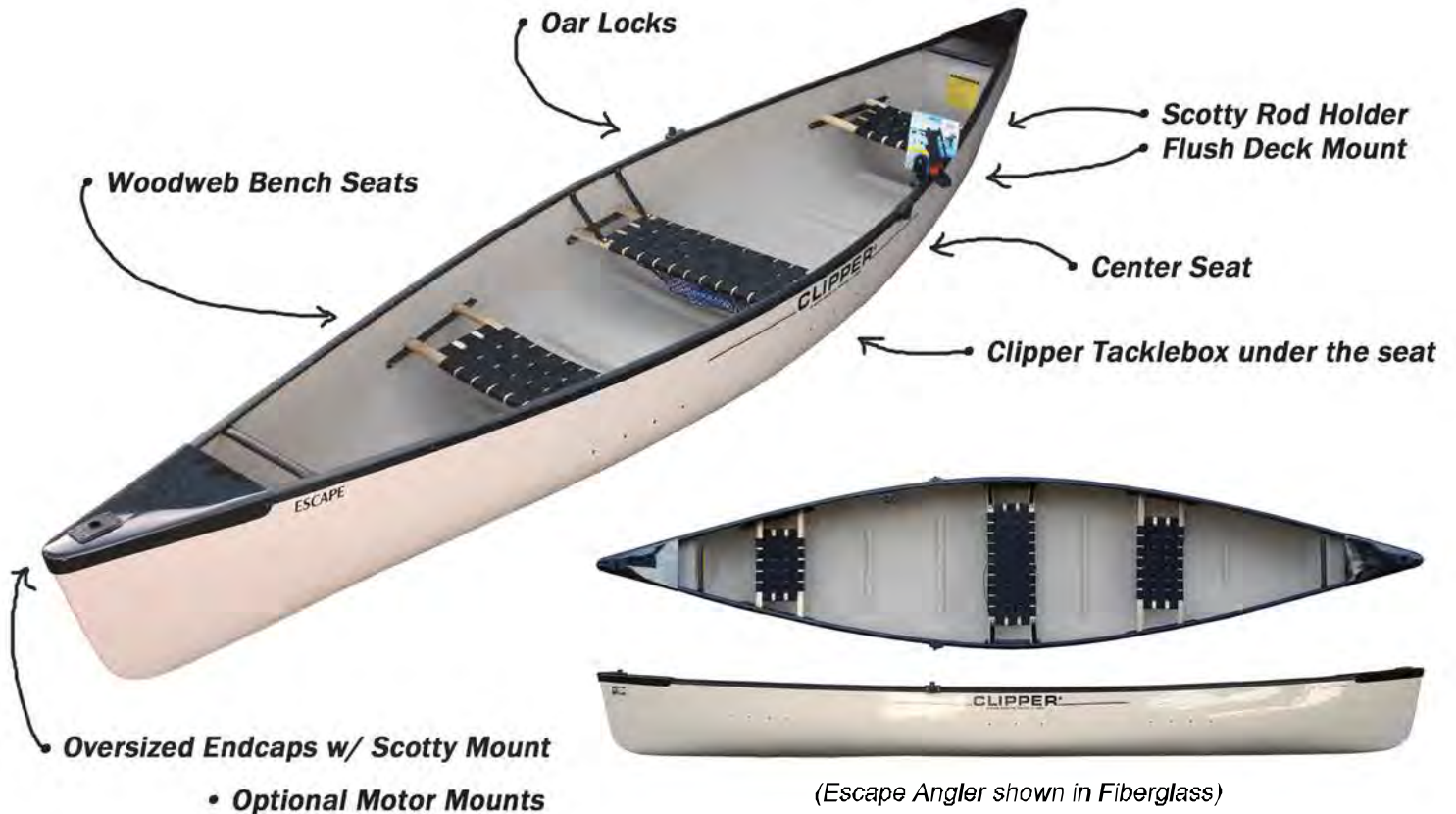


The Pacific Dancer resembles the appearance of the traditional South Coast canoes, but has a much more stable hull design. Its long straight waterline aids tremendously in its tracking ability, yet it turns easily, with minimum effort. These attributes make the Pacific Dancer well suited for the wide range of conditions found on the West Coast.

