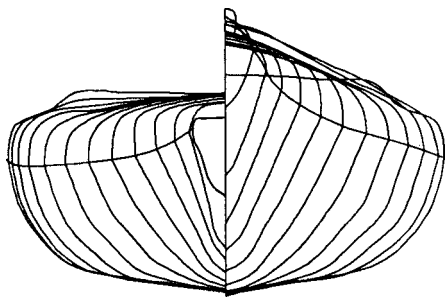
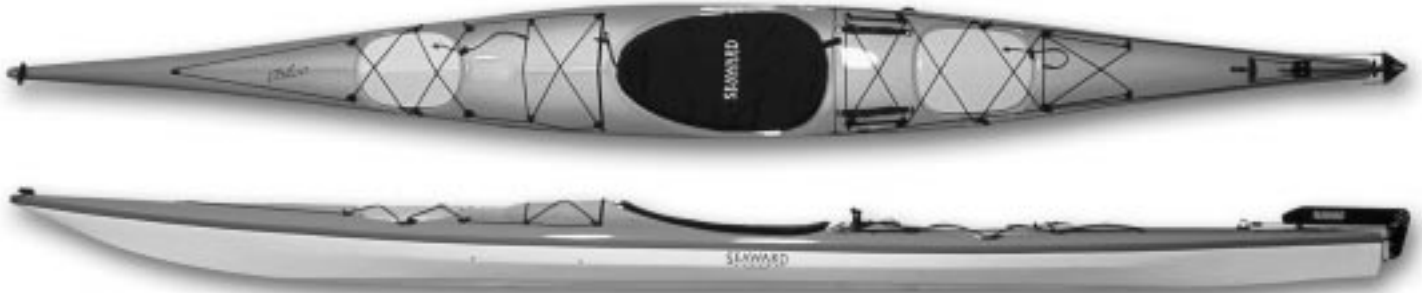


# Chilco by Seaward Kayaks



Length overall	18' 3/4"
Beam	21 7/8"
Volume	13.5 cu. ft.
Cockpit size	16 1/4" x 30 3/4"
Cockpit coaming height	
Forward	12 1/4"
Aft	9"
Height of seat	3/4"
Weight	57 1/4 lbs.
Center of buoyancy*	49%

\*With 250-lb. load

### Speed vs. Resistance

These figures are derived from mathematical models based on a limited number of towing tests on flat water.

#### Kayak weight + 250-pound payload

Resistance in pounds, shown to hundredths to differentiate figures formerly rounded to tenths. A fit paddler can maintain a cruising speed at 3 pounds of drag. Only a few can work against 5 pounds of drag for long distances. See SK, August '98 page 43 for more details.

Calculated by the KAPER program by John Winters (Factor added for soft plastic hulls when applicable):

2 knots	0.96
3 knots	2.01
4 knots	3.57
4.5 knots	4.91
5 knots	7.19
6 knots	13.57

Calculated by Matt Broze using Taylor Standard Series:

2 knots	0.96
3 knots	2.01
4 knots	3.66
4.5 knots	4.80
5 knots	6.79
6 knots	12.39

### Hydrostatics

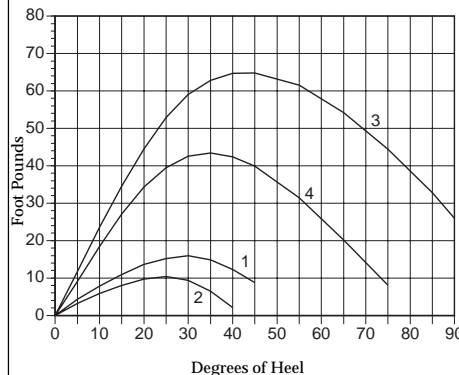
Paddler weight	150 lbs.	200 lbs.	150 lbs.	200 lbs.
Cargo weight*	none	none	100 lbs.	100 lbs.
Waterline length	16' 3.2"	16' 5.2"	16' 7.4"	16' 9.2"
Waterline beam	20.3"	20.9"	21.4"	21.7"
Draft	4.0"	4.6"	5.2"	5.7"
Prismatic coefficient	0.52	0.52	0.52	0.53
Block coefficient	0.36	0.37	0.38	0.39
Wetted surface in sq. ft.	19.16	21.02	22.82	24.45
Lbs./inch immersion	82.4	87.0	91.2	94.3

\* Fixed "paddler" weight has its center of gravity located 10" above the lowest part of the seat and 10" forward

of the seat at back. The "cargo's" center of gravity coincides with the kayak's approximated center of gravity.

