

2005 Tyee by Seaward Kayaks

Seaward Kayaks' 2005 Tyee is designed to inspire confidence in new paddlers as well as help more experienced paddlers refine their skills. The high initial stability is perfect for cruising, photography, fishing or kayak camping, while a pronounced chine in the hull results in a kayak that can be comfortably edged as the paddler learns a leaned turn or brace. Using our ultra-stable Tyee hull as a starting point, the 2005 Tyee now has an upswept bow for better handling, recessed hatches and deck fittings for a smooth look, and all the safety features that set a Seaward kayak apart. The 2005 Tyee is available as a regular or high-volume model to fit all but the smallest paddlers and is offered in fiberglass, Kevlar or a carbon-glass hybrid construction. Whether a paddler is looking for a quiet afternoon's escape or an extended expedition, the Tyee's unique combination of stability, comfort and attention to detail make this a perfect kayak for paddlers and outfitters alike.

—The Seaward Design Team

REVIEWERS

TE: 6'1", 200-pound male. Daytrips, wind to 20 knots, waves to 2 feet. No cargo.

GL: 5'11", 165-pound male. Daytrips, wind from 10-15 knots, 1-foot chop. 55 pounds of cargo.

JK: 5'6", 140-pound male. Daytrips, wind to 10 knots, waves to 1 foot. No cargo.

Length overall	16' 10 1/2"
Beam	24 1/8"
Volume	16.5 cu. ft.
Cockpit size	16" x 32"
Cockpit coaming height	
Forward	14"
Aft	11"
Height of seat	1"
Weight	54 3/4 lbs.

THE REVIEW

First Glance

The 2005 Tyee appeared "solidly made with good attention to detail" (JK). It has "clean glasswork and smooth interior. The shallow V hull will dimple a little when pressed by hand, but the hull doesn't oil can in rough water. A replaceable plastic keel strip takes the wear and tear of dragging the boat on the beach" (TE). The hull-to-deck seam is glassed inside and out.

The Tyee is "well equipped with deck fittings. Most are recessed, but some are surface mounted. There are bungees fore and aft of the cockpit for accessible stowage, which are stout and easy to reach" (JK). The rudder deployment line and the bow painter serve as perimeter grab line, and in that capacity "stretched more than I prefer" (JK). "The straps and buckles for holding a paddle-float outrigger create a solid, easily adjusted connection to the boat, and the quick-release loops make retrieving the paddle exceptionally easy" (TE).

The Tyee's weight is "relatively light for a large cruising kayak, but the balance point of the boat falls at the thigh-brace flange, making for an uncomfortable shoulder carry" (TE).

Fit

The cockpit opening was long enough for the reviewers to get into seat first. TE had "three or four inches of extra room beyond my knees when putting my legs in. The high peaked foredeck offers tons of foot room

even for my bulkiest size-13 footwear. The sloped sides keep out of the way while paddling. The high aft edge of the coaming limits layback to about half the full range of motion." The seat is a fabric-covered, contoured slab of closed-cell foam. While GL found it "very comfortable," TE and JK thought "more thigh support would have made it more comfortable" (JK). "The lateral bracing provided by the coaming supports was just right and gave good contact with the boat" (TE). The seat is detachable and can serve as a paddle float and a camp seat.

The backrest is a broad band of plastic with a fabric-covered pad. "It pivots to provide some flexibility and a measure of comfort, but it's higher than I prefer and made contact with my back where the torso rotation takes place. It could be half as tall and still provide good support and comfort" (TE). The thigh-brace flanges are foam-padded and "while they don't have a lot of hook, they felt secure and aided bracing



and rolling” (JK). GL and TE suggested the addition of a wedge of foam to improve contact and grip.

The foot braces “are the gas-pedal type, providing very solid bracing (with the rudder up or down), as well as rudder control. They were easy to adjust on or off the water” (JK).

