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17 ft coleman canoe weight

Rome-17 bought me in 1976 from the now-extinct Sportsmart chain. Paid $299 and opted for another $29 fo middle seat. The assembly lasted almost 4 hours with my friends, but the instructions were clear, and the simple tools were all that was needed. I was happy to build myself and it made me realize how well designed and how durable it would be. The first trip was on the Fox River in Illinois for a weekend camp trip. My girlfriend and I kept all our ribs comfortably a little awkwardly, being novices, but the big orange handled everything we threw into it. Now I paddle and camp out of this kano across this country, mostly in rivers. A few sightseeings on the big water are really exposed to it's only weakness. I'm talking about high winds and great maneuvering, it's hard to keep this beast straight to the wind, but with practice and experience, I've learned to make amends. I've also taken big orange through some challenging Class 3 and a Class 4 Rapids couple with nary a problem. Large rocks and trees have hardly done any harm to this beast, and its flexibility plus during those rough rides is real. Next year will mark 45 years and I really will love nothing to big orange other than that and never doubt it will last. It's all original as the day I bought it, and that alone, because I've never regretted buying it. I've always been a great advocate of Coleman's products, from clothes, to camping, and even a gas gril. If Coleman's name is on it, it's a good chance to buy it! Purchased in the used 03, so should be used from the mid to late 90s, run north of the White Water Sask and Lake Paddle Fishing while exs Crazy Trolls, a hard kano, fade, fear, love that thing, re-paint this spring time of 34 years and still go strong. No fading, twist and crack. It has some surface scratches at the bottom of pulling it on the beach but this is no concern as the fuselage is quite thick. Seats were repaired at attachment points as they cracked because of age and used a few years ago but this was an easy fix. Other than that this canoe is free maintenance. It's always stored outside New England since the storms passed and winter snow records I used to do 3 day trips on it on the Saco River in the spring when it was running at full capacity. Move some rough water without issues, lying over rocks with ease. Paddle loneliness and I never thought I'd need anything else, coolers, tents, lanterns, stove, canvas boxes, cameras, food, water, clothes, trolleys, axes, rain gear, ropes, sleeping bags and about everything else needed to be held without problems. It's a bit heavy so the trolley comes in handy. It is stable to be properly secured in a vehicle but it is a bit bulky to climb on top by yourself. If you're not in shape it's an issue but it's easier to miss with another set. I think I paid about $250 for it in 83 years at the Caldor department store (long gone) and I could sell it for it now. great As the saying goes, cheap paddles (never cheap about Coleman say 17' um X) Cano is better than no kano paddle. I'm still using it this weekend on the Blackstone River and it's carrying me safely as it always is. Very stable. We had our two sons in it who were young boys and stood up and fished from it. Do I care if it's not fast or doesn't it light a coin? not a little . I'm usually going through a lake or down the river, so what's the rush? Kayak has their place, but The AmX Coleman 17 is a closed mule. Coleman's owners of THE UMX know what I'm talking about. I'm glad I didn't pay for a more expensive Conway at the time, as I don't think it would have done anything that Coleman's ESX didn't do. For my needs Coleman was a perfect kano. This is a great craft for beginners or those who want to relax in lazy lakes. It's not difficult to rotate, but the length of 17 feet requires you to work for it. It is made of polyethylene that gives it some weight (a strong, healthy person can carry it 75-100 yards with little effort, but longer distances will be easier with dolley canoe.) the polyethylene material lends durability to the craft. Stable and comfortable for two adults. We own this kano for a year and are looking to add a couple more to our fleet!' our 17th THMs have owned with the middle seat since 91 years. Always discovered stored, outside the south Idaho sun and it still shapes the ship. No, it's not sexy, and the metal handles at each end want to eat through your hands when portaging from truck to beach but what's incredible value. Very stable with the little ones on the ship! Do I want something shiny and lighter? Completely! But I'll never give this one this now the perfect teen thrasher that takes all the abuse they could possibly have thrown at it using Colman 17 Ram Red x since about 1984 (only paid £60.00 for it). It is still good with no fuselage repairs or divergence, it lives outside all year and the only damage has been the keel snapping pipe because the weight of rainwater is easily repaired using a cane tube inserted into the gap caused by the break. I also use the outboard on the side bracket. This kano has been thrown, dragged and abused and come out unscathed every time. I bought Coleman Odyssey 17 (actually 17'3) in 