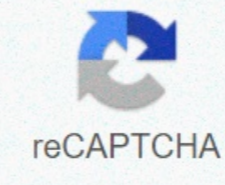




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## Antique adirondack guide boat for sale

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Don't take our word for it - here's what our customers are saying: If you're looking for a boat that combines light weight with stability, speed and beauty, this is it. I don't spend my hard earned money easily, but this is a purchase I haven't regretted for a single moment since the day it arrived. Keith Sheridan I used to think of series of boats as old, slow, ugly boats. Then I found AGB. I've bought 2 boats, visited Justin and Ian at their store and am ready to buy a third boat if I could just decide which one, lol. These are beautiful boats, a joy to row and make me want to get back on the water as much as I can. Call the guys, you won't regret it. Daniel Mount Stable, fast, easy to row or paddle. The design and attention to detail are amazing. We are rattling around Illinois, Wisconsin and Minnesota on lakes and rivers including some fast kayaking waters and have felt safe and secure. Many folks track us both on the water and off to have look-see on this beautiful Adirondack Dory. John Gibbons Description: CEDAR GUIDEBOAT ADIRONDACK-GUIDE-BOAT This boat is 14 feet long with a 39 inch beam and weighs 55 lbs empty, with seats around 65lbs. For a century and a half, Adirondack Guide boats have been regarded as the highest example of the boatbuilder's art. A fishing boat, a hunting boat, a towing boat; it was a boat a man could carry for a mile or row for a week. The boats became lighter, faster, better looking, easier to row. Guides chased games, but also they chased customers. The stories a guide can tell, game or fish his *Àcâ* -Éoesport can bag, the meal he can cook, they were all part of what brought the sport back year after year. The beauty and grace of the guide boat was also part of the wilderness experience All trims, seats and oars are cherries. Tires are western red cedar with a and walnut center stripe. The exterior of the boat boat 6 oz fiberglass cloth with MAS Marine epoxy. Interior is MAS epoxy. Boat has 6 coats by Captains Spar Varnish. Remove floorboards made of marine plywood. All hardware is brass with reproduction antique oar locks. With a mix of contemporary materials and techniques with the traditional form of the guide boat. In designing our boats, Steve says he borrowed the ends of his boat from J. Henry Rushton, the center from Dwight Grant. He then evened everything to his own sensitivity. The forest is carefully selected and united one to the next. The exterior of our wooden boat is covered with a protective layer of almost invisible fiberglass. Strong, elegant, beautiful if given a modest degree of care, each boat is designed to last many lifetimes. Call or email : A1A Yachts How would you like to view your email?: Do not view my email but allow users to contact me via contact form address: St Augustine, FL 32084, Florida, United States AD ID:14283 Back to Main Rearranged Canoes & Guide Boats Page c. 1878 James Cross Adirondack Guide-boat 'Floodwood' \* Selected 2013 Best Rowing Craft at A.C.B.S Finger Lakes Show \* Photos: The Maker Group of Guides ready for a trip. Only two are known: Jim Cross, who was 6'6", sitting on the cushion, and Orf Crary, seated No. 5. James Cross was born in Morristown, VT in the summer of 1844. Immediately after his service in the Civil War he went to work for Paul Smith at his hotel on April 5, 1866 employed as a guide. Jim was a very tall man (said to be 6'6" in moccasins) who was widely respected for his mechanical fitness and craftsmanship. He made the first phone used at the hotel and was able to command up to \$25 each for his fishing poles in the 1870s and 80s, an extraordinary price at the time. While living on Easy Street in Paul Smiths, he was known to have made up to 20 guide boats for both other guides and his own use. Even guides who had previously built their own boats, eventually invited Jim to craft replacements as his wood working talent was considered second to none. He died in 1908 at the age of 64 and is buried in St. John's cemetery in Paul Smith's. Note: We chose to make an attribution as to the manufacturer of this boat. The two of us spent more than a month conferring with the late Dr. Stephen Sulavik about where this boat was from. To begin the process, we looked carefully at the characteristic design features of famous decision makers in the area. Given the remote and relatively undisturbed location of this boat when it was revealed the following arrival that these craft tend not to deviate far from the places where they were born seemed to apply. In addition, it shared many elements unique to The Paul Smiths, Bloomingdale, and Saranac Lake guide-boat makers of that time. Unfortunately, the 9 decision-makers for whom clearly identifiable former examples of their work remain our analysis. This is 3 builders and only one in the Paul Smiths area. Dr. Sulavik, after seeing another boat identical to this one (and believing at the time it was made by James Cross) advised us that we could do this attribution with a reasonably high degree of confidence. Floodwood Statistics: Length: 15 feet 6 inches Beam (max): 38 inches Deep (nave): 11.5 inches Bottom board width (highest): 9 inches Weight (unloaded): 72 lbs. Seating Capacity: 3 Adult Stembands: Solid Molded Brass Boot Plates: 0.20 Copper Plate Oarlocks and Pins: Solid Cast Brass Oars: Hard Maple, 7 feet 8 inches Hull Shoes: 0.50 steel with #6 brass screws at 5/8 inches Used Boats/Brokerage Here we show the boats we currently have for sale, followed by