Length: 36'	Bow Height: 50"	Center Height: 23"	Weight (FG): 575 lbs
Beam: 58"	Stern Height: 50"	Max # of Paddlers: 18	

# CLIPPER ANGLER SERIES

## ESCAPE, SCOUT, CASCADE ● ● ● ● ●



Clipper has taken several of our most stable canoes and modified them so a solo canoeist can effectively have a fishing craft that is easy to propel, easy to maneuver, and is light weight.

We simply take a canoe like the Escape, Scout, or Cascade, and replace the center thwart or yoke with a center seat, braced to reinforce the gunnels. We add oar locks for rowing, install a flush-mounted fishing rod holder, and wait for you to catch the big one.

The average canoeist will have better control rowing than paddling solo, especially in adverse conditions. These fishing canoes can be up to 50% lighter than a fishing kayak of comparable length. The canoe will also give you the advantage of being able to watch your line while fishing.

When you are not using the canoe solo, it is stable for two adults, or depending on the size of the canoe, two adults and a couple of young anglers in training.

An Angler Cascade would be suited for two adults on extended trips, and is easily capable of carrying several hundred pounds in camping gear. We have always felt that the watercraft that gives the owner the most versatile use is the best buy.



### **Expedition Spray Skirt**



This lace-on canoe spray deck easily adjusts for a perfect fit on your Clipper canoe. The lacing can be adjusted to accommodate gear loaded above the gunnel. The deck allows for easy access to gear during the day and quick unloading of your canoe at the campsite. Deck material is made from 14 oz. non-shrink, UV-resistant vinyl and is available in red, blue or green. Cockpits are built large with a Velcro opening up the front and an elastic waist. This allows for easy escape in case of rollover and provides a snug fit while sitting or kneeling.

### **Foam Thigh Pads**



Foam thigh pads close the gap between the gunnels of the canoe and your thighs for added comfort and control when in a seated position. When used in tandem with our plastic tractor-style seats and adjustable footbrace, these foam pads create a '5 Point Brace' (see page 2).

### **Expedition Canoe Cart**



The Expedition canoe cart is tough, durable, corrosion and UV resistant. The pneumatic wheels are large enough to roll over bumps on the trail easily. Perfect for sandy, muddy or rough portages. The cart is easy to disassemble for 'in canoe' storage. Large pad surface and bunk area distribute the load to protect the canoe bottom. The canoe is held in place by 12' of 2" heavy duty nylon webbing. The overall weight of the cart is 19 pounds, and the capacity is 350 pounds. Max tire inflation pressure is 20 pounds.

### **Seating**



Clipper has a large selection of genuine accessories for your canoe, including tractor seat cushions with back support, thwart bags, gel seat pads, paddles and paddle covers, foam thigh pads, t-shirts, and much more! Check with your local Clipper dealer for more information.

# CLIPPER ADVENTURES

## ACROSS CANADA BY CANOE... SOLO!

By Joe O'Blenis

On May 5th 2004, Joe O'Blenis set out from Kitimat BC on the Pacific Ocean, bound for Montreal Quebec, the headquarters of the old Fur Trade era of centuries past. The paddling route across Canada would follow along on many of the ancient highways of the First



Nations people of this land and the early European explorers of the fur trade era. The first major obstacle along the way was an epic 51km portage, the "Portage from Hell". Starting at sea level at the



remote village of Kemano on the British Columbia Coast, the portage climbed up and over the Coast Mountains, going over a pass of over 3300 feet elevation

before heading back down to Tahtsa Lake at roughly 2700 feet. From here the route would take him through such waterways as the Fraser River (Upriver paddling), the Peace River, the Clearwater, the Churchill, Lake Superior, Lake Huron's Georgian Bay, the Ottawa River plus many other lakes and rivers along the way.

The canoe of choice for this solo journey was the **Clipper Sea 1**, a specialized solo canoe designed by James van Nostrand in 1986. This lightweight Kevlar® canoe performed superbly from day one right to the end in Montreal.

Wildlife was abundant from one end of the journey to the other - I saw grizzlies, black bear, moose, deer, a black panther, wolves, coyotes and countless other animals all along the way. The real highlight of the trip however was to be the people I met throughout my journey. All told, the trip would take me 5-1/2 months, arriving in Montreal on October 19th of 2005 after having begun in coastal British Columbia on May 5th.