2002 at the Coleman Camp outlet clearance for $399. Ram XX body it has stood up to all the abuse my son and his friends can dish out. The fuselage is exposed to canning oil, which adversely affects its speed. However, it has a high initial and final stability, and its relatively low price makes it ideal as a young family's entry level kano, or for fishing. These were my families first Kano and we love it. This is great for smooth water and slower moving rivers. My family love the room; we can carry a variety of gear and children plenty of room to move around in fun It's not Kano's fastest handling nor is it the lightest but it's a good stable kano rec. I've had my green Kano 17X since 1978, weighing 80 pounds. It's been in countless rivers and camping trips. Lakes and small class 3s are done. He once did class 4, but not successfully. I think we could have done it though with a bit of different technique. My wife and I took three boys down a few rivers when they were younger. very stable . The reason for buying it was based on the price. It was something I could handle but after using it for years and 'competing' with aluminum canoes, I've learned that the only people who 'smack' Coleman are the ones who don't own one. It's not like we say it as quickly as possible and maneuvering more expensive kanoes, because it's not. But it's way quieter than aluminum canoes and equally hard. It gleans on the stone quietly and will be down on rocks like aluminum kano. Everything that the UMX is made of is bad, I store mine in it so it hasn't faded yet, the whole is straight and the skin is still flat. I'll give this boat nine points based on all we've put it on, but it's a big buy for anyone who can't pay for lighter brands. I bought ram x Scano 1977 and used a 5HP engine on it for years, now only paddle power as cracks developed along gunnels. My wife and I use fishing and prefer it for mobility, comfort and stability. It has also been used to hunt ducks with good results. I bought my 17-foot Coleman somewhere in the neighborhood 30 years ago it has bounced down every creek around and done endless rounds around local lakes and strip pits. It still has the main seats. My 18-year-old son has now discovered bass fishing and Coleman transported him around. I was gonna get off the hook a while ago. It was the best money I've ever spent and it's still going to be strong. I've been RAM X17 for 3 years now I love it Sturdy I'm using my 30-pound troll engine drift has no problem using the troll engine. I can stand and paddle without problems and cast my fishing pole without any problems. It's plenty of room I have 3 totes of camping gear and 2coolers. I hit some white water and big rocks on shallow rivers, it's a Conway Ruf, I'm not going to camp without !!! I just bought the Coleman Ram X17 for $225. The interior is in excellent condition. The exterior fades from red to very light, almost milky looking red. I imagine plastic doesn't have good ULTRAVIOLET stabilizers in it, but I don't think it undermines the material. My wife and I can carry it, but it's not exactly light, but it's very manageable. I consider it stable as long as it is in the water, put the keel front on the beach and tip it right over with a little effort. I haven't canoed for a while, but it feels fairly fast for its size and weight. A coin doesn't turn on, but I imagine many 17 kanoes don't do with flat bottoms... I prefer stability, at least for Sailing style that will be recreational and fishing. I want to build an aluminum-leaning tower and sponge outriggers and ride an electric troll engine on it with anchor poles for easier fishing this summer. I like Kano's perishable feeling, Coleman Canoes are incredibly slow, heavy, tank. However, they are hard and relatively maintenance free, and the initial stability is high. If you're going to paddle any distance, look elsewhere. If you just want a kano to fish out or play around and leave in a camp, they are perfect for it. I bought the USED RAM-X 17 last summer, my first kano (well, I also kayak Buddy Sevylor, but I doubt if that counts!). Have a good deal - 250 euros for Kano, plus 3 paddles and 3 life jackets. From HIN I seduced it should be at least 17 years old. I wish I had more time to go in the water with it, yet I was able to do some good river exploration with it. Will Whitewater try, though - however, the previous owner (a leisure club) did a lot of river mountain sinks, and Down Kano all scratched up - of course, given that this is RAM-X, I'm not concerned with the dent, which is at most 1 mm deep. They use Kano (there are 4 for sale, now I believe they're still 2 left!) widely, and it's remarkable - both cover the lost floating compartment (I'll probably stick some wood panels there, when I measure right), the chair is a little cracked, but nothing serious! With me and my younger brother's paddle, it moved relatively fast, and when it stopped one noticed it was very stable. I'm still planning on doing bigger outings with Kano (especially some that include camping, due to the large cargo compartment it has...) , but first I need to get some proper vehicle ride! :) Works as expected, and it is doable for two men to carry for *short distances - portaging it for more than 500 metres