boats recently sold. Can we help you sell yours, for a 15% commission? We can also value your boats. I've always had an eye for canoes, kayaks and small wooden ships that rely on true manpower to glide quietly into the wilderness while hardly making a sound or waking up. I find especially enchanting those of lovely wooden construction. The contours, lines and meticulous execution of handmade models built one at a time by serious craftsmen can take over 300 hours to splice, glue, squeeze and tackle together. When they are ready, however, they are elegant and shiny, quiet and efficient, beautiful and robust. For me, at least, such craft are portals to simpler times before the ever-present drones of powerful engines, highway noise in the distance, jets overhead and relentless Internet connectivity. Not that I am one to shun all modern comforts; it's just that I find these ships easy to romanticize. They help me paint in my mind a beautiful picture of nature in perfect balance, although such a reality really precedes my own existence on this earth with at least a couple of eons. Although I had no great difficulty getting over a variety of kayaks, dories and canoes that jealously admire while growing up on Long Island, there was a style I never came across during my youth. It seemed to be a slightly wider canoe, with a high arch and seats facing each other. It was rowing, as opposed to paddled, and I sometimes saw it featured in artwork on the covers of national fishing and hunting magazines. Often, the drawing would show it packed with fishing or hunting gear and general regulations - or with a big-racked buck that ferried back to hunting camps at the end of a successful day. I knew this wasn't a traditional kayak or canoe, but it would take me several years before I finally figured out exactly what kind of ship had so captured my imagination. It would be an Adirondack guide boat, Ian Martin laughed as I related my story and told him I was in my 20s before finally seeing one of those classics somewhere near New York's Saranac They are really beautiful boats and, while they can look like a canoe or kayak on on on look, they are completely different. Think of them as a cross between a canoe and a dory, with the best characteristics of each reinforced in a neat, quiet, efficient shell. Martin knows what he's talking about. Along with his brother, Justin, the 34-year-old entrepreneur, the Adirondack Guideboat in North Ferrisburgh, Vermont owns the most prolific builder of Adirondack-style guide boats in the country. The brothers first entered the business back in the late 1990s, working at Mad River Canoe. After adding some quality time with the famous canoe maker, Steve Kaulback and Dave Rosen, owners of the Adirondack Guideboat, urged them to join their team after hearing from the townspeople that this dynamic duo were solid boat-builders and masters at working with composites. Over the next few years Ian and Justin worked their way up the company ladder and learned all the skills required to not only build the guide boats but to run the entire company. From building guide boats to selling them, ordering materials, working shows and making sure that each canoe was manufactured to the customer's exact specifications, Ian explained, we learned the ropes from Steve, who designed the ships and Dave, who sold them. When the company moved to the Carolinas, we decided to stay here in Vermont. By then, Dave had bought out Steve. He had seen our driving and knew that we wanted to build boats more than anything else. In 2012 he set us up with an owner financing offer that enabled us to buy the company. For us, it was the opportunity of life—to do what we love—and we jumped at the chance. BACKBONE OF NORTH WOODS But why adirondack guide boats instead of canoes, kayaks or even rowing boats? Yes, Ian continued, with built canoes and guide boats, there seemed to be little doubt as to what was the more practical and efficient mode of transport on the water in the Adirondack region. The guide boat wins, hands-down, in almost every important category. Adirondack Guideboats were built to pull gear and provisions over long distances with minimal effort. In fact, the guide boat was designed to be significantly different in performance from canoes and kayaks. First occurring in significant numbers during the 1830s, these boats were built to pull gear and provisions over long distances with minimal effort. They were made to be stable yet elegant, fast and light so that they could cover a lot of water and still portage easily between rivers, streams, lakes and ponds. They came into vogue as an elite class of hunters, anglers and adventurers began searching for ways to escape the frenzy of city life, so guides used them to ferry athletes back and forth, transport regulations and bring harvested fish and game back to camp. Really, these ships were built to be pickup trucks of their time, Ian explained, but they ended up much more. For thousands of outdoorsmen who returned to the Adirondacks over and over again in the late 19th and early 20th centuries, they became part of backwood legend and lore. These vessels were built to serve as fishing boats, hunting boats and towing vessels. They were designed to be worn by a man for a mile and rowed for a week. At the height of the guide boat's popularity in the 1890s, Adirondack guides were pursuing clients as much as the game. The stories a guide can tell, the game or fish his sport can bag, the meal he can cook—all this was part of the outdoor package sold and that's what kept athletes coming back year after year. The Adirondack guide boat influenced