

Atlantic Kayak Tours

How To Choose a Kayak

Atlantic Kayak Tours Informational Booklet

Version 1.0, March, 1998[©]

The following information is put out by Great River Outfitters who is the importer of Valley Canoe Products and Nigel Dennis Kayaks. While much of this information is geared towards their kayaks you can learn a lot about kayaks in general from it. We added the photos and drawing to improve the information.

Kayak Designs

It is evident that sea kayaks are by far the most efficient and safest boats for self propelled travel on large bodies of water such as oceans or Great Lakes. Although open canoes have a large storage capacity, they are difficult to paddle under windy conditions and dangerous for paddling in turbulent waters and surf. Whitewater kayaks are very stable in waves, but very inefficient for distance touring and have very little storage space. They

are also next to impossible to paddle under windy conditions.

The first fact to keep firmly in mind is that any boat design is a compromise of factors that determine tracking, windage, speed, maneuverability, stability, hull efficiency, durability, seaworthiness and storage capacity. If a design attempts to maximize any of the above, the performance elements must be sacrificed to some degree. For example, kayaks designed for speed only, like Olympic flatwater boats, will turn only with the aid of a rudder, have no storage capacity, and can be kept upright only by an experienced paddler in calm conditions. Not exactly what you'd want for a sea-going kayak. For ocean kayaking or flatwater touring there are four basic classes of boat designs which can be distinguished as follows:



- 1. West Greenland Style Eskimo Kayaks:** long, narrow, raked bow and stern, round bilged or hard chine hulls, as e.g.: Nordkapp, Anas Acuta, Pintail, Aquila, Skerray, Romany, Explorer, Skerray XL, Baidarka Explorer, Dawn Treader, Iona, Sirius, Umnak Icefloe, Fjord, Orion, Islander, Sea King, Catchiky, Angmagssalik, Arluk I, Vyneck, Legend, Huntsman, Mariner.
- 2. Greenland Eskimo "Compromise" Kayaks:** wider and flatter bottomed boats to produce a feeling of high inherent stability as e.g.: Arluk II and III, Lindisfarne, Sea Hawk, Seafarer, Puffin, Solander, Feathercraft, Eskimo, etc.

- 3. Single Cruising Kayaks:** rather shorter and wider boats, but high volume fore and aft, large cockpits as e.g.: Petrel, Esprit, Viking, Sea Runner, Wind Dancer, Polaris, Escape, Dirigo, etc.
- 4. Large Volume Cruising Kayaks:** classical designs dating from the turn of century as e.g.: Klepper, Folboat, Nautiraid, Letmann; fabric covered wood framed boats.

Of these four classes, it is the West Greenland Eskimo design which has become world renowned over the last 15 years as the most advanced design to date. World-wide there are only seven countries where sea kayak designing has taken place: United States, Great Britain, Canada, Germany, Australia, France and Denmark. Almost without exceptions, in all other countries where sea kayaking is popular, paddlers have chosen existing designs.

Sea kayaks designed in England are noted for their remarkable rough weather performance. In England, around ten thousand kayaks, both whitewater and ocean, are sold every year. Everyone in England is within an hour or two from the coast, so combined experience and demand far exceed anything we have known so far in the US. As a result, the ocean paddlers have progressed through a variety of designs to settle on long narrow boats of the West Greenland style. The often discussed "British style of kayaking" has evolved along the exposed coast of British Isles, where rough water is a rule rather than an exception. On an exposed coast, swells are often reflected from headlands and refract around islands, the result is confused, steep crested seas which come at a kayaker from all directions. The narrower kayaks with round-bilged, shallow arched hulls ride upright, don't tilt, roll, bounce or wallow like wider boats with flat mid-hull profiles. A rounded hull enables a kayaker to lean into the wave if necessary, which means a very solid final stability. The bow flare of West Greenland kayaks keeps a kayak from burying its bow while surfing a wave face. Narrow boats with upturned

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U.S. Importer & Distributor of;

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Lendal Paddles

Palm Equipments

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ends and well fitting cockpits can be eskimo-rolled easily if necessary, providing a kayaker with a feeling of confidence.

The “U.S. Northwest Coast Kayaking Style” reflects the rather unique geographical conditions of that area: hundreds of miles of protected waterways, where a kayaker need not be exposed to the rigors of the open sea unless he chooses to paddle beyond the chain of islands. Thus, boats designed for that area are rather large volume kayaks with flat mid-sections, high peaked decks, large hatches and large cockpits. They are very comfortable for long trips, have high initial stability, can carry tremendous amounts of gear, but have high wind resistance. Some of them are not well suited to rough seas, and are usually more difficult to eskimo roll. In the last few years we have seen a tendency of some U.S. designers to adopt more and more Greenland kayak characteristics into their designs, which, in turn, led to some narrowing differences between the two styles of the sea kayaks. For those kayakers who want to paddle along unprotected sections of coastline, in tidal currents and surf, and do not want to be limited only to good weather paddling in sheltered areas, the performance of a kayak in wind and waves should be the most significant factor in choosing the right boat.

