

As seen in
Sea Kayaker
 Magazine
www.seakayakermag.com

Cypress

by Current Designs

The Cypress is Current Designs' newest British-style kayak designed for all waters and all conditions. Although related to the beginner/intermediate-targeted Willow (*Outside Magazine's* "Best in Test" 2007), the Cypress is intended for intermediate/advanced paddlers. The design criteria for the hull included: stability, maneuverability, optionally deployable skeg and the paddling efficiency synonymous with Current Designs' kayaks. Above the waterline, the Cypress displays all the features common to British designs, including three hatches, rescue rigging and deck bungees. The cockpit was designed for paddlers ranging between 140–200 pounds and of average build. Internally, three composite bulkheads, now standard in all Current Designs kayaks, and our standard seating and brace features round out the design.

—Bill Kueper, sales manager
 Wenonah Canoe & Current Designs Kayaks

REVIEWERS

CA: 5' 5", 150-pound female. Day trip, light breeze and chop. No cargo.

GL: 5' 11", 165-pound male. Day paddles, winds to 20 knots, waves to 2 feet. 50 pounds of cargo.

TE: 6' 1", 200-pound male. Day paddles, winds 15–18 knots, waves to 2 feet. No cargo.

Length overall	16' 8 3/4"
Beam	22 3/8"
Volume	11.68 cu. ft.
Cockpit size	16 1/4" x 29 3/8"
Cockpit coaming height	
Forward	11 1/4"
Aft	9 1/8"
Height of seat	1/2"
Weight	45 lbs.

THE REVIEW

First Glance

The Cypress is a "very nice-looking boat with no blemishes. Inside, the finish is smooth and it is apparent that this well-made boat is from a manufacturer that pays attention to detail" (CA). The vacuum-bagged Kevlar hull and deck are joined with a plastic extrusion that is glassed inside. The Cypress is "a very light boat and well balanced for a solo carry" (CA). "Carry toggles at both ends offer a safe grip on the kayak even if it were to roll in surf" (TE).

Fit

The cockpit opening was "somewhat small for a person my size, and I had to get in one leg at a time" (CA). TE and GL managed to get in seat-first but could only get their legs in by "lying well back and rising out of the seat" (TE). Once in the boat, CA had an "excellent connection for my knees and thighs. The foredeck was high but nicely rounded so that there was no interference with a high-angle forward stroke." For TE, the cockpit was "a compact fit with snug but not uncomfortable contact with the thigh braces. Foot room for my size-13 neoprene booties was also snug but not cramped. The aft end of the coaming is fairly low, and I could do a nearly complete layback for rolling."

The molded plastic seat has a fabric-covered foam pad. It was "a perfect lateral fit for me. The seat pan contours were just deep enough, and there was

enough foam to eliminate any pressure points" (TE). "The back band felt great, padded and fairly wide, with a ratcheted adjustment strap behind. The seat/back band combination provided excellent comfort and performance whether paddling, edging or rolling" (GL). "The back band is well supported to prevent it from folding forward during a reentry" (TE). The thigh braces—foam-padded flanges molded into the coaming—were "very supportive, and there was no concern about slipping out of them" (CA). The Sea-Dog foot braces "were mounted without machine screws coming through the hull—a very clean appearance. The braces were quite comfortable and easy to adjust" (CA). The slider for the skeg is "well recessed and nicely placed to be easy to operate and out of the way of paddling" (TE).



Stability and Maneuverability

The Cypress' initial stability was "moderate" (all). Secondary stability was also rated as "moderate" by GL and TE, but for CA, it was "lower than I'm accustomed to. To hold the boat on edge required my constant attention." TE "could edge the sheer line under but from that point the secondary stability softened up. The boat feels fine when underway, but the stability profile is a bit tender for novice paddlers. It seems best suited for an active intermediate to advanced paddler focused on paddling, not on secondary activities such as fishing and photography."

The Cypress "tracks well even with the skeg retracted and holds a straight line even in a sprint" (TE). For GL, it "responded moderately to a lean for steering," and for TE, it "responded well to edging. A slight edge is enough for a course correction, a more extreme edge will carve a tight turn."

Speed

CA could "quite easily cruise at well above 4 knots, even into the breeze, and sprint above 5 knots." TE could do "4.5 knots at a relaxed pace, 5.5 knots at an exercise pace and 6.3 knots in a brief sprint." GL noted the Cypress had "very good speed and acceleration and a nice cruising pace."

In rough conditions, the Cypress had "a fairly dry ride and rode up over waves. Some splash made it around the bow, but not much reached the cockpit" (GL). In wind, CA noted "there was a tendency to weathercock, but it was easily corrected with steering strokes or the skeg." For TE, the Cypress "held a course well in all directions relative to the wind. Weathercocking was negligible, and I didn't feel the need to resort to the skeg to balance the boat. With the skeg deployed, the Cypress would take on a lee helm and made it easier to turn down-

BEST FEATURES

- Balance in wind
- Workmanship

TO IMPROVE

- Secondary stability

wind. It is among the best-balanced boats I've tried. In wind waves, the