To read more about this expedition please visit the "Trips" section at [www.clippercanoes.com](http://www.clippercanoes.com)



## SPATSIZI: LAND OF THE RED GOAT

By Paul vanPeenen

The rain stopped as abruptly as it had started. We were wet, tired and a little cranky. The excitement we had all felt at the start of the portage trail was a distant memory now. It was nearly four hours ago when we began pushing our canoes and gear down the trail, but at least the rain had stopped and the sun even threatened to come out.

The river, and the end of the five-kilometre-long portage, was finally in sight. What a way to start a canoe trip. Talk about earning it! The only good thing about getting to the river was that we had managed to do the portage in one trip. Without the carts we would have had to make three trips – a task that would have taken us all night.

Now, with the river in sight and the sun peeking out from behind the dark clouds, our excitement returned as suddenly as it had disappeared when the first of many squalls had hit us. Finally, the Spatsizi River lay at our feet...

To read more about this expedition please visit the "Trips" section at [www.clippercanoes.com](http://www.clippercanoes.com)



## "MC"TRIPPER... MINN. TO NORTHWEST TERRITORIES

By Aaron Bauman & Sarah Mattox

We set out on May 8<sup>th</sup> from Ely, Minnesota bound for Fort Resolution on Great Slave Lake, Northwest Territories. After several years of saving money, staring at maps, and planning our supplies we hit the trail, roughly 3600km along the historic aqueous super-highway. Our route must sound like a familiar one, not overly ambitious but comprehensive enough for us to learn a heck-of-a-lot about the geography, cultures, and peoples of Canada's inland waterways: Lake of the Woods, Lake Winnipeg, Sturgeon-Weir River, Reindeer Lake, Wollaston Lake, Fond du Lac River, Lake Athabasca, and finally the Slave River to Great Slave Lake. We were paddling your **Tripper** (17.5 ft) Ultra Light, to which you so kindly added an extra layer of "S" cloth. Essential to the success of our trip was the associate NorthWater Spraydeck. We felt that the boat and deck combination was appropriate for this route, big lake travel interspersed with both up and downriver sections...

For the complete story, see our Trips section at [www.clippercanoes.com](http://www.clippercanoes.com)

# FREQUENTLY ASKED QUESTIONS

**Q. I plan on buying a fiberglass canoe. Why should I buy a Clipper over another brand?**

**A.** The reason is simple. We have over 39 years of experience building canoes for use in the rugged Northwest. Clipper has a reputation for building canoes that are designed and constructed to withstand the demanding conditions encountered here. Buy a Clipper and be assured that you have bought a quality craft that will provide you with years of enjoyment.

**Q. Does a canoe's width determine its stability?**

**A.** No, not always. Many excessively wide canoes (37" or more) are built with relatively round hulls to keep the bottom from flexing too much. Canoes with a beam of 36" or less can be built with a flatter or more shallow-arch design, thus increasing a canoe's initial stability.

**Q. If width isn't the most important characteristic in determining a canoe's stability, then what is?**

**A.** The shape of the hull and the placement of the seats. Bow seats placed high near the gunnel result in a canoe with a high center of gravity, and low initial stability. Seats placed too far back towards the center of the canoe cause the bow paddler to move towards one side or the other in order to paddle more comfortably forcing the canoe to list.

The stern paddler must compensate by leaning the other way. Then the paddler's center of gravity is outside the center of buoyancy.

**Q. Is Kevlar® worth the extra price compared to fiberglass?**

**A.** It depends on how you are going to use your canoe. A Kevlar® canoe is as strong as fiberglass and lighter. If you only plan to use the canoe at the cabin a few times a year, the answer is probably "no". But if you plan any wilderness trips, extended portages, racing or whitewater paddling, the answer is definitely "yes". The light

weight of Kevlar® canoes makes them ideal for people unable to lift standard canoes. Kevlar® canoes can be custom-built to your specifications. For example, when a Kevlar® canoe is to be used extensively in whitewater, we recommend a Kevlar® Duraflex laminate. The short answer is, if you can afford the extra cost of a Kevlar® canoe, you'll never regret it.

**Q. Does a canoe need a keel in order to track properly?**

**A.** No. Keels are placed on some canoes for structural reasons. For example, a keel joins the two halves of an aluminum canoe, and will reduce the oil canning in cheap fiberglass and plastic canoes. A properly designed canoe doesn't require a keel in order to track well. A good example of this is a racing canoe. They are very straight tracking, and you will never see one with a keel.