We are including here an excerpt from an article by British sea kayaking expert Frank Goodman to help organize the points you should consider when looking for the right sea kayak. He suggests the following:

1. Decide on what kind of paddling you might do most (calm water cruising, extended coastal cruising, expeditions).
2. Study as many different kayaks as possible in the class to which your choice belongs.



Figure 1) A single change on the hull can totally change the handling characteristics of the boat. Top boat; Nordkapp H, Bottom boat; Nordkapp HM.

3. Paddle the boat of your choice in as many conditions as possible.
4. Assess the performance of the kayak in relation to its shape, contour, weight, and finish.
5. Talk to as many experienced paddlers as possible about their boats.

In light of the above, let us now consider the characteristics of each of the Valley Canoe Products (VCP) and Nigel Dennis Kayaks (NDK) sea kayaks available through Great River Outfitters.

Valley Canoe Products (VCP) Kayaks

VCP kayaks are made in Nottingham (England) under the direction of world renowned sea kayaker-designer Frank Goodman.

Nordkapp

The Nordkapp is the premier example of the West Greenland Eskimo kayak style and is used worldwide. Its most notable achievement was the 1977 rounding of Cape Horn by 4 Britons including Frank Goodman. The Nordkapp has been used on many expeditions worldwide, including circumnavigation of New Zealand, Australia, British Isles and Japan (1985), all by Paul Caffyn and lately by the British Antarctic Expedition in 1984-1985 and many others. Bill Taylor and his colleagues chose Nordkapps for their recent incredible circumnavigation of Great Britain & Ireland (as described in “Commitment and Open Crossing”). The Nordkapp was honored in 1986 by being selected for permanent display in the National Maritime Museum in Greenwich, England, as the pivotal design of this century, having the most profound influence on designs and accomplishments of modern sea kayaking. It is also noteworthy that in a short time the Nordkapp has gained a very solid reputation for paddling on U.S. North Atlantic Coast and Great Lakes because of its eminent seaworthiness.

The Nordkapp is a long (17’10”) and narrow (21”) kayak. It tracks well without a rudder and is very fast. It has a low deck and fine bow and stern: these features present minimum resistance to the wind and the boat continues to track straight and remains maneuverable under all conditions, whether loaded or empty. We are constantly hearing from Nordkapp paddlers that they are continuously impressed with the boat’s performance and that they appreciate it more with each new trip.

Valley Canoe Products now have produced the second generation of Nordkapp, called Nordkapp Jubilee. It

refines the original highly successful design by slightly changing the stem and stern contours. Moreover, a new anatomical design of the cockpit was incorporated into the Nordkapp Jubilee, which includes recessed rear coaming. This allows the paddler to lean well back while executing an Eskimo roll or just plain relaxing.

There are several variations of the basic Nordkapp design. The most popular is a modified (M) hull with built-in skeg as a part of the hull. This boat tracks like a train, but requires a good kayaking technique, such as leaning in order to turn. The M hull is also available with C-trim rudder system (discussed in detail below). The newer variation of Nordkapp is the standard (S) hull, equipped with a retractable skeg. Such a configuration adds great versatility to the kayak - just dropping the skeg will instantly change the maneuverable kayak into straight running one for difficult quartering seas. Another option for Nordkapp is the new keyhole (28") cockpit as compared to the standard (ocean) cockpit (20"). This option is appreciated by taller paddlers.

Aquila

This slender kayak (18'3" x 22.5") is meant for expedition use by paddlers of varied ability, not necessarily a kayak for experts only. The kayak is designed in distinct fish form (for directional stability) and with pronounced flare in the front (for wave riding). The long waterline and sufficient maneuverability is excellent for long expeditions when inclement weather may strike. Compared to Nordkapp, it has larger storage capacity, more room for paddler (higher deck), dry ride in waves, more maneuverability and more initial stability. Compared to Skerray, it is faster and a straighter running kayak. The large keyhole cockpit provides for easy entry and exit in difficult situations and excellent bracing. The cockpit is deeply recessed into the deck, allowing easy paddling (and eskimo rolling) for both larger and medium size



Figure 3) The Aquila is a very fast expedition boat. It feels much better with weight in it.

paddlers. The Aquila is equipped with two VCP oval hatches and round day hatch and supplemented with retractable skeg to make the long crossing in adverse conditions a breeze. Suggested equipment configuration: rear bulkhead flush with cockpit rim and sloping forward (for easy drainage during rescues) and the high output front pump Compac 50 for easier solo rescue.