trade, culture and helped grow burgeoning rowing sports in the lakes region of New York's Adirondack Mountains. Constructed from local pine, spruce, cedar and 8,000 small tacks and screws, they flourished for maybe 60 years. With the advent of the car and access roads, however, their influence waned because they are no longer needed for regional transport. Today, the basic design lives on, finding grace among recreational rowers and anglers or boaters with a nostalgic taste and desire for practicality. Constantly evolving, today's models, mostly made of Kevlar, are even lighter, faster, more stable and easier to row than their predecessors. For those who use them, the beauty and grace of these elegant craftsmen remains an integral-and-practical-part of the wilderness experience. This is not a canoe Although they can look quite similar at first glance, there are big differences between guide boats and canoes or kayaks. With high arches and wider naves, the guide boat is much more stable. Adding additional stability, the seats are positioned just above the floor for a lower center of gravity than canoe seats that are generally suspended from gunnels. As previously noted rose guide boats, not paddled. This provides greater leverage, optimizing labor for more speed and distance covered with less effort. The seats on a canoe or kayak face in the same direction so that the paddler and the passenger always look forward. In a guide boat, however, rowers and passengers face each other as promoting conversation, greatly increasing useful space, making it easier to net fish, and can simply provide a more enjoyable experience in terms of companionship and companionship. With a guide boat, Ian says, there's almost no extra effort needed to go against the wind or current. Canoeists and kayakers usually want to be near the beach or stay in the lee on a windy day to avoid a chop. With a guide boat, you decide the course most times instead of letting the conditions dictate your route. Just point your bow and go where you want - even in a sharp cut. Adirondack Guideboats are designed to row, not paddled, making them better suited canoes for headwinds and choppy water. The true need for a guide boat may be an overrun of the past, Ian admits, but these days people want the best for their recreational sanes. So, while a canoe is easy to acquire and quite affordable, guide boats, which cost significantly more, are still very much worth the investment if you can afford it because they are a much more efficient, stable and efficient way to travel without having an engine. A COUPLE OF CHOICES While the Adirondackguideboat is a general term for these ships, there are different styles available. Ian and Justin's company, for example, offers several Kevlar models including a 12-foot Ultra-Light Solo Packboat for \$2,400, a 12-foot Vermont Packboat for \$2,900, a 14-foot Vermont Fishing Dory for \$4,480 and a 15-foot Adirondack Guideboat for \$4,430. They also offer handmade cedar guide boats ranging in price from \$14,960 to \$18,040, depending on length. If you are a do-it-yourself type of outdoorsman, a quick Internet search will pop up several different guide boat kits available online. For anglers, Ian strongly recommends the 14-foot Vermont Fishing Dory because it has a reverse chine on the hull that provides extra stability and additional open space near the floor. This model is so stable that, when you have the feel for it, it is possible to stand up and fly-cast. John Gibbons is a long time of Adirondack guide boats, but it wasn't until four years ago that he finally found himself at a point in life when he could buy one. Adirondack Guideboat sailing rig Buying a fishing dory from Adirondack Guideboats was one of the best things I've ever done, he said. I just love these boats for the way they look, their style, versatility and practicality. I'm six feet, four inches tall and two hundred pounds, so kayaks have always been an uncomfortable fit and I have a habit of tipping canoes when I get in and out, so the stability of the guide boat is a real plus. I also like how easily they glide - they are perfect for trolling, which I do a lot for pikeperch and pike. I had my set up with custom rod holders and trolley anchors installed at each end of the boat so I can anchor just for smallies in a river or largemouths on a lake. It's a pretty cute setup. Gibbons also likes how comfortable these ships are, and that one can see that he often tows for six or seven hours at a time! I'm a pretty big guy, he laughs, but it's like rowing in an armchair. I love it. A bright future Ian and Justin continue to grow adirondack guideboat and are quite positive to the future. On solid business footat this point, they are proud not only in building beautiful boats, but in preserving, continuing and adding their own stamp to the guide boat tradition. We're still a small business, but we know how to get things done, up Ian. We currently make about 150 Adirondack guide boats per year, and we figure there are about 3,000 currently floating. It's pretty good when you consider that we only have five people in the company and that Justin and I actually do about 80% of the hulls themselves. If nothing else, the company's small size guarantees large quality control because there is little chance of passing the buck, and it's hard to find anyone who has a complaint about these ships. In accordance with tradition, each is beautiful, well designed, purpose built and backed by pride. The ancient guides on the Adirondacks' most remote waters would not have had it any other way. Way.

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