**Q. What are the advantages of the plastic "tractor type" seat?**

**A.** First comfort, second control, and third durability. The plastic seats are much more comfortable than wood or wood/cane seats. The seats support you on three sides. They are maintenance free and they don't mildew, split, or unravel.

**Q. A friend has told me not to buy a canoe that is constructed with rivets as they will leak. Is this true?**

**A.** No. Rivets are used in many structures, from airplanes to aluminum canoes. When Clipper uses rivets they are self-sealing rivets at or below the waterline and each one is used with a waterproof compound. By using rivets in the seat angle, we can place the seats lower instead of sacrificing stability by putting them up near the gunnel.

**Q. My wife and I, and our two young kids would like to do some wilderness trips. Our friends suggest kayaks. What do you recommend, kayaks or canoes?**

**A.** Most families are better starting off

in canoes. A 17 1/2' to 18 1/2' canoe can carry all four of you and gear. With a proper canoe and two adults paddling, you'll be prepared for most conditions. If the kids are at an age where they can paddle, this would be an added bonus. The canoe will probably be lighter than a double kayak (which you will most likely need two of) and easier for one person to portage. The canoe will allow more freedom and varied seating arrangements than a kayak. A canoe for the four of you will likely be less expensive than one double kayak, let alone two. The canoe will be easier to load and unload and can carry bulkier items.

**Q. My partner and I are going to start paddling whitewater. How should we prepare?**

**A.** First, make sure you have a canoe that is suitable. You can talk to your local Clipper dealer or phone the staff at Western Canoeing & Kayaking to make sure your canoe is suited for your needs.

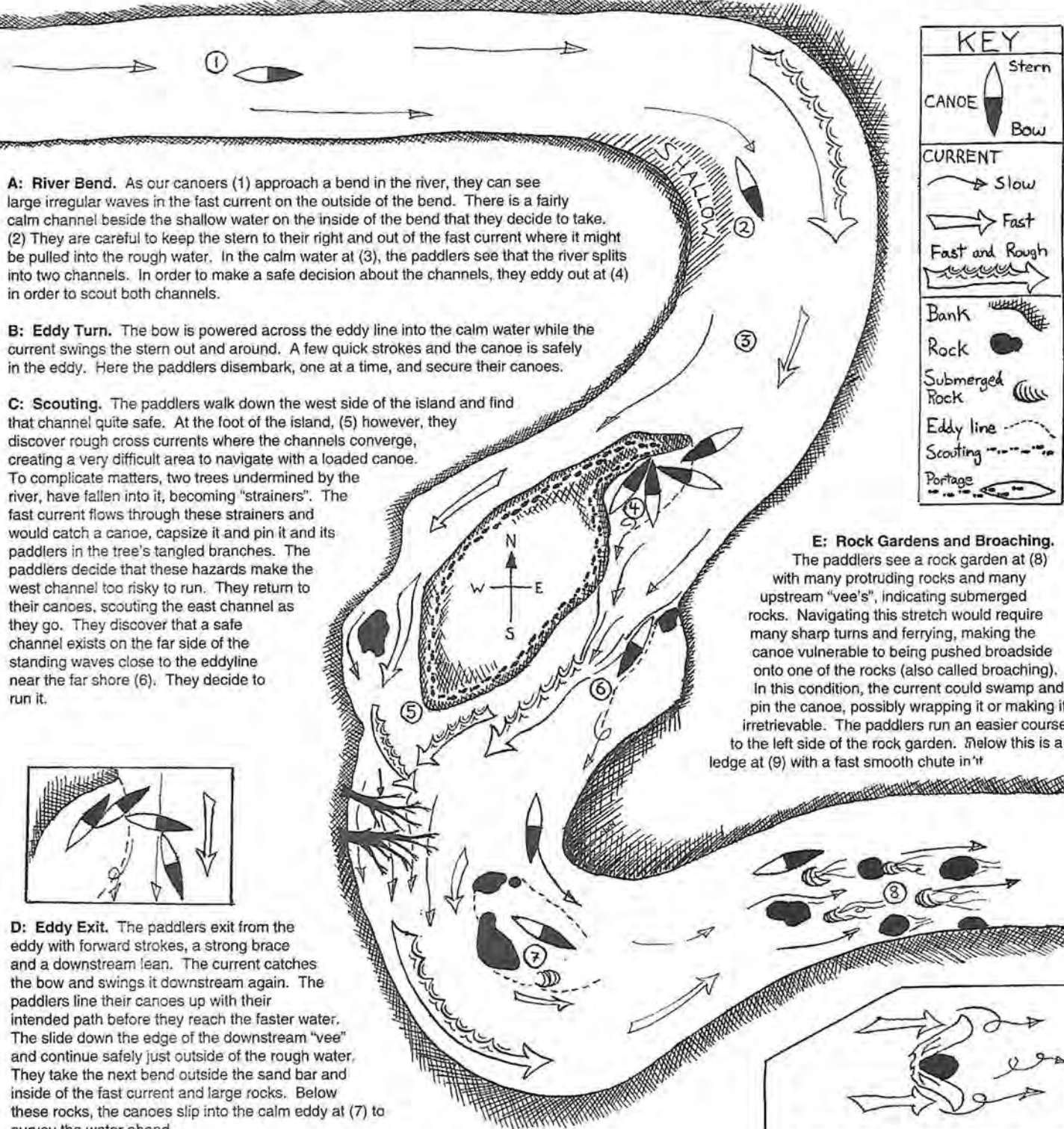
Sign up for canoe lessons. Learn the proper strokes and bracing techniques. This will add to your confidence and make you a safer paddler.