Skerray

Skerray was designed to be a fast, roomy, all around boat which will introduce a paddler to sea kayaking and alleviate the need to buy another kayak as he/she becomes more proficient. This 17" long kayak of West Greenland style is designed in a pronounced fish form (with widest point in front of the cockpit) with a distinct flare at the bow, and shallow arch cross sections. It is stable, roomy with a large storage capacity, maneuverable, and has good directional stability. It is fitted with a retractable skeg. This more centrally placed skeg adds a lot of versatility to this boat and allows fine tuning of the kayak depending on paddling conditions. During our trials the Skerray with partly extended skeg excelled on difficult quartering seas. Skerray is now available with keyhole cockpit for easy entry and excellent boat control.

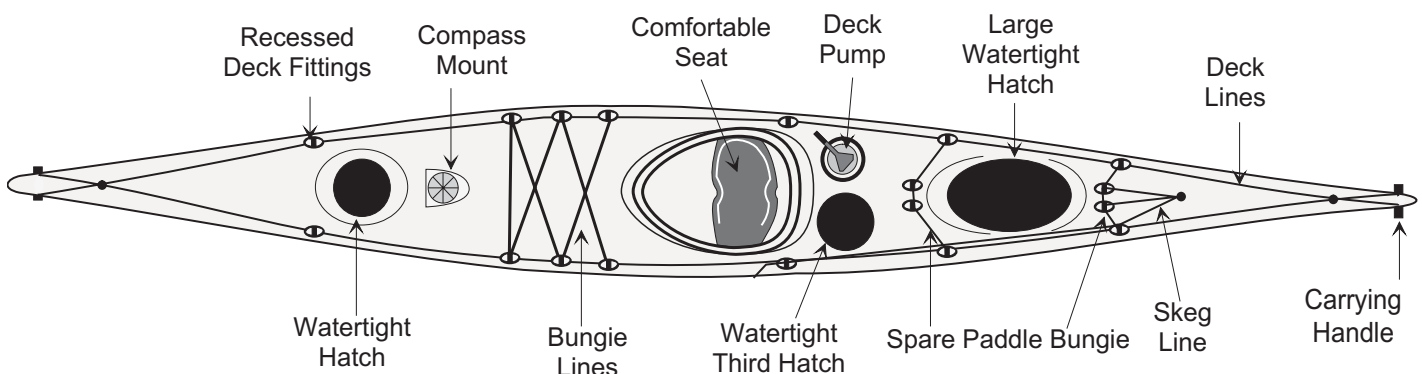


Figure 2) A sea kayak should have many features on it to make it a safe and enjoyable boat to paddle. The third hatch, compass mount and water tight hatches and bulkheads are some items we insist on for our personal boats.

Skerry Excel (XL)

This kayak has the basic hull shape of Skerry, but it is longer (17'8") and wider (24") than her sister boat. It has a large keyhole cockpit opening (28 x 17") which is appreciated by larger paddlers. The cockpit has thigh braces to improve boat control. Additionally, the kayak is equipped with two large oval VCP hatches for ease of loading (in addition to the standard third day hatch). This kayak is faster than Skerry, yet maneuverable enough and eminently seaworthy. It is equipped with the proven retractable skeg, or it could be fitted with a rugged C-Trim rudder. The lay-out of recessed deck fittings on foredeck allows the easy stowage of spare take-a-part paddle in front of the cockpit. Overall, the boat comfortably accommodates the larger paddler while being very well suited for extended expeditions on the open ocean when a large amount of gear has to be carried.

Skerry^{RM}

This boat from rotomolded polyethylene is derived from the successful fiberglass Skerry, with a marginally bigger rocker. High density linear polyethylene makes the boat practically indestructible, although not heavier than the glass boat. It has a host of equipment unheard of on plastic kayaks: it has watertight polyethylene integral bulkheads, which will not leak or burst off as often happens with other plastic sea kayaks. The kayak has the watertight VCP hatches in the same configuration as fiberglass Skerry, that is, front circular VCP hatch and rear oval VCP 17 x 9.5" hatch for easy loading. The boat is also outfitted with retractable skeg. The skeg box is molded directly into the kayak hull during the rotomolded process, so it is not an afterthought as rudders on other plastic boats and will not be a source of annoying leaks. The kayak is equipped with recessed deck fittings, molded directly to the kayak deck, so no protruding hooks. It has also a low, adjustable, comfortable foam seat and wide backstrap. Because of the bulkheads, the stiffening effect of the seat



Figure 5) The Anas Acuta is one of the oldest boats on the market and still one of the best.

plate and the superior material used, this boat is very stiff relative to other plastic boats on the market.

Skerry^{RM} X

This is the newer (1995) modification of popular Skerry^{RM}. The design and outfitting of this boat is identical to Skerry^{RM}, except that it is designed with larger cockpit and thigh braces. This provides an easy entry and exit even for larger paddlers, while still maintaining excellent contact with the boat.

