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**1. Our most frequently asked question is still: "Nice canoe."**

Yes, we know, that's not a question. But it requires an answer. Yes, our boats, in profile, from a distance, to those with an uneducated eye, *do* look like canoes. However, our boats are *rowing boats*, not boats to be paddled. Guideboats first appeared in the Adirondacks in the 1830's. Their origin is somewhat a mystery, though they seem to have evolved from crude hunting boats into the graceful, swift, easily-rowed, easily-carried boats they now are.

Our design begins with J. Henry Rushton's already highly evolved Saranac Lake Guideboat. Steve Kaulback, our designer and founder, has made several changes to Rushton's design, these changes enhance stability and handling, ease the manufacturing process and make our boats more resistant to weather and age. If Rushton were alive today, we think that he'd approve of these changes, and even make some new ones of his own. Rushton's fine entry is still evident, the stem is tumblehome, which lowers wind resistance in a cross breeze. Even though this boat is a modern boat, using contemporary tools and adhesives, it still retains the lines, the characteristics and feel of classic guideboats.

**2. "Do you ever have any used boats?"**

Almost never. Twice we *almost* had a used boat. In both cases a customer wanted to trade in his 12' PackBoat for a 15' Guideboat. In each case, a wife, and then a girlfriend, said, "You're doing *what* with my boat?"

We are asked this question so often because people are trying to find ways to make our boats less expensive. (Something we also try to do.) While our boats are pricey, the amount of money that goes into your boat is also very high. The result of which is: you get more boat per buck. And ... your boat will last, and be treasured, for a very long time.

**3. "Your boats are such works of art, it seems a shame to put them in the water."** Yeah, yeah. And *that* woman is too beautiful to ask out on a date. Our boats are works of art. But you can only truly appreciate the artistry of the design when the boat is *in* the water. Particularly if it's a day with a good chop and a hard wind blowing. Our boats are strong, tough and made to give a lifetime of service. But they *do* require periodic maintenance. However, it's not as demanding as most people fear. (Our varnished boats should be re-varnished when the previous varnish is no longer offering protection. Our oiled boats need to be re-oiled every month or so, depending on exposure.) You or we can do the varnishing, the oiling takes 10 minutes.)

Part of our boat's artful heritage comes from the original designs; part comes from Steve's background as an artist. He has a BFA from Pratt Institute in New York City, where he also served as an instructor. We have been invited to bring our boats to some of the most prestigious art and craft shows in the country, including the craft show at the Philadelphia Museum of Art, The Fine Furnishings Show in Providence and The Cherry Creek Arts Festival in Denver. Steve has been awarded the H.I. Chapelle Trophy (a prestigious award among us boatbuilders) at the Antique Boat Show in Clayton, NY, where his boat was first called "the Stradivarius of small craft."

**4. "Why oars? Why not paddles?"**

Efficiency. And ease of motion. Oars use larger muscles, not just wrists and arms. A paddle typically has a mechanical advantage of 1 to 1. Our oars, depending on their length,

have a mechanical advantage of 2.5 to 3.5 to 1. And... as you will be using *two* of them, your actual mechanical advantage is 5 or 7 to 1. And, this isn't a theoretical advantage. It's real. You'll feel it with each stroke of your oars through the water. And there is another difference between rowed boats and paddled boats. In rowing boats, you and your companion spend your day sitting face-to-face. You aren't talking to the back of the other person's head. You aren't constantly saying, "Huh? What'd you say?" You get to see your companion's smiles, their reactions to your conversation. And they get to see yours. It's not a big deal, but it *is* one of life's pleasures. And it's something which doesn't happen in a canoe or kayak.

**5. "Pretty fast?"** Yep. Pretty *and* fast. At the WoodenBoat Show in Mystic Connecticut, David, (the sales half of our partnership) was out on the water, rowing one of our 12 foot Pack Boats. A man came up from behind in a rubber boat powered by a 6hp Mercury outboard. The man laughed when David challenged him to a race. After 100 yards the man was no longer laughing. He said, "I can't believe you did that to me." David said, "Actually, I didn't do it. My partner did. He's the one who designed the boat."

**6. "How heavy are your boats?"**

Face-to-face, we'd answer that question by saying, "Lift the end of the boat and see for yourself." Then, when the customer lifts the boat, what he or she most often says is, "It weighs nothing."

While that's not literally true, it *seems* true, and that's what counts. (A woman said as she lifted the end of one of our boats, "Young man, how a boat handles *out* of the water is sometimes more important than how it handles *in* the water.")