Make sure your canoe has float bags and that they are tied in properly.

Dress for the conditions. In cold water, a farmer john wetsuit is a minimum necessity. After your lessons, paddle with other experienced paddlers. Be sure you are familiar with the rivers you are paddling. Remember, after any periods of high water, logjams may be relocated and new ones created. This is especially true of the swollen rivers in the Northwest. Continue your education by reading books on whitewater paddling, watch videos and join your local canoe club.

# RIVER SAFETY & COMMON SENSE

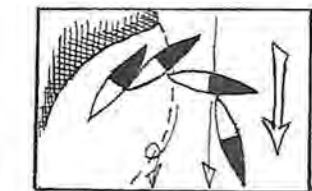
Four experienced paddlers are tripping in two Clipper canoes when they encounter some typical hazards on this imaginary river. The canoes are loaded with camping gear in waterproof packs for the trip, lashed in securely. (Note: If the canoes were not loaded with gear, our paddlers would have used flotation bags.) Each canoe contains a spare paddle, a bailer, and a throw bag. Each paddler is wearing a PFD with a whistle and has a quality paddle. Only the lead canoe has been drawn into the diagram. Imagine that the other canoe is following within sight of the leader.



**A: River Bend.** As our canoes (1) approach a bend in the river, they can see large irregular waves in the fast current on the outside of the bend. There is a fairly calm channel beside the shallow water on the inside of the bend that they decide to take. (2) They are careful to keep the stern to their right and out of the fast current where it might be pulled into the rough water. In the calm water at (3), the paddlers see that the river splits into two channels. In order to make a safe decision about the channels, they eddy out at (4) in order to scout both channels.

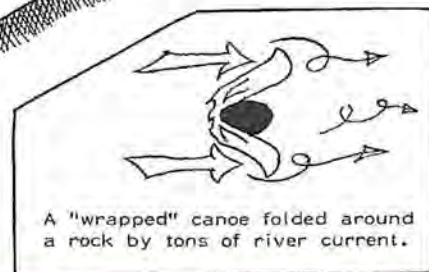
**B: Eddy Turn.** The bow is powered across the eddy line into the calm water while the current swings the stern out and around. A few quick strokes and the canoe is safely in the eddy. Here the paddlers disembark, one at a time, and secure their canoes.

**C: Scouting.** The paddlers walk down the west side of the island and find that channel quite safe. At the foot of the island, (5) however, they discover rough cross currents where the channels converge, creating a very difficult area to navigate with a loaded canoe. To complicate matters, two trees undermined by the river, have fallen into it, becoming "strainers". The fast current flows through these strainers and would catch a canoe, capsize it and pin it and its paddlers in the tree's tangled branches. The paddlers decide that these hazards make the west channel too risky to run. They return to their canoes, scouting the east channel as they go. They discover that a safe channel exists on the far side of the standing waves close to the eddyline near the far shore (6). They decide to run it.