Anas Acuta

The Anas Acuta was designed by Geoff Blackford in 1971. It is 17'2" long and 20.5" wide. The Anas Acuta has a hard-chined hull, in true Eskimo tradition, which gives higher static lateral stability (i.e. it feels very stable when just sitting in the water) and has a lower hull profile than Nordkapp. Remember the compromise, though; the lower windage also means less storage capacity. The Anas is also a bit slower than Nordkapp or Pintail, but can still be paddled at cruising speed alongside those boats. The Anas has maintained its popularity as an expedition boat in England and has appealed to many

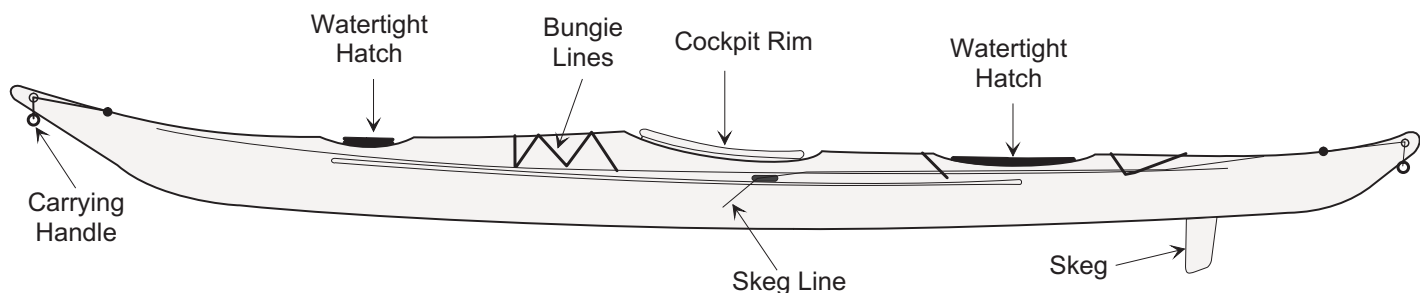


Figure 4) A skeg is a better option for experienced paddlers than a rudder, since your foot pegs stay solid. A skeg should be easy to adjust and fix in the field. Most kayakers turn into the wind/current. The lower you set the skeg the more downwind/current the boat will head.

people in the U.S. David Mann paddled the Anas Acuta for several thousand solo miles from northern Russia into the Mediterranean and considers it the best coastal cruising boat around. The low windage of this boat is absolutely remarkable; I have been in this boat in several big storms and was amazed with its seaworthiness and nimbleness in handling heavy breaking seas. This boat is lighter than other VCP boats: even with hatches, bulkheads and deck fittings it weighs only 46-48 pounds. It is usually equipped with retractable skeg. It appeals to an adventuresome breed of kayakers who want a sea kayak for playing in surf, reflecting waves, etc. and are not concerned so much with storage space and cruising speeds. If this use appeals to you, consider the Anas Acuta.

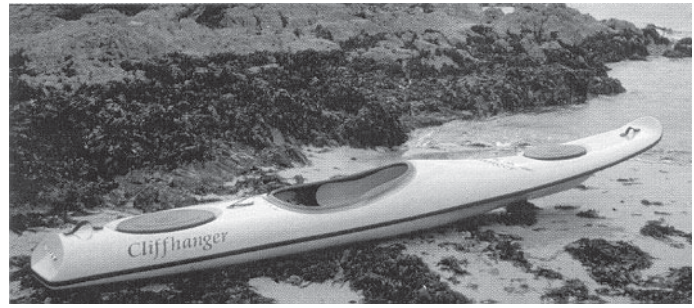


Figure 7) The Cliff Hanger is a radical design appealing to the person doing shorter trips and playing in the surf.

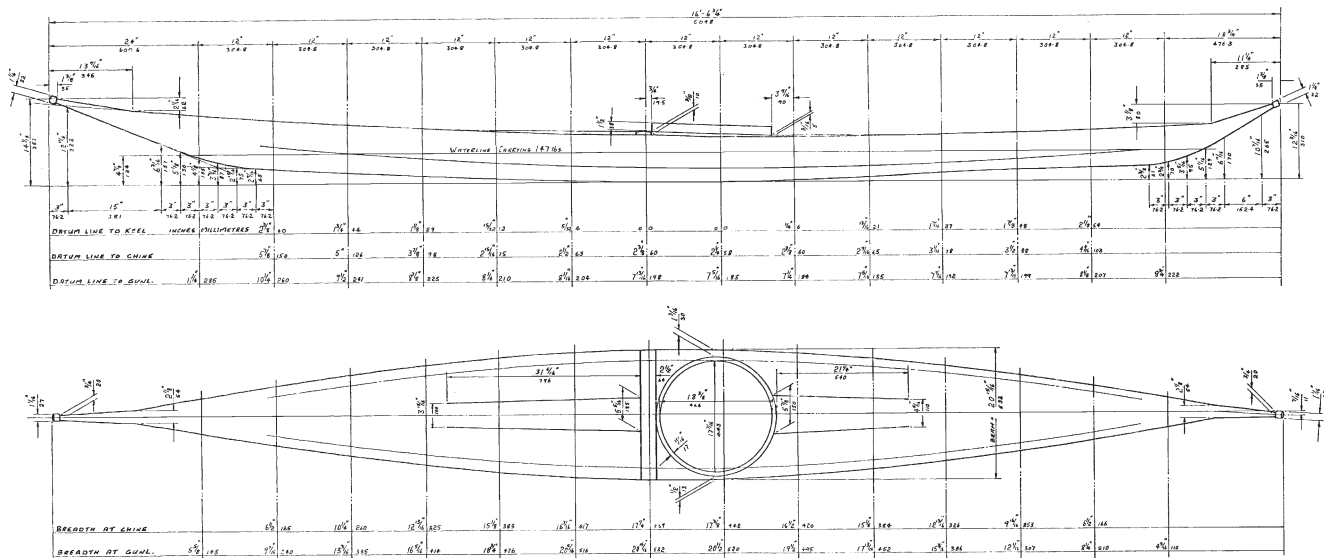
who use ocean waves, surf, rock gardens and sea caves as their playgrounds.