Calculated by Nautilus System™ computer program

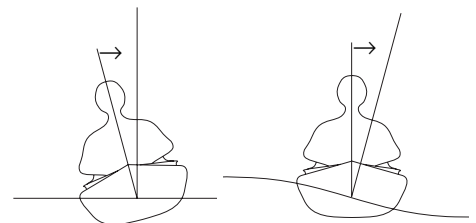
### Righting/Heeling Moments (Fixed-weight)



### 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

Calculated by Nautilus System™ computer program



Righting Moment    Heeling Moment

The same force that rights a kayak on flat water contributes to its rolling motion on the face of a wave.

### Reading the Stability Curves

The steeper the slope of the curve as it rises from 0°, the higher the initial stability. Beyond the maximum righting moment at the peak of the curve, the kayak enters an unstable region of decreasing stability that does little to slow the rolling of the kayak to the point of imminent capsize.

Note: Raising the center of gravity slightly will decrease the stability of a kayak, while lowering it will increase it.

## Chilco Design Statement

The design team at Seaward Kayaks is continually responding to the requests of paddlers and is proud to introduce our first multi-chined touring kayak, the Chilco. The Chilco has a multi-chined, low-rocker hull for high speed, effortless tracking and solid stability while edging

turns. It is ideally designed for paddlers between 120 to 210 lbs and 5'3" to 6'4".

The shallow V of the hull makes this lightweight expedition kayak stable while at rest or underway. The acceleration and forward speed is very fast. Easy rolling and low wind resistance in adverse conditions are a result of the Chilco's low profile. The ergonomic cockpit design

allows easy entry and it's thigh braces accommodate a variety of bracing positions. Paddlers with varied experiences will appreciate the superb efficiency and responsiveness of the Chilco.

Each handcrafted Seaward kayak is a testament to innovation, superior craftsmanship, care and attention to detail.

*Seaward Kayaks Design Team*

## Chilco Review

### Reviewers

**SC:** 5'11", 165-pound female. Day trips with no load. Waves to 1<sup>1</sup>/<sub>2</sub>' and winds to 10 knots.

**TW:** 6'1", 180-pound male. Day paddles with light load. Wind waves to 2'. Ocean swell 3' and small surf. Winds to 15 knots.

"The overall finish on the Chilco is very nice" (TW). "The workmanship is of high quality and the materials durable: It looks like the Chilco can take a beating and come out unscathed" (SC).

The Chilco is well balanced and lightweight though its length makes "a solo carry a bit unwieldy" (TW). The toggle at the stern has a light bungie that keeps it from clattering on deck or interfering with the rudder cables.

Recessed deck fittings secure grab lines and bungies for storing a chart case forward of the cockpit and a spare paddle aft. Webbing straps with quick-release buckles provide a secure system for rigging a paddle-float outrigger.

"The cockpit was a good fit. I was able to enter and exit without getting caught or barking my shins. The cockpit rim held a standard nylon spray skirt securely" (TW). SC found the cockpit was "comfortable. I definitely felt the boat responded very well to my demands because of the good fit in the cockpit with a good combination of thigh braces and foot pegs."

The Chilco's seat is a fabric-covered foam wedge that can be removed and used as a paddle float by inserting a paddle blade into a pocket in the cover. "The seat was quite comfortable. There is a lack of thigh support, but the foam can easily be customized with extra wedges of foam...a very versatile seat design" (SC). "After three hours I was surprised by how comfortable the seating was. The seat is attached to the rear bulkhead using an adjustable strap allowing it to be slid fore or aft. The backband, made of semirigid plastic, covered in foam with a nylon cover, is adjustable in height" (TW).

The thigh braces are incorporated in the coaming and foam padded. They were

"comfortable, not too low for extended paddling, and secure for bracing and rolling. The thigh braces molded right to me for a good grip on the boat" (SC).

Seaward's rudder pedals provide "solid" (TW) fixed foot bracing and pivoting toe pedals for rudder control. SC found the rudder cables easy to adjust. TW thought they took "a lot of tinkering, but once set, they did not slip." The rudder is "quite solid and strong. The rudder's attachment to the kayak appears able to endure the worst" (SC). Retracting and deploying the rudder was a little challenging; "the control line is quite a distance behind the cockpit. A cleat that locks the deployment line prevents the rudder from flipping up and the rudder would catch on kelp, slowing the kayak down" (TW).

For TW, the unladen Chilco at first "felt tippy and required alert paddling." SC, on the other hand, "was surprised at the high initial stability and secondary stability. A novice would be quite at ease."