is out of the question! I have a RAM-X 17 on the Trailex SUT-200-S. Just like surfboards and guns, one is no better than the other but only for a different plan. This one's great for my use. I hunt ducks in great saltwater bay (a network of ponds and rivers). I like how I don't have to worry about the boat on the trip, I'm just worried about engines and passengers. If it's your first kano and your car isn't topping it (as in other, the frame is higher than the gun whale and this makes for scratch paint. if you're going to do this use foam pipe insulation.) buy this canoe for the first time in the sales yard cause you can always upgrade and sell Coleman in your sales yard for the same price. I used to think I upgraded to a really cool kano but after reading Moose Hunter, I don't want to smash up a good one. I recently bought my 17 1/7-foot-1-foot-10 UM X Pelican (aka Coleman) and I love it. I used $200 on an old man who used it twice. Fish in your farm pond. Stable, firm and inexhaustible. It is heavy for two women to get in the car but are able to do it. When I got him there was a bit of water in the fuselage, who before me had installed a motor of some kind I think his stick attached allowed rainwater in it as sitting outdoors for four years. It doesn't get any water, but I want to evacuate what's there somehow my handwriting manual read says it might drain if I'm standing it in the end. i have not tried yet . I bought my Coleman canoe new in '97 and have logged 450 kms per year, mostly on the North Saskatchewan River, from the foot of the Rocky Mountains to my home in Edmonton, Alberta (class II & nearly III). As far as durability and cargo are concerned, it is unparalleled - great value for money spent. However when it comes to handling, it sucks - it took three or more strokes before it responded - a serious responsibility! So I fixed it - and here's how it is. The problem is that it has keel and it's smooth - what a person should do is put some rocker into the boat - putting some curves into the keel. You don't have to climb like me and install a steel pipe frame to simply support kano on the strand and bow so it's completely off the ground and install the shim (3-4 recommendations) between the stay and the keel pipe. The result is a kano that makes it easier and less affected by cross channel flows. I'm a lot of river tripping and I'm happily coleman I put against any craft on the market. The main thing is: ride on the water but do it safely - you won't be disappointed! My first Conway was a Coleman I got a bad habit with outdoor gear from shopping and then research. I had mixed experience with boats. Ram x is flexible, which can be very uncomfortable at times. The keel pipe inside is doing a great job of eating tackle fishing and other small items. It is almost unsymingable because the ramex is floating. My boat was bought in the mid-70s and I kept it for nearly 20 years only because I couldn't afford for upgrades. My sons were very young, they sang small, then and they weren't heavy enough to hold down the bow if I was in the back seat. I almost always had to paddle in the front seat, it was symmetrical so that it wasn't a problem. I did it until the man snides 100 pounds or so down the bed meant we could barely get away from the side waves and lean out of the question. I've seen newer versions. I'm not impressed with your internal setup. My boat is now with the Boy Scouts in Iowa. I don't know how he kept it, but he's very sensitive to his ULTRAVIOLET deterioration, I got my money from that boat and he hid the love of paddles in my four kids, I topped the car several times to Colorado and loved it mountain lakes, but not the mountain stream. It was a good experience learning the boat that trained the kids and I so that when we moved up to explore the Old Town 12 years ago we didn't even know they were going to Pinnacle. Pinnacle. Now Kano from Illinois to Colorado, and to Canada and Minnesota. Coleman was a great starter boat, and I'm glad we had him, Conway. I bought the new mine in 1976 and it's done very well over the years. He has seen numerous river and stream trips. I borrowed this kano on a recent wild creek trip. We scratched the bottom and had made a hole in the keel (we don't remember that this happened). The remaining 17 miles we had to get out every 40 minutes, remove our gear and pour water into keeping from drowning. On the second day, we hit Cedar's knee and took a gish next to him. Now that I'm trying to find help fixing it and it's not looking very good! If we had been in high water with not much flow then this would have been a good comfortable stable ride. We were two adults who had ribs overnight, I own two Coleman doubles, one (red) 27 years old and the other (Green) 25 years old. I bought both new ones and still use them every season. To say I got the value of my money would be a wonderful understate when I bought my first Coleman, I was replacing a home-made canoe that weighed 105 pounds, so that the new Coleman looked as light as a feather. It was years before I saw that a Coleman was going to be heavy! My family and I have used these canoes in lakes, streams and rivers across accessible parts of alaska road. They carry heavy loads, bounce off rocks, slide