Boat Specs:	Stem	Depth	Carrying		
	Beam	Height	@ ctr	Cap.	Wt
12' Pack	36 1/2"	19"	12"	300lbs	46lbs
14' Dory	43"	23"	13"	700lbs	65lbs
15' Kevlar	38 1/2"	23"	12 1/4"	550lbs	68lbs
15' Cedar	39 1/2"	23"	12"	550lbs	70lbs

Specs on our wooden boats (lengths 13-ft - 19-ft) are available on request.

**7. "Why have I never heard of these boats before?"**

Guideboats are native to the Adirondacks. If you've spent time up there, you know all about them. If you're from elsewhere, unless you had a need for a boat with these exact specifications, why go to all the added expense and aggravation of building so expensive and difficult a boat? Now, however, with everyone carrying and car-topping boats, the desire for a light, seaworthy boat brings the Adirondack Guideboat into a whole new era. These boats didn't spread beyond the Adirondacks because you almost had to be a guideboat builder to own one. Sometimes boatbuilders will refuse to work on an Adirondack guideboat, for fear of violating the Hippocratic Oath, doing more harm than good. Another reason guideboats didn't spread is...traditional guideboats shouldn't be put into salt water. Something which makes no difference to our boats.

**8. "What's Kevlar?"**

We don't know. We know it is the miracle fiber which stops bullets in bulletproof vests. *How* it does that remains a mystery. There is no mystery, however, in how tough, beautiful and light we are able to build our boats with this wonderful material. Still, our boats remain the product of a pure boatbuilding eye and sensibility. Steve once heard one of his boats

described as, 'floating sculpture.' And he thought to himself, 'Yes, that's it. That's it exactly.'

**9. "They don't look like any row boats I've ever seen. Why is that?"**

Most people, when they hear the words, "*row boat*," find themselves thinking of boats that are short, clunky, noisy, slow and not much fun. If those are the *your* images, boy, are you in for a treat.

**10. "Why are the oars so long?"**

Leverage. Long, graceful oars are suited to the shape and use of our guideboats and packboats. Our oars are exceptionally light and flexible. Row with a stiff oar and you'll discover how little fun rowing can be.

Guideboat oars are traditionally pinned, and cross past one another at the center of the boat. This inboard length gives better balance and a greater mechanical advantage for less effort on a long trip. Pinned oars leave both hands free to tend a fishing rod or firearm when the opportunity arose. To row crossed-armed is a knack easily achieved, and after that, you will marvel that anyone would use short oars. Sneak paddles are used in guideboats as an aid in steering or for navigating narrow passages.

**11. How stable are your boats?"**

That's a tricky question. If we made a boat that was *very* stable...we'd go back and fix it. A *very* stable boat is hard to move through the water. Our boats have a lively feel. It is a sensation you will quickly get used to and for which you will look in other boats. The following proverb from the ancient Phoenicians, was offered to us by a retired Marine from North Carolina. "**Feast your eyes on a narrow boat; place your goods in a beamy boat.**" With that, the Marine nodded towards our boat and said, "And you guys have both. Lightly loaded it's a narrow boat; heavily loaded, it's a beamy boat." Semper Fi. With the addition of our Vermont Fishing Dory we now have a boat that has both high rowing performance and a higher-degree of stability.

**12. "Is rowing good exercise?"**

If you think a runner's high is high, wait till you try a rower's high. Rowing is fun, whether in our boats, or in other well-made, well-designed boats. The rowing motion can be gentle or strenuous, depending on your preference. Being on the water is a joy, soothing to the soul. If you can also attain health, vigor and weight-loss in the process, what could be better?

**13. "What happens if the water gets a little choppy?"**

One of our customers, Paul Neil, has won hundreds of races in our boats. In one race, the Blackburn Challenge, 22 miles of open-ocean rowing, Paul encountered 6 ft seas and water so rough that a race official said that if conditions were ever again so severe, they would cancel the race. He also ordered one of our wooden boats for himself. The next year Paul set an all-time course record for his class. So, yes, our boats are seaworthy. If you are going to get wet using one of our boats, it will be from rowing in the rain...or due to being careless when getting into or out of the boat that first time. Also if you'll go to our website, we now have a page entitled "Our Rough Water Department" and you can see photos of our boats in very demanding situations.

**14. "Could you put an electric motor on one of these boats?"**

Sure. But why would you want to slow the boat down? As far as we know, all of our customers, once they've tried the boats, have decided that our lovely oars are motor enough.

**15. "Do you offer classes?"** This year, 2005, we have a class scheduled at the Old Forge Arts Center in Old Forge, NY. Dates for the class are May 16-21, 2005. Price for the class is \$450, lodging not included. If you would like to reserve a spot in the class, contact the Arts Center directly at 315 369-6411 or artscenter@eagle-wireless.com. We sometimes offer a week at our shop as a woodenboat-apprentice. This is especially popular with those who are going to build one of our kits. This is not a solo boat building class. Price, \$400. Lodging not included.