Cliffhanger

Cliffhanger is the new concept in sea paddling. It is specifically designed to take on heavy seas, turbulent tidal streams, crashing surf, intricate passages through rock gardens and all the exciting features that sea can present to a kayaker on occasion. The Cliffhanger is short, it is not fast, it will not make long journeys, it will not carry huge quantities of equipment... but it will turn on dime, it will surf both deep water waves and real surf with impunity, it will maneuver into and out of tight corners and will escape trouble with an acceleration usually associated with, white water kayaks - until now. Cliffhanger is a kayak designed for weekend or day trips. Why take a craft designed for multi-day trips into those tight caves and rock gardens? Thus, Cliffhanger is the kayak for those who seek adventure on the sea and

Pintail

It is based on classical lines of the Iglorssuit Kayaks, but with rounded bilge hull sections to produce a good boat for lighter loads, lighter paddlers, and shorter trips. It is a rough weather boat with a minimum windage. During our extensive tests around Anglesey Island (Wales) and in the November gales on Lake Superior we were very impressed with high initial and final stability, maneuverability, speed and nimble handling of the Pintail in rough water. And of course, it rolls easily as well. This is one of our most popular designs due to its maneuverability, low windage and ease of paddling. Available with retractable skeg. It appeals to many kayakers who want to do either easy cruising with a lightweight, quick and stable boat, or those kayakers



Built at IGLORSSUIT (north of Disko Bay) for Kenneth Taylor of Glasgow, Scotland in 1959.
 Measured at "Old Manse", Inverkip on 17th + 18th October 1964.
 LINES OF WEST GREENLAND KAYAK
 To Bill Logan with best wishes 1998
 Duncan R. Wainwright

Duncan R. Wainwright
 22 Strathmore Street
 LARGO
 Argyllshire House
 Scotland
 Tel: 01478 67287

Figure 6) This is a copy of the original drawing that the Anas Acuta was copied from.

it offers a new paddling experience and adventure. It features room keyhole cockpit, two oval VCP hatches and retractable skeg.

Aleut Sea II (Double Kayak)

This VCP tandem kayak, designed by Howard Jeffs is the most performance oriented double kayak on the market. With a length of 22 feet and a beam of only 26 inches it is a fast yet stable boat. The bow has significant flare which gives the boat a pronounced lift in chop allowing the front paddler to remain dry. The center section consists of a round bilge which gives a sea-kindly feel in rough seas. The paddlers sit far enough to allow paddling out of synchronization. Aleut Sea 2 was recently used for a record breaking unsupported crossing of the North Sea from Felixstove to Zeebrugge. At home in rough water and in gale force winds, it is truly an innovative, seaworthy, fast, double kayak. During our trips this kayak cruised at 6-7 miles per hour. It feels very stable under all conditions and is the greatest boat to use for long unsupported expeditions and long exposed crossings. The Aleut Sea 2 comes equipped with four fiberglass bulkheads, 2 oval VCP hatches, large rectangular central hatch (to carry either very bulky items or to provide space for small children or a dog.) recessed fittings, compass fitting, chart elastics, deck lines and 2 deck mounted bilge pumps. The pumps can be mounted forward of the cockpits (C 50) or on bulkheads (foot pumps). In the later case, they have detachable handles which do not interfere with paddling. The kayak is equipped with a modified VCP rudder. Its longer blade fits into a slot along the rear deck to locate it during landing in rough seas or surf. The rudder operating cables are sealed and feed through the inside for total protection. The Aleut Sea 2 is available with front or rear steering mechanism, using VCP butterfly steering system which allows simultaneous