over logs, run fast, and ride out of the 2-foot swollen lake. On moose hunting trips, I navigate a river with a second class section repeatedly with a load of ribs and meat in my Coleman that Sisi canoes can't even float. To be sure, it takes a lot of adrenaline and heavy paddles to weave around rocks in Coleman, with or without a big load, but I log about 700 miles in that river over the years and only overturn once - when my partner Kano hit the mine and pushed it against the log jam. (I took the bow line, weaded into shallow water, and I pulled Coleman free. Together, my two Colemans racked up well over 1,800 miles in Alaska's desert lakes and rivers, in the sun, rain, wind, and snow. However, they just keep working! My life and the lives of family and friends have depended on my Colemans over and over again and have never seen us fail. On the other hand, I haven't seen a few old townes, crazy rivers and other high-dollar kanoes abandoned along wild rivers, shaking into the thought of the fate of their owners. There's a lot of kano out there that's lighter, faster, and more beautiful (not to mention more expensive!) than Clemens, but I know of none that really hard work does better. I'd score my mates as 11 if their ranking scale doesn't stop at 10! Bought the older RamX-17 model (actually 17 1/2) for $100 from the river tour outfit. Almost can't pass up the price, what can I say, I'm ;). Something that looks like a beast: orange, big and feels very bold heavy, large skeletal aluminum frame, a little vibrant in places - but hoped it would not be a terrible kano. Well then the premarital trip (without a wife and son) impressed me a little bit, or better yet relieved. I've taken her out several times with the family, and aside from being heavy and awkward portaging & loading(the aluminum thwarts sit higher than the gunnels - so when cartopping or truck topping, kiss your paint goodbye! get foam pipe to cover gunnels and neutral... oh yes, and watch the handles too - they'll drop down & take a good chunk out of your paint if you're not watching).. Aside from that, Kano is actually very big. This is really well traced thanks to keel. It's not the fastest kano ever - but it's not a bear to paddle as well. It doesn't light a dime, but given the size and the cale, it turns much better than I expected. I thought it felt a bit unstable the first few minutes I was in it, but after giving it a jolst and rocking and shaking, it wasn't flipping over. My son walks on the boat while we're out and you hardly notice it (then again he's only 50 pounds). The previous owners beat this old kano in many rivers - there are more miles on this beast than I can imagine. (I dare not take it from anything that looks more than I.) But I have to say, if you're looking for a kano just on the water, if you find one of these in yard sales or what's not - you can't be wrong. It's not the kano I want, but everyone considered - this Kano did a good job as a family wagon so to speak. Don't know what they cost new, or even how the new models perform (saw a new one & it didn't look anything like my dinosaur), but 100 bucks used - I give this an 8 simply for its performance and value.... .. And one day, when I have money, I'll treat myself to a nice conway of ;) I've put my Coleman 17 TMs through a lot in the 4 years I've had it. Hard as nails. I run an I-II class river on camping/fishing trips. I walked about 400 miles on it, some of them were very difficult miles when the river was so low and we implemented it anyway, the body of RAMX is taking a lot of abuse, but these kanoes are turned upside down because of their construction, and they're too floppy. The song is well because of keel, but this also makes it very hard to manuver in rough water. If you're looking for a hard, inexpensive kano for fishing or camping, I recommend it, but I don't recommend a desert trip for the day at the end. I say it does what Coleman plans to do for the price. I bought RAM X 17 years ago. I had to love him, Cam Buck! It's scratch and gog or two but nothing I can see daylight through! I fabbed a side motor mountain and Powered by #36 # Electric Drift From 18 years ago I also installed 2 global DC outputs for PDA's, laptops, etc... Sonar/gps fish finder, 3 rod holders (composite weight lite), and a 5W solar charging panel to expand the cruising range of the barge. I'm taking radar and a live well for the future. I owned a Grumman 17 (aluminum) that weighed 80# (=RAMX) 30 years ago. I like my coleman better!!! Grumman cost big dollars and had no better performance features. I used cheap to beat my RAM-X into Lake Escalade, slow flow, river or medium bay primo explorer, fish hunter and made cruiser. I'm so :-) With this craft. PS my wife thinks I'm a little over the edge on this boat... But it's far more fun to add neat Lil junk to it than getting up on all those honey done. I bought Coleman Roam 16 years ago. Recently I was with that paddle on the Pitt River in Lapland, Sweden. I was unfortunate and turned around. Kano was badly damaged, expecially aluminum frame. Kano was still plateauing, but it's no longer a very good sight. I'd fix it and wonder if there are possibilities to new all aliminum frames on top of plastic? Lars Eric of