TW found edged turns "difficult: it needed a high degree of edging with full sweep strokes to turn." For SC, "without the rudder, the steering was effortless; putting the kayak on edge produced immediate response." With the rudder deployed "the response was quite rapid. It was easy to quicken the effect of the rudder by leaning" (SC). The Chilco tracks "very well in calm waters but tends to lose some tracking ability in larger waves" (TW). SC concurred that the tracking was not as good in rough water and had to drop the rudder to hold a course.

"In lighter winds, without the rudder, the Chilco does veer into the wind; however, it was controllable with paddle strokes. In higher winds with waves, the rudder provided the best control" (TW). SC thought the Chilco's ability to hold a course in the wind improved with speed: "the faster one paddles it, the better it resists weathercocking." The bow tends to move through waves rather than over them: "in waves higher than 1', the bow plunged and water washed back over the front hatch" (TW).


The Chilco "is a fast kayak. I maintained a fast pace without feeling like I was pushing the limit" (TW). "This one was a pleasure to accelerate—a quick boat!" (SC). "Sprinting to catch wind waves was easy. Controlling direction on the wave was difficult, as the Chilco broaches quickly" (TW). SC had more success: "The Chilco stayed with small wind and boat waves with little effort."

The Chilco is easy to roll. "The nicely integrated thigh braces and solid foot braces make rolling a snap" (TW). "This one rolled up with hardly a push. Leaning back on the rear deck was very comfortable" (SC).

During a reentry, the low aft deck made it easy to get aboard. There are plenty of deck lines to hold, though TW "had to be careful not to grab the lines securing the hatch cover." SC preferred bungies for rigging a paddle-float outrigger, but TW thought the Seaward system of straps and buckles "worked well and is a great safety bonus."

In the cargo compartments "there is space sufficient for longer trips. Extended trips, longer than 2 weeks, would require more careful planning" (TW).

The hatches' tethered neoprene covers and fiberglass lids stayed secure in TW's rescue practice and surf trials. The hatches were "reasonably watertight" (SC). TW reported less than a cup of water in the compartments after surf trials. The fiberglass bulkheads are glassed on one side and caulked with sealant on the other.

In summary, TW thought the Chilco would be "a good long-range touring kayak. Designed for the person who wants to get from point A to point B without a lot of poking around in between, the Chilco would provide a fast touring option." SC thought the Chilco was a "well-crafted and enjoyable boat. It was certainly made to please a majority of paddlers with its combination of performance and comfort. I had a great time in it, and appreciated its design and functionality." 

## Design Response

Thank you to the Sea Kayaker test paddlers for the excellent review of the Chilco. Your statements confirm the performance, comfort and high quality workmanship characteristics we strive for. In the review (SC) "appreciated its design and functionality." All Seaward Kayak models are crafted with the safest and most practical systems. Each boat comes with an owner's manual in which we recommend that paddlers make time to

adjust their foot pedals, seat bottom, backrest and self-rescue straps. Optimal handling is facilitated; "rudder pedals provide solid (TW) fixed foot bracing and pivoting toe pedals for rudder control." Comfort has been achieved; "a very versatile seat design". (SC) "After three hours I was surprised how comfortable the seating was." It is our philosophy to give paddlers many "safety bonuses" and features that facilitate the fit & function of their boat. Along with all of our standard features, the Chilco has flush

hatches and deck fittings, making it a very clean and attractive kayak. (SC) "well crafted and enjoyable boat." This multi-purpose boat is designed to be user-friendly. "It was certainly made to please a majority of paddlers... I had a great time in it"(SC).

We are very happy with the results of the review and appreciate the expert opinions of the test paddlers. They have pegged what we wanted to accomplish with the fast & easy handling Chilco.

*Seaward Kayaks design team*

### *Options and Pricing*

**Designed:** 2001

**Standard Lay-up:** Fiberglass

**Optional Lay-up:** Kevlar

**Standard Features:** Rudder, solid brace pivoting foot pedals, 6" (low) backrest, recessed fiberglass hatch covers, "back up" paddle-float seat bottom, recessed fittings, reflective perimeter deck lines, fiberglass bulkheads, quick-release self-rescue straps, cockpit cover, teflon keel guard, painter line

**Optional Features:** Custom fade (pictured), splatter or airbrushed gel coat designs, compass, under-deck mesh bag, colored rudder

**Approximate Weight:** 54 lbs in glass, 48 in Kevlar

**Price:** \$2,475. US in Fiberglass, \$3,065.00 US in Kevlar

**Availability:** Check [www.SeawardKayaks.com](http://www.SeawardKayaks.com) for dealer and outfitter contacts

**Manufacturer's Address:** Seaward Kayaks, P.O. Box 2026, 610 Oyster Bay Road, Ladysmith, BC, V9G 1B5.

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