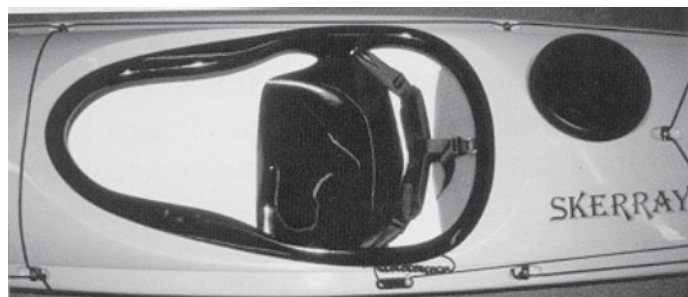


Figure 8) The key hole cockpit is preferred by some paddlers over the smaller ocean cockpit. The extra hatch is a favorite option to most experienced paddlers. It allows you to get to your safety equipment while on the water without sacrificing safety.

steering and bracing. The other footbrace is Yakima. Available with 28x17" keyhole cockpits.

Nigel Dennis Kayaks

Nigel Dennis kayaks (NDK) are made in Anglesey Sea & Surf Center (Wales) under the direction of world renowned expeditioner and coach Nigel Dennis.

Romany

The Romany is a short, light and responsive kayak, which is very stable both empty and loaded. The kayak is fast and maneuverable and its greatest attribute is excellent handling in following seas. In spite of its relatively short length it tracks well even in adverse wind conditions. Its high volume bow stops the kayak from plunging into waves and together with its maneuverability allows a good control in surf. Optional retractable VCP skeg is available for those paddlers who may use this kayak for long crossings. Although it was originally designed as a weekend boat, it has proved its worth as an expedition kayak for medium length trips. Its size and carrying capacity is adequate for people up to 200 lbs. plus gear. Romany has a roomy keyhole cockpit with thigh braces for easy handling and adjustable seat position (choice of foam or fiberglass seat). The standard kayak is built with three bulkheads and three watertight hatches are standard (two 10" and one 7.5" round hatches). The second bulkhead located just behind the cockpit rim is sloped and allows easy draining of cockpit during rescues. Access to the personal compartment behind the cockpit is via VCP 7.5" round hatch, offset right. Optional Compac 50 deck pump or bulkhead mounted foot pump is available. Romany is also equipped with the deck recess for Silva 70P compass.

Romany Explorer

Romany Explorer is the large expedition version of Romany 16. It has similar design attributes of its shorter cousin (except a bit more pronounced chines), but higher hull speed and more cargo room for expedition minded paddlers. Thus, this kayak with a long waterline fills the niche for a sleek, yet stable expedition kayak. It carves turns gracefully. Explorer tracks well even in adverse conditions, but for long expeditions it should be equipped with VCP retractable skeg. Its high volume bow stops the kayak from plunging into waves and together with its maneuverability allows good control in surf. The keyhole cockpit with thigh braces allows for easy handling. The kayak is built standard with three bulkheads and three watertight hatches (two 10" and one 7.5"). The second bulkhead located just behind the cockpit rim is sloped and allows easy draining of cockpit



Figure 9) The Greenlander is a Inuit style kayak. It is very fast and tracks well.

during rescues. Access to the personal compartment behind the cockpit is via VCP 7.5" round hatch, which is recessed into the deck offset right. The Explorer is equipped with a deck recess for Silva 70P compass. Optional Compac 50 deck pump or bulkhead mounted foot pump is also available. The Explorer is not designed to be the fastest expedition sea kayak, but one of the more user friendly kayak.

Greenlander

This is the newest design by Nigel Dennis; a high performance kayak in true Inuit tradition. This sleek kayak with hard chine profile and relatively small rocker should appeal to kayakers who love traditional designs with considerable speed and eminent seaworthiness. Designed with an ocean size (round) angled cockpit radically sloped down to the rear deck. It is equipped with two 10" hatches and bulkheads, it can be fitted with retractable skeg and foot pump. This is a very fast and seaworthy kayak which can quite easily fit even larger paddlers. Optional third round hatch and extra bulkhead are available as an option.

Construction

The regular VCP/NDK lay-up is fiberglass/diolene/polyester resin. Both deck and hull are reinforced with core-mat, which results in very stiff, rigid boats. The surface has a gelcoat, protecting the laminate from abrasion and UV rays. All boats have expedition lay-up reinforced by Diolene (stronger than FG, with high tensile strength and puncture resistance). Outside seams are made with fiberglass tape. For extra heavy duty use (e.g., frequent dragging of loaded boats), the double diolene lay-up as well as special reinforcements are available.

Limited Edition Kevlar/graphite lay-up (using Kevlar/carbon weave and no glass mat) is also available, resulting in weight saving of about 25% - unique and ultimate sea kayaks! Kayaks made in this lay-up are also post-cured by heating in an oven, farther increasing strength

and heat resistance. The strength of these kayaks far exceeds anything available on the market.

Options & Accessories

The options and accessories available for our kayaks are all expedition proven: you will appreciate the thought that went into many of the accessory designs once you've had the chance to use them under tough conditions. Recessed fittings: These are molded right into the deck and can be placed anywhere you like. They become an integral part of the deck and cannot be torn off nor do they protrude above the deck to catch on anything, including your knuckles when paddling. There are no holes through the deck to allow water in and the shock cords are easily replaced or changed any time.