Norway wish I could score this Kano 11 - worth every penny. I've really had a beat in something 5 years now and no incident at all - this is a tank thing on the water - I can handle over a car full of packing gear and mate and he handles it very well - it seems like the weight is more stable he is - my only complaint is no cupholders. i love it... Putty 3.3 thanks for tomorrow's first time. Last year, I bought a 15-inch um X, which had a dead-hole center of cale, and the hole was approximately 1.2 inches wide, 2 1/2 lengths long. I agree that fixing it with different plastics, marinetex, etc. is fruitless. But they can be repaired. What I've done worked very well with absolutely no problems while aggressively paddleing Alaska all season. I dug multiple 1/4 holes around the existing hole. Used 3 wire wheels on the electric drill to rough the surrounding area both outside and inside kano. Then I used fiberglass kit 'Walmart' and fiberglass from both sides. With a rough surface the glass was able to hang and make it even stronger by linking itself through the holes. 2 layers of glass inside and 4 layers outside. The glass simply strips down and adds no drag. I've seen patches people have done with soda bottles, laundry detergent bottles, plastic sheets, etc. Everything seems crazy to me and adds a lot of drag. Oh anyway, they gave me Kano for free because the former owner couldn't figure out how to patch it up. It cost me $12.00 and 1 hour of work this has been a wonderful kano for me!! I could have been an old barge '10' but my wife ran a couple off because she still wouldn't forgirth me, or take it, for that two hundred yards she helped my son I shipped it from our tent to the edge of Derwentwater (Cumbria, England) every morning last week. Can anyone tell me how heavy these old (10yrs+) 17 feet are? The new ones are listed at about 37kgs (whatever that is). My son is only 15, but he's a black Dan II belt and I thought he was the only thing I had to keep on the other side, but we had to rope inside his house to help, and we were so tired when we got to the lake I had to drink half a beer that had to take the whole expedition, I had my Ram X17 Kano for a while now, and I absolutely love it. I take it in the lakes and rivers of Washington, especially the Skycommish River and the Valley of the High Sky, and it performs very well. The length makes it less than half-bel when having to move narrow spots in rivers, however, its stability and ruggedness are unparalleled. I highly recommend this Kano. What a great boat I have is one very early still works great. Had the divergence in the repaired serpair with RV plastic septic tank repair kit and red color to match the color of the vinyl. The neat trick to try is to have a mountain on the rear platform that axes a two-wheeled lawn mower pushing them about 4 inches above the ride platform, when the boat is to be heavy to carry its flip and drag it, if the mountain is built correctly you can leave extra metal to one side to ride the troll engine. You can also buy in any hardware store a wood sweeping clip, double mountain on both sides, inside Kano to paddle your ride (works better with aluminum paddle) try these neat tricks to make you next outing more enjoyable. I still love my 17 feet, very stable, unimaginable Kano. I've had my own Scano Coleman since 1994, the first trip all the way down the Karasjuhka River, which was spring flooding. It is used every year for salmon fishing in the Tana River system. It brought me about 17 to 87 Atlantic salmon each year, but my last year has been more flying fishing. This kano has been heavy in some streams of water and many times I have crashed, once where the flow was so heavy that the boat just went under and turned around. I was trapped with a possible leg and barely lost before it fell against a rock and stopped. The aluminum crossing was broken, but it was only the use of some wood to continue the journey. I also have 4 hp Mercury that I sometimes use when I'm fishing. Once, Kano crashed a possible car roof (90 km/h), slides against the road and exits on the sidelines. The only thing that happened was a series of small scratches on the aluminum front, the only thing I'd later changed was strengthening the side with some dangling plum glider so it's more stable when I'm roving with my homemade paddlers, also made up of dangling plum gliders. If it has been some inch wider and slightly higher on the strand (front), it could be a perfect rowing boat for the fisherman (troll?). John requests a permanent repair kit that fits this boat when I bought this boat. The stone is ripped against the bottom) from Sweden (can't get this boat in Norway). The repair kit has some plates with the same RAM X material that the boat is made of and has 2 component Scotch-Weld (3m) with the number 3532 B/a urethane adhesive tube (118,2 ml). I'm not sure where the instructions are, but I remember that one uses a thermal gun to almost melt the surface before using glue and joining the surfaces. When I need a new boat I will surely be joined by a new chiso that looks even better. Buy ram x I 17 new 7 years ago, liked the stability of keel, however after a lot of scratches on the river rock, one of the deeper scratches opened along