**D: Eddy Exit.** The paddlers exit from the eddy with forward strokes, a strong brace and a downstream lean. The current catches the bow and swings it downstream again. The paddlers line their canoes up with their intended path before they reach the faster water. They slide down the edge of the downstream "vee" and continue safely just outside of the rough water. They take the next bend outside the sand bar and inside of the fast current and large rocks. Below these rocks, the canoes slip into the calm eddy at (7) to survey the water ahead.

**E: Rock Gardens and Broaching.** The paddlers see a rock garden at (8) with many protruding rocks and many upstream "vee's", indicating submerged rocks. Navigating this stretch would require many sharp turns and ferrying, making the canoe vulnerable to being pushed broadside onto one of the rocks (also called broaching). In this condition, the current could swamp and pin the canoe, possibly wrapping it or making it irretrievable. The paddlers run an easier course to the left side of the rock garden. Below this is a ledge at (9) with a fast smooth chute in it.



THINGS TO REMEMBER WHEN ON THE RIVER

**Never Boat Alone.** There should be a minimum of three canoes. Stay within visual sight of each other and have a communication system. (See "river signals" on this page).

**Wear your PFD.** Take it to the pool next time you go and see if it really floats you like it should.

**Wear proper clothing.** A wetsuit, drysuit, or paddling jacket are recommended. Wetsuit booties, helmet, and a glasses safety strap should also be considered for the serious whitewater river traveller.

**Know the river -- or canoe with an experienced leader who does.** Walk the bank to examine how to run difficult rapids. When in doubt, don't gamble, carry around the rapids. V-shaped ripples or wave patterns on the surface of moving water can often tell a paddler where the underwater obstructions are that cause them. A smooth "vee" with its point downstream indicates an unobstructed passage. On the other hand, an eddying or rippling "vee" with its point upstream indicates an obstruction just upstream of its apex. The area above this "vee" should be avoided.

**Know river classifications and learn why and how rivers are classified.** Be aware of water temperature and never canoe on flooded rivers.

**Know and support your leader.** Paddling a river safely is a team effort. Follow your leader's instructions.

**Passengers should be discouraged from going along.** Their mere presence in whitewater increases the danger of having a serious accident.

**Beware of dam-controlled rivers.** Do not put in too close to the base of a dam. Do not canoe close to the spillway or floodgates. Check with authorities at the dam location before canoeing the river.

**Class II** Easy rapids with waves up to 3 feet wide, clear channels that are obvious without scouting. Some maneuvering is required.

**Class III** Rapids with high, irregular waves often capable of swamping an open canoe. Narrow passages that often require complex maneuvering. May require scouting from shore.

**Class IV** Long difficult rapids with constricted passages that often require precise maneuvering in very turbulent waters. Scouting from shore is necessary, and conditions make rescue difficult. Generally not possible for open canoes. Boaters in covered canoes and kayaks should have the ability to Eskimo roll.

**Class V** Extremely difficult, long and very violent rapids with highly congested routes, which should always be scouted from shore. Rescue conditions are difficult, and there is significant hazard to life in the event of a mishap. Ability to Eskimo roll is essential for boaters in kayaks and fully float-bagged canoes.

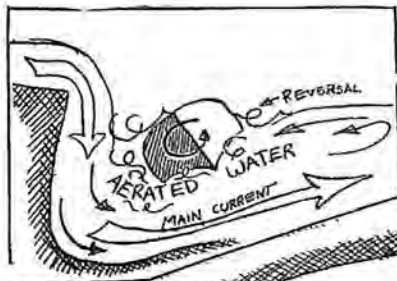
**Class VI** Difficulties of Class V carried to the extreme of navigability. Nearly impossible and very dangerous. For teams of experts only, after close study has been made and all precautions have been taken.