Hatches & Bulkheads

An important feature of VCP/NDK kayaks is the fitting of watertight storage compartments with fiberglass bulkheads and hatches. VCP is using their own hatches and NDK kayaks are using one VCP round hatch and two NDK 10" hatches. These hatches are the only watertight hatches available to date. Moreover, fiberglass bulkheads are the only permanent watertight bulkheads on the market. With watertight bulkheads no additional flotation is necessary. All our kayaks (except Cliffhanger) are available with a third bulkhead and hatch, right behind the cockpit (now standard, except Greenlander and Aleut Sea II). This arrangement increases the dry storage capacity of the kayak and provides a small compartment just behind the cockpit with easy access on the water. Various bulkhead arrangements are possible: front bulkhead can be moved to serve as a footbrace in a customized boat, increasing the storage space and reducing cockpit volume. The rear bulkhead can be



Figure 10) A front mounted pump is easier to use than a rear deck pump, but it does take away from your space under the deck.

moved flush with cockpit rim, again increasing the dry storage space.

Fitted Bilge Pump

Another VCP innovation that has caught on industry-wide. A fitted pump allows the paddler to empty the boat in the event of deep water exit and to continue by getting back into boat and pumping it out. The pump revolutionized deep water rescues and provides an extra margin of safety. It can be used to bail pumpless boats as well. Two different pump configurations are available:

i) Foot pump mounted on front bulkhead. The kayak has to be customized to the paddler to allow him/her to reach the pump with the feet. This modification is best for solo rescues.

ii) (Large capacity Compac 50 pump, which is mounted in front of the cockpit. This pump is installed flush with the deck and has a detachable handle, which can be stowed under deck lines. The great advantages of this pump are its easier accessibility especially during solo rescues, and the higher output.

Compass & Light

For safety we strongly recommend a compass recess as a deck fitting. For the fiberglass boats we offer the Silva 70P compass which fits the recess. The compass light with either electrical or chemi-luminescence unit is available separately. This makes night paddling and navigation by chart after darkness easier. The plastic Skerray^{RM} is not equipped with the compass recess, but can be equipped with a deck mounted Silva 70UN or 70UNE (lighted version) compasses. For either glass or polyethylene boats a Silva 85 compass can be mounted directly on the forward hatch cover. Silva 70FB compass is another version of compass which can be accommodated on VCP boats with a special recess. This compass is lighted (the battery pack is available separately) and will appeal to serious expeditioners.

Retractable skeg

All VCP & NDK kayaks are also available with a retractable skeg. The skeg blade is completely enclosed in a watertight box inside the kayakers rear compartment. This almost fool-proof system adds a lot of versatility to kayakers. The spring loaded skeg, with a cleat release in the front side of the cockpit is now used on all our boats. The question of rudders on sea kayakers has always been a big one and the skeg offers an alternative for those caught in the throes of decision on that issue.

C-Trim Rudder

The VCP rudder system is the best and most rugged one we have seen. Its main feature is its robust construction. We have never been too keen on rudders before because

of their tendency to fail when you need them most and their need for frequent repair. All parts are designed to preclude the usual wear points on cables, pintles, etc. The only part susceptible to wear is the line and toggle used to raise and lower the rudder from cockpit - this will have to be replaced periodically. The integral part of the rudder system is the butterfly footbrace, which, in a unique way, allows simultaneous bracing and steering, unlike a sliding footbrace. This footbrace never gets jammed with sand. C-Trim rudder can be added to most sea kayakers. Note: Foot pump, mounted on bulkhead is not available with rudder.

Footbraces

The VCP/NDK kayakers are available with following footbraces:

1. Yakima footbrace
2. Bulkhead footbrace. It is positioned according to customer's specification. It could be fitted sloping toward the bow, if desired. It is also possible to mount the Henderson footpump directly on the bulkhead in customized position.
3. Butterfly footbrace for boats with rudders (see above).

Personalized towing system

This systems the best towing rig we have seen. It neatly stows in a bright nylon bag behind the cockpit and is attached to the boat through the cam cleat for quick release in an emergency. Although the towing of a kayak is always quite a chore, this sophisticated system makes it much easier and safer than other improvised systems. A good towing rig is as important for a sea kayaker as the rescue rope is for a whitewater paddler, and it should be mounted on all kayakers which are used for serious sea journeys.

Other accessories available: Paddle park/paddle leash, contact tow, etc.