the keel pulpit and now I have a 6-inch separation in keel that leaks water at a rate of 2 gallons per hour. An emergency repair of Wrigleys chewing gum and duck strips saved the journey however I am looking for more permanent repair and couldn't seem to find any kind of RAM X epoxy repair kit on the Coleman site. Any/all offers are welcome. I've had Coleman's 17-foot-10 Tum X since 1981 (22 years). I found it durable, heavy, stable, and able to carry 2 adults, a kid, and plenty of gear: 3 adults in a speck in friendly lakes. Easy to load too- plus real ever tried filling packages under triple neutralizer? It's a great job in Canada's S.H.I.E.L.D. country issues our weekends are doing. But: Recently the entry point of the bow is covered through - leaving small, and I'm looking for advice on how to fix it -- more precisely, how to stick anything! Please email me if you have any ideas. cheerful conway . I own a Coleman RAM-XX 17. It was purchased specifically for solo camping and fishing trips along the Mississippi stream of different types. I had the opportunity to kano a lot of streaming in kano's other brands and I have found one that can beat Coleman in general. Yes, there are more beautiful, slightly lighter and all the more expensive kanoes. This kano is 100% functional, hard as they come and secure. Some call it slow but that's really relative to a person's power. Mine looks so fast I never consider Kano to be slow, rigid plastic body with keel tubes properly fitted and neutral. The bottom will bend over rocks and logs that either jam or flip the tightened kano down instantly. When the Kano swamp still floats high. Kano is longer guided well and stable, thanks in part to the significant keel that runs the length of the fuselage. Sit in the front seat and face strand whenever they are solitary. If you add 50 pounds of weight in the bow, it becomes even more stable and flat. The boat tracks incredibly straight across open water in a crossed wind. He handles speeds. There is nothing more uncomfortable than long clunking and metal scratches or fiberglass associated with other canoes. Coleman has no voice. Portages are easy and there is no resulting chipping, gouging or any damage to the underlying ship. The only complaint I have is that the chairs are a todd up and if you sit on the cushion, you ask for a sudden dive. If you want an indestrusible craft that is safe, stable and silent and can take all manner of abuse, get this kano. My 15-foot Scano owm has used it to beem plenty in lakes and rivers with some white water. The bear is very hard up with plenty of major metal pipe complaint weight to support things ,such as rodtips or small objects caught under or broken in general it's a good entry level kano. I bought ram-XX 17 in 2001 as Kano started and I have had it in some tight conditions and he has always come through. He however deserves his nickname barge as many have dubbed him.. But if you want a reliable and unreconstructible ship it would be a great choice for money.. But it will soon be time to upgrade to Buffalo or old town. But he stayed part of M&M's family for years... I bought Coleman for $17 for $200 in the early '70s. I used it for Boy Scout trips & to teach scouts for their canoeing merit badge. We had a lot of kano types on our trips, but Coleman was by far the hardest. Fiberglass canoes were broken; Grumman's aluminum canoes were divided by open rocks, and others were injured by large holes, but Coleman was merely scratched (very sharp rocks along the Colorado River). It handled better than most others at a 10-foot swell in San Diego Bay, crushing two feet in Mission Bay, and on many trips 100 miles in Colorado. It's heavy, but if you know anything about scouts, you know they're usually overloaded (being ready for everything), and Coleman handled the weight well. Young boys are abusing into equipment, and destroying a lot of Kano on our journeys (by accident, of course), but Coleman can do anything they can to make the dish, including stuck in large mid-flowing rocks, with a few hundred pounds without support at both ends. Most kanoes are up, but Coleman not for youth groups, I score this Kano 10 for that generous and inexhaustible nature! As Tommy Tuffast said... If you put an engine on it can't beat it. When I had mine 1.5 horse engines (side mounted) was great. At this point, however, a kano becomes a power boat, and these reviews become irrelevant. Again... It's a great entry level kano. There is value in Coleman but having Coleman is the only way to go really big. I suspect there are a lot of people who later buy the second one. I afewed my 17th TM for years and it was very heavy, so what. If you want a hard hammer wave brake kano, buy this one. If you don't stick to 10 feet! This kano is hard to handle the light, putting some weight in it. I weigh it up (wife is good) with everything and strap old Johnson (53) 3 horse outboard. I hammer every wave I have This canoe doesn't tip! I even thrashed sides by double skiing before and never tipped, just swamped. It's a hard body and I never had to baby it (try that with a stick) in the river. Sure rock, you have to ride 3-foot waves. I pulled it off and trucked on the ladder shelf, today it ran away from me. All I