The rudder is deployed with a line that loops around the aft deck. It is “easy to deploy, provided you remember which side to pull” (JK). TE “had a tough time getting the rudder to drop into the narrow centering bracket. If you don’t hit the slot within a few degrees, you’ve missed and have to retract and try again.”

Stability and Maneuverability

The initial stability was rated “good” (TE), “just short of high” (GL) and “very good” (JK); the secondary stability was “exceptionally solid,” “high” and “excellent,” respectively. The Tyee’s tracking is “excellent” (GL). While it is “easy to put the Tyee up on edge to carve turns and is easy to maneuver, I wouldn’t call this boat agile” (JK).

Speed

It has “very good speed with moderate to high effort” (GL). JK and TE respectively clocked 3.7 and 4.5 knots for a touring pace, 4.7 and 5 at exercise pace and 5.9 and 6 knots in a sprint. “When I paddled into a 2-foot chop, the water that came over the bow was quickly shed by the sloped foredeck. While surfing, the bow stayed high and never had a tendency to go under” (TE).

The Tyee “had the speed to catch long rides through wave sets. If the bow was off line, it drifted slowly into a broach; it was similarly slow to steer back down the wave face” (TE). It had “very good

BEST FEATURES

- Paddle-float outrigger system
- Cargo capacity

TO IMPROVE

- Dedicated perimeter grab lines
- Comfortable contact point for shoulder carry

The web-and-buckle paddle-float outrigger system makes for a solid connection and is quick to release.



balance for wind, with no noticeable weathercocking” (GL). “In a 12-knot breeze, it was well balanced—if anything, it had a tendency to lee cock. In an 18-knot breeze, the balance was still good, although it had a slight tendency to weathercock” (TE).

Roll and Rescue

“The large cockpit opening makes exiting and entering easy. The Tyee is quite stable, making a cowboy/scramble reentry very easy. The straps for a paddle-float outrigger were easy to use and held the paddle securely. The release system works well, even with cold hands” (JK). Using the seat as a paddle float, TE found “the foam doesn’t provide a lot of support. With a feathered paddle, the float is set at an angle and loses its form resistance through the water. Once in the boat, I dropped into the seatless hull. That may be an advantage in setting a lower center of gravity, but then it’s not easy to put the seat back.” “The high back deck made laybacks a challenge, but C-to-C rolls worked well” (JK).

Cruising

The Tyee has “plenty of stowage for a two-week trip or longer. The bow com-

partment has good volume, and the hatch is long enough and deep enough to slide in things like a large tripod. There is space behind the seat and in front of the foot braces” (GL). The neoprene hatch covers and fiberglass lids are tethered. The hatches and glassed-in bulkheads are very nearly watertight with only “a drop or two of water” (GL) getting through. With 55 pounds of gear aboard, GL “hardly noticed the load. The kayak handled nicely, and cruising speed was still very good.”

The Bottom Line

The Tyee “would be a good kayak for a beginner to intermediate paddler who wants a combination of stability, speed and volume. It’s light enough for day paddles, large enough for camping and stable enough for fishing or photography. A nice first kayak that a paddler could grow into” (JK). “For fishing, photography and long passages, the Tyee is a stable, well-balanced kayak that will carry a big payload and still provide a lot of fun” (GL). “The Tyee provides a comfortable fit to large paddlers, and its volume and straight tracking work well for cruisers traveling point to point” (TE).

MANUFACTURER’S RESPONSE

Thanks again to Sea Kayaker for another thorough review. To address individual concerns, we constantly reevaluate our designs and look into ways to make the deck rigging and perimeter lines more functional and shoulder carrying more comfortable. Two testers mentioned that they’d like to add support under the thighs, one mentioned adding foam to the thigh braces and one mentioned the height of the seat back. At Seaward Kayaks, we’ve always believed that no one configuration can possibly fit every paddler. That’s why our cockpit comfort system is designed to be easy to modify or even removed completely should a paddler want to add an after-market seat or backband. As an example, adding support under the thighs can be accomplished in about two minutes by opening the nylon covers surrounding the seat bottom and gluing additional foam to the front edge of the contoured seat bottom.