International Scale of River Difficulty

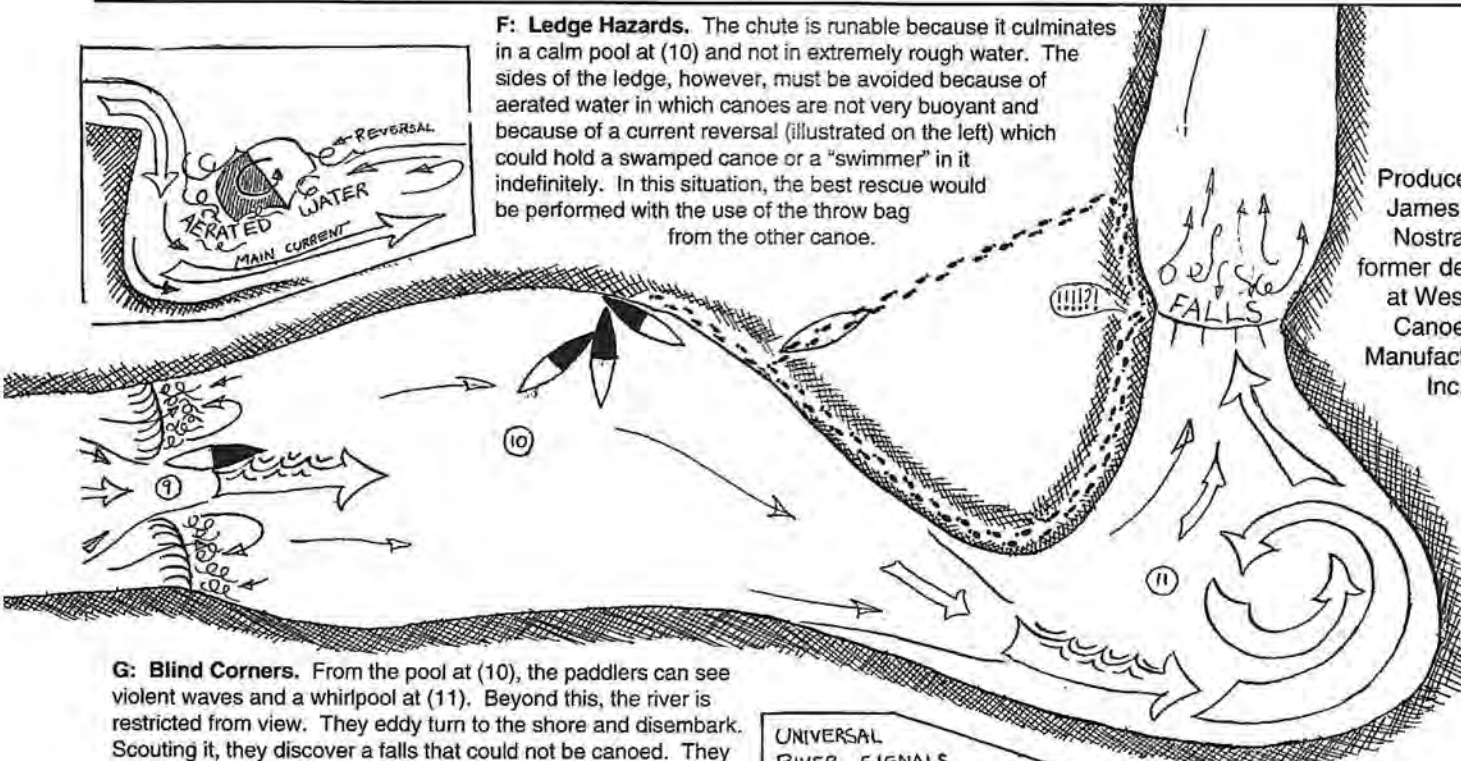
If rapids on a river generally fit into one of the following classifications, but the water temperature is below 50 degrees F or 9 degrees C, or if the trip is an extended one into a wilderness area, the river should be considered one class more difficult than normal.

**Class I** Moving water with a few riffles and small waves. Few or no obstructions.

**F: Ledge Hazards.** The chute is runnable because it culminates in a calm pool at (10) and not in extremely rough water. The sides of the ledge, however, must be avoided because of aerated water in which canoes are not very buoyant and because of a current reversal (illustrated on the left) which could hold a swamped canoe or a "swimmer" in it indefinitely. In this situation, the best rescue would be performed with the use of the throw bag from the other canoe.



Produced by James van Nostrand, former designer at Western Canoeing Manufacturing, Inc.



**G: Blind Corners.** From the pool at (10), the paddlers can see violent waves and a whirlpool at (11). Beyond this, the river is restricted from view. They eddy turn to the shore and disembark. Scouting it, they discover a falls that could not be canoed. They continue down the shore until they find a launching spot, then return and portage canoes and gear through to it. Below the falls, the paddlers have lunch and take some photos before packing up and continuing down the river. Through sound judgement and a good knowledge of moving water, our canoers minimize their risks by running the river in control. They gain a respect for the river as well as familiarity and fondness for it.

UNIVERSAL RIVER SIGNALS





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