can say, Ellie Barry out, is hard pressed to come back. P.S. Soon, my 5 horses Coleman 17' I've been for over 20 years. The rest of the judges were right. On the bad side, things are slow and heavy. On the plus side is cheap, durable, generous and with great capacity. It floats positively well with bow and floating strand, and requires no maintenance. Also, it's quite likely that you can leave it uned care anywhere, and it's not stolen. I had an old Conway Coleman sold by my parents years ago, it was a big, relatively indestrusible old heavy kano. Now I had a newer Coleman RamX model which is definitely lighter and equally hard. I have no problem with it in open water, paddeling alone or with the help of my nephews (ages 5-10) and I found it equally effective in rapids in Notern Ontario. Generally a great kano for the right price. Any kano that you have on kano water is good! I bought my 17ers in the late '70s. He carries a lot of things, Kelson is good at lakes, but it's awful in twisted rivers. I didn't realise how bad it was until I was replaced with Penobscot Old Town. You can actually kick the back end around! As my first kano I would say that being short is practically unreconstructible and cheap this canoe bathtub. Paddle is not fun and is definitely the heaviest in its class. The initial stability is excellent and very reassuring to novices or families. I had the bad luck of mining on a railroad tie that was in the middle of the river. let me tell you , it is practically impossible to repair this kano . Plastic shop expertise may be able to have half a plastic ass boiling holes but Kano will never be the same. To be fair I entered a lot of miles at Coleman 17 feet and have some great memories. It's a dry kano that carries a big load and it's about the cheapest decent kano out there. I have to complain though, in Coleman's design the newer chair to the mold body and make it impossible for one to kneel while paddle. The new seat design is a big step backwards. Make sure you can now save stuff in the chair but who cares! Coleman has taken this kano from a cheap heavy tripod kano and turned it into a cheap heavy cottage kano. Progress! If you avoid Kano for more than a day or two at a time this canoe. It hurts you with its weight and with its new seat design the real stability is gone. Only Coleman could have made the design hardly acceptable. I've owned a 17-foot-tall Conway Coleman for about 20 years. Feet and NV as well as fishing and day trips. It is at its best as a smooth water kano but does handle rapid dampening water. Easily take two adults and gear for a few days and it will be hard. Mine shows a lot of scratches but I've never had to fix it and it's not babied yet. It handles well even solo although it can be tricky in the high wind when you are alone. My biggest complaint is weight. At 80+ pounds this kano you want to portage is not very far away. I bought my RAM X17 in 1984. Since then I've been across New England and Canada Kano and it's one of the best buys, dollars for dollars, which I've ever made. At 17 feet. It can be a trick to climb on top of a car by yourself but once tied properly it never moves. It is easy to paddle solo and takes medium Whitewater (Sacco River, Maine) with ease. It can also handle the steady movement of two young boys while fishing and is quite stable. The claim that this unreconstructible kano is 100% accurate as I had trees falling onto the mine during Hurricane Gloria and Bob unsealed. In order to easily transport my heavily loaded Ram X17 to shore or along the portage trail I used a folding boat basket similar to the model sold by L.L. Beans. I borrowed an X-17 RAM from a friend and father-in-law, and in June 2000 I went 8 miles from Lyons Falls to Glenfield N.V. A very good stable ride and found them for sale at Wal-Mart for $350 without a paddle. I think about buying one of these kano now thanks to a good friend called PAT who let me use his kano. I have owned an older green kano for 15 years and have used it in lakes and streams. It carries loads of camping gear, my pet lab and my fishing friends with ease. We have been caught in the lake when the high winds came and it drove our waves to safety well. I like the way it keeps its shape, transporting heavy weights and very stable for its price range. The only fault for me is its weight. I agree with all previous arbitrators. ما 8 سال داشتیم احمق هایی که ما بودیم ما نمیتونستیم وایت واتر رو توي اون سفید کنیم. و برکت بده که قلب کانو ما رو غوطه ور نکرد اما ما ترسیده بودیم وقتي فهمیدیم که یه کیل برای سریع نیست این یک کانو اول خوب بوده است, به خصوص برای دست و پا زدن در اطراف دریاچه های آرام. you are so destroyed , but also heavy . Coleman is considered a 17-canoe thum, which can be ideal for some purpose. I don't own one, but have been a partner in them on 20 or more river camping trips. In mean ClassII whitewater they handle beauty and if you have a skilled paddle, they can turn quite well to avoid obstacles. It's even heavily loaded and in low-water conditions. They have a large volume kano and can handle some very good water and waves. My friends don't like to pdaale so we're moving water or using an engine for tripping. They are unreconstructible. When Kano got out of the car and bent down