**16. "You guys get some amazing press!"** Yes, we have been blessed in that area. *Vogue* did an article on our boats, as did *Paddler Magazine*, the *Robb Report*, *Vermont Magazine Yachting*, *Popular Mechanics*, *Professional Boatbuilder*, *Minnesota Monthly*, *The Providence Journal* and *The Atlanta Constitution*. We have had segments on *Vermont Public Television*, *Connecticut Public Television*, *Adirondack Public Television* and *New England Cable News*. Tom Peters, author of *In Search of Excellence*, mentioned us twice in his column in *Forbes*. He wrote: "...for me, the opportunity to be most fully human, to actually think thoughts, occurs at dawn, off the coast of Martha's Vineyard, in a Steve Kaulback Adirondack Guideboat." *ShipShapeTV* did a half hour on our boats and we got a note in January from Martha Stewart inviting us to a segment on her television show... but, as you might imagine, it looks like that plan might be on hold.

**17. "Do you deliver?"** Yes, we make our local deliveries. For longer distances we use *Roadway*. Delivery charges vary with distance and boat size. Another possibility is getting your boat at our shop. (Vermont is a nice place to visit.) Or perhaps you might take your boat home with you from a show.

**18. "How do we get to your place?"** We are on RT 7 in N. Ferrisburgh VT. (Charlotte is our mailing address.) We are 3.8 miles S of the Vermont Wildflower Farm, 6.2 miles N of the intersection between RT 7 and RT 22A, on the west side of the road.

**19. "Do you sell plans for your boats?"** Sorry, we don't have plans, just jigs and patterns.

**20. What shows are you doing this year?** (Just to be safe, give us an e-mail or call before going.)

- Jan1-9 National Boat Show, Javits Center, NY, NY
- Jan 8-9 Shallow-Water Fishing Expo, Charleston SC
- Jan 12-16 Atlanta Boat Show, Atlanta, GA
- Feb 9-13 Central NY Boatshow, Syracuse, NY
- Feb17-21 Miami Boat Show, Miami, FL
- Feb 26-7 Shallow-Water Fishing Expo, Atlanta GA
- Mar 11-13 Canoecopia, Madison, WI
- Mar 2-6 Southern Home Show, Charlottesville, NC
- Mar 18-20 Maine Boatbuilders Show, Portland ME
- Mar 18-20 Palmetto Sportsmen's, Columbia, SC
- Apr 1-3 Cottage Life, Toronto, ONT (Tentative)
- May 13-15 Paddlefest, Inlet, NY
- May13-15 Arts & Craft Festival, Farminton CT
- May 28-30 Woodstock Craftshow, New Paltz, NY
- June 18-20 No Octane Regatta, Blue Mtn Lake, NY
- June19-20 Clearwater Festival, Croton, NY
- July 16-7 Lake Champlain Maritime Museum, VT
- July 22-4 Art & Crafts Festival, Okemo, VT
- July 29-31 Stowe Arts Festival, Stowe, VT
- July 30-1 FingerLakes Boat Show, Skaneateles, NY
- Aug5-7 Champlain Valley Folk Festival, Ferrisburgh, VT
- Aug 5-7 Hildene Crafts Festival, Manchester, VT
- Aug 5-7 Antique & Classic Boatshow Clayton NY
- Aug 12-4 Art & Crafts Festival, Lake Placid, NY
- Aug 12-4 Maine Boats & Harbors, Rockland ME
- Aug19-21 Adirondack Living, Lake George, NY
- Sep 9-11 Port Townsend Wooden Boat Fest, WA
- Sep 22-5 Norwalk Boat Show, Norwalk, CT
- Sep 22-5 Art & Crafts Festival, Farmington, CT
- Sep30-Oct2 Hildene Arts Fest, Manchester, VT
- Oct 8-9 Stowe Arts Festival, Stowe, VT

**21. A word to the wise:** Order early. Plan ahead. Wooden boats have a wait of several months to a year. Kevlar boats are usually a month or two. Your name goes on our build-list when we receive your order (and a 50% deposit.)

**22. "What's that?"** That is the only defect to the skincoat process of laying up our boats. Skin coats are light, strong and require no maintenance. Imperfections in the hull, however are common. The only solution is.... go out, have some fun and get some scratches on your boat.