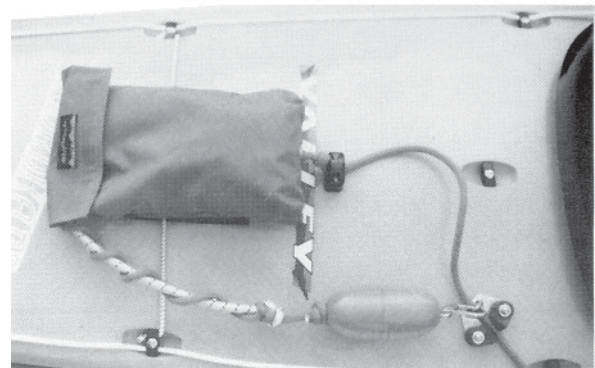


Figure 11) The deck mounted tow system puts no stress on your body, but is hard to repack in rough conditions.

Colors: The standard colors of VCP/NDK kayaks: Golden Yellow, Signal Red, Crimson Red, Turquoise, British Racing Green, Anchusa Blue, Ice Blue, White, Quill Gray, Black and many others on special order. Please consult the Llewelyn-Ryland color chart available at our dealers. Most boats in stock are either with colored decks and white hulls or in solid colors. The color of the outside seam is usually black, but could be made in any color. The metal flake decks are also available on special order.

Conclusion

This booklet gives some basic information on kayaks

and kayak designs. The more boats you paddle the better your chances that you make the right choice. Don't rush into a decision. Take a few instructional programs before you buy. As your skills improve, what you like in a kayak will change. No kayak is perfect and you will have to make some compromises. If you are out on our programs talk to as many different staff to find out why they picked the boat they picked. The more kayaks the person owned or paddled the better their information. But remember, comfort and safety comes first.

Valley Canoe Products & Nigel Dennis Reference Chart

| VCP Singles | Material | Length | Width | Cockpit | Rudder | Hatches | | Pump | Weight lbs.+++ |
|------------------------|----------|---------|-------|------------|--------|---------------|----------|------|-------------------|
| | | | | | | Fore | Aft | | |
| Nordkapp HM | FG/D* | 17' 10" | 21" | 20x15" | O | 7.5" | 17x9.5"+ | O | 55 |
| Nordkapp HMC | FG/D* | 17' 10" | 21" | 28x15" | O | 7.5" | 17x9.5"+ | O | 55 |
| Nordkapp HS | FG/D* | 17' 10" | 21" | 20x15" | O** | 7.5" | 17x9.5"+ | O | 55 |
| Nordkapp HSC | FG/D* | 17' 10" | 21" | 27x15" | O** | 7.5" | 17x9.5"+ | O | 55 |
| Aquila H | FG/D* | 18' 3" | 22.5" | 28x15.5" | O** | 17x9.5" | 17x9.5"+ | O | 58 |
| Skerray H | FG/D* | 17' | 23" | 28x15.5" | O** | 7.5" | 17x9.5"+ | O | 56 |
| Skerray ^{RM} | PE | 17' | 23" | 21x15.5" | n/a*** | 7.5" | 17x9.5" | O@ | 56 |
| Skerray ^{RMX} | PE | 17' | 23" | 28x15.5" | n/a*** | 7.5" | 17x9.5" | O@ | 56 |
| Skerray XL H | FG/D* | 17' 8" | 24" | 28x16.5" | O** | 17x9.5" | 17x9.5"+ | O | 58 |
| Anas Acuta H | FG/D* | 17' 2" | 20.5" | 20x15.5" | O** | 7.5" | 17x9.5"+ | O | 48 |
| Pintail H | FG/D* | 17' 2" | 22" | 20x15.5" | O** | 7.5" | 17x9.5" | O | 50 |
| Cliffhanger H | FG/D* | 13' | 23.5" | 19.5x15.5" | n/a | 17x9.5" | 17x9.5" | S | 55 |
| <u>NDK Singles</u> | | | | | | | | | |
| Romany 16 | FG | 16' 0" | 21.5" | 32x15.5" | O** | 10" | 10"+ | O | 52 |
| Explorer | FG | 17' 6" | 21.5" | 32x15.5" | O** | 10" | 10"+ | O | 56 |
| Greenlander | FG | 17' 8" | 21" | 17.5x17.5 | O** | 10" | 10" | O | 55 |
| <u>VCP Doubles</u> | | | | | | | | | |
| Aleut Sea II | FG/D | 22' | 26" | 28x17" | S | 17x9.5"(2x)++ | | O | 95 |

All boats are expedition equipped; all weights are approximate, rudder & skeg add weight (appr. 2 lbs.).

Cockpit sizes are inside measurements.

H, hatches; M, modified hull (built in skeg); S, standard hull;

FG, fiberglass; D, diolene; PE, rotary molded polyethylene

St., Standard; O, optional

*, lightweight diolene construction available, weight saving about 3-4 lbs.

** , optional retractable skeg available

*** , standard retractable skeg

+, third VCP 7.5" hatch is standard

++, central 28 x 17" hatch

+++ , all composite boats are available in Limited Edition Kevlar/Carbon (post-cured), weight saving about 25%, depending on options.

@, electrical pump available