really badly, we took the support out of Kano and We leaned around a tree and re-gathered. Yacht. Since then we have worked very well we hit some big boulders in the river and had 8 dents in the bow but when exposed to the sun, they appeared right back. I don't want to own this kano to paddle any distance as it is barge but move the water or have a big engine. Oh anyway, I own nine kano myself from $2,800 canvas solo wood to 17 kevlar kano but they're too good to abuse in the river. I had my RAMX17 for about 13 years now and it's still strong. Given the price I paid and the use I made of this boat, I definitely got the value of my money. This boat is great, stable and can hold a lot of gear, its capacity in this area has earned me a reputation for tool campers, as I tend to do primitive kano camping in a very comfortable way. The only down side to this boat is also one of its strengths, the flexible hull. While this fuselage will bounce out of the rocks (and houses, yup did that once) with a slight last effect, it tends to bend in the water. As a result a lot of the effort you invested in the paddle gets lost, making this boat rather slow. For my purposes this kano has lived my needs well for the 12 annual 4-day Kano trip. If you need a fast boat to forget this one, if you need a rugged, stable boat that can handle a lot of gear and a lot of abuse then this boat will work for you. We were Coleman's 17th TMs more than 20 years ago, after a boat show where the dealer offered us a swing with the ball bat in the fuselage. My brother-in-law broke his bat with no injuries to the fuselage, and he sold me Kano there, this treatment is much rougher than then (through frozen rivers, over dam dams) but nothing stops it. I even cheated with a sail and a leia board. A great family boat. I'm a Scout leader in charge of eight Kano Coleman 17.x. They are 5 to 14 years old. Being in Arizona and used by boy and girl Scout units in outings they get a lot of use all year. They bend the gonorrhoe and the cale poles are expelled from position is the biggest tool I have to use a rubber malt to tap uprights back in place. By this time I'm preparing Kano for a 75-mile trip down the Colorado River by a Boy Scout forces that they do every Christmas break. Coleman RAM-X 17 Kano can be unstable when used on board without any cargo, seats put the center of gravity too high. I always put on a few sandbags when I was sailing training or on a day outing paddles around the lake. The only major problem ever found is the two oldest Kano bows covered by landing on rocky coastlines. The kit from Coleman is good but the two parts of the epoxy tube are too small to connect the repair section of the full bow. I have tried buying epoxy from the manufacturer but they have not sold it in small batches (less than 15 gallons). I've dubbed my UM X because of the color and the fact that it's very heavy and slow. It will go through almost anything and I had to patch it up in over 18 years of use. My 4-year-old family have often used it. I've also soloed with it, although not for a very long time. It's a great first kano and a good one for families with kids who want to paddle. Rome Red X 17, I've had mine for 10 years at potomac in Western Amedy. In very low water it's a big handle, much better than an aluminum, it doesn't show much wear. im very happy with the product . I have an older green model, which I used on the Susquehanna River in northeastern Pennsylvania. Most of the waters are tum, but when the surface drops in late summer, scratching down is common. looks like its just about bomb proof . The bottom has zillion scratches and gouges, some of them deep, but nowhere close through. I never had to connect it comparing it to my other Kano, a 17-square-foot aluminum grumman, with keel. Coleman is not nearly as stable, remarkably more tipped. However, the small keel, and flexible bottom makes it easier to scrape rocks here and there without being tossed out. Thanks to Coleman for the oil can take effect. The paddle attempt is about the same for the two, but Grummie is more comfortable for a strand paddle, me, because of a wide, shelf-type seat. I am now trying to swap double-finished greens for Scano Coleman, which should combine the best benefits of both. Extensive, stable, little or no keel, popular oil canning instead of tumbling into drinks, without maintenance, and flat strands to install an engine. As a cheap, no-nonsense, free kano problem, ram-x Coleman is not a bad choice. I've had one for 20 years, a fat, quiet barge... But it is reliable, inexpensive, stable and impossible to damage. I recommend it's not for using water still where you're looking to cover a lot of distance. good for lake fishing . The whole running shoe makes shallow eaters dangerous. Put a stone on the side and you'll get wet. But never with this old friend of ram x17 is a slow but direct tracking kano. This width provides a lot of stability. It's a wonderful party kano. It also has a low price. Pasta body, inside the alum. Frame. Each part can be replaced separately. I've had mine for 15 years + Conway's a great package for long journeys, it's too heavy! i never had a problem with myself . Mine.

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