**23. What kind of maintenance do your boats require?** As with all things, most maintenance is preventative. Attach the boat well to your vehicle, tie it down to the dock or shore, don't drag it excessively on nails or rocks, take it out of the water when not in use, don't stand on the seats, don't drive it up onto the beach, etc. As for wood care: if the varnish is being worn away on our varnished boats, a light sanding and re-application of spar varnish or urethane would be appropriate. For our oiled boats, when the wood starts drying out we use a small paint brush and apply Cabot's Australian Timber Oil, honey colored, to the wood. Other marine type boat oils will work fine too.

**24. "Do you guys have dealers?"** Over the years, we've developed friendships and connections with a few select dealers.

Same great boats at more or less the same prices. (And the prices may actually be lower at your local dealer. We deliver their boats by the dozen. And it's on the shipping where you can save.) Many of our dealers have boats in the water available for you to try.

The Outfitter Harbor Springs MI (231) 526 2621

MountainMan Outdoor Supply Inlet, NY (315) 357 6672

The Adirondack Museum Blue Mountain Lake, NY (518) 352 7311

Rutabaga Madison, WI 300) 472 3353

Raquette River Outfitters Tupper Lake, NY (518) 353-3228

Blue Mountain Outfitters Blue Mountain Lake, NY (518) 352-7306

Lake George Kayak Bolton Landing NY (518) 644-9366

The Small Boat Shop S. Norwalk CT (203) 854 5223

**Kevlar/Fiberglass Boats**

Our molded Kevlar/fiberglass boats offer a less expensive alternative to our cedar boats. They are durable, beautiful and easy to row. All boats include the usual compliment of seats, seatbacks, maple/cherry oars, floorboards, footbrake, oiled cherry gunwales and decks. Colors available are dark green, dark blue, light blue, burgundy, red, ivory, black, yellow and sea-foam green.

**15-ft Adirondack Guideboat, Kevlar \$3,880**

Our kevlar guideboat blends the best of a traditional design with the best of modern materials and methods. Light, fast, secure, these are lovely boats to behold and row. Weighs 68 lbs, carries 550 lbs.

**14-ft Vermont Fishing Dory, Kevlar \$3,500**

A larger version of our Vermont Packboat. It is a stable fishing boat /family boat which allows the fisherman to stand while casting or scanning the water for fish. 65 lbs, 700 lbs cap, seatback not inc.

**12-ft Vermont Packboat, Kevlar \$2,300**

A smaller cousin of our kevlar guideboat with hard chines for stability. This boat is small, light and nimble. It weighs 46 lbs, carries 300 lbs.

**Additional Oars & Accessories**

- 8' Guideboat Oars, per pair Maple oars w/cherry blades.....\$450
- 7 1/2 -ft Dory Oars, Maple w/Cherry \$400
- 7' Packboat Oars, per pr Maple w/Cherry \$300 Spruce: \$175
- Curved cherry back rest w/ 2 sets of hardware.... \$230
- 5' cherry sneak paddle ..... \$150; Rolling Boat Cart...\$135
- Sliding seat component...Guideboat....\$275 Packboat....\$200
- Carry yokes: kevlar boats.... \$90, wooden boats..... \$350
- Carpeted ash cradles for you boat.....\$200 per pair
- Oar & Paddle Bag...\$110 Boat Cover: 15' boat....\$400 12'....\$350
- Kevlar reinforced skid plates....\$150 per boat
- Fiberglass reinforcing beneath caned seats....\$30 per seat

**Cedar Guideboats**

**Cedar Boats**

The hulls of our wooden boats are Western red cedar, ribs and stems are spruce, pine bottomboard, cherry decks as well as cherry oars, gunwales and seats; the exterior is fiberglassed, the interior is epoxied, the boat is varnished with Imron. Our most popular sizes are 15-ft & 16-ft. For heavier or lighter loads, a longer or shorter boat might suit you better.

Length	Price	Length	Price
13'	\$11,600	15' 11"	\$12,800
14'	\$12,000	16' 10"	\$14,200
15'	\$12,400	17' 10"	\$14,600

**Guideboat Kits**

If you visit our website you can see some of the lovely boats customers have built from our kits. They've built them all over the United States and even in England, Scotland and Alaska,. Our kits include all the wood and metal parts you will need, also included is hardware, fiberglass, resin, oar blanks, seats, rowlocks, a builder's manual, a photo CD and a fiberglassing instructional video. Other than some plywood, some 2 x 4's, sandpaper and varnish, everything is included. The boat is built with just a few common woodworking tools. Our classes are helpful but not essential. Shipping isn't included. Telephone support is.

Length	Price	Length	Price
13'	\$3,200	15' 11"	\$3,650
14'	\$3,350	16' 10"	\$4,200
15'	\$3,500	17' 10"	\$4,350