It’s worth while to note that our seat bottom is only designed to serve

as a back-up to a conventional paddle float. We stress that all paddlers should carry necessary safety gear, including a dedicated paddle float. As one reviewer notes, using the seat bottom as a paddle float does have some disadvantages, but in an emergency situation, we feel these disadvantages are more than outweighed by having one more chance to successfully reenter the kayak. Finally, in an effort to make rudder deployment easier and more comfortable, we offer the Tyee with our exclusive Paddlerside RDS, which reduces or eliminates the guesswork and gymnastics involved in raising and lowering the rudder.

JK’s summary of the Tyee closely echoes what we set out to do when designing the kayak: “...a combination of stability, speed and volume. It’s light enough for day paddles, large enough for camping and stable enough for fishing or photography.”

— The Seaward Design Team

KAYAK REVIEW

2005 TYEE

MANUFACTURING DATA

Designed: 2004

Standard construction: Fiberglass

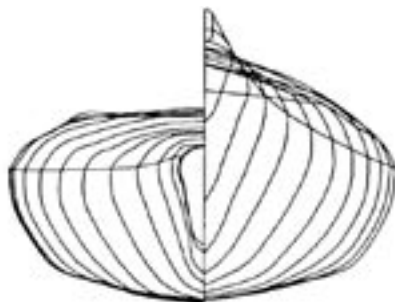
Optional construction: Kevlar; carbon/glass hybrid. High volume (3/4" increased deck height).

Standard features: Fiberglass bulkheads and inside and outside seam, recessed fiberglass outer hatch covers, neoprene hatch covers, quick-release self-rescue straps, paddle-float seat, pivoting rudder-control foot pedals, replaceable keel guard, rubber-based stainless U-bolts, reflective rope perimeter lines, bow painter.

Options: Compass, sliding rudder-control foot brace, fade custom color on deck, Paddler-side RDS (rudder deployment system), anodized rudder, waterproof cockpit cover, locking hard shell cockpit cover & underdeck mesh bag

Weight: 56 lbs. in fiberglass, 50 lbs. in carbon
Price: Fiberglass, \$2,895; Kevlar or carbon/glass, \$3,345

Availability: See website for a list of dealers
Manufacturer: Seaward Kayaks, 3107 Henry Rd., Chemainus, BC Canada, V0R 1K4; Phone: 800-595-9755; info@seawardkayaks.com
www.seawardkayaks.com



SPEED VS. RESISTANCE

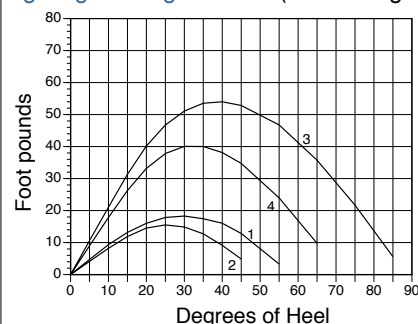
Resistance in pounds.

Speed	Winters/KAPER	Broze/Taylor
2 knots	0.96	0.99
3 knots	2.00	2.03
4 knots	3.84	3.98
4.5 knots	5.26	5.28
5 knots	7.31	7.63
6 knots	12.61	13.46

HYDROSTATICS

Waterline length	15' 0.7"
Waterline beam	22.3"
Draft	5.0"
Prismatic coefficient	0.59
Wetted surface in sq. ft.	22.31
Center of buoyancy	50%
(Hydrostatics calculated with 250-lb. load)	

Righting/Heeling Moments (Fixed-weight)



Stability Curves

1. 150 lb. paddler, no cargo
2. 200 lb. paddler, no cargo
3. 150 lb. paddler, 100 lb. cargo
4. 200 lb. paddler, 100 lb. cargo

TECH TALK

Readers interested in the full set of hydrostatics can find them posted on our website at www.seakayakermag.com along with additional data. An explanation of the terms and procedures used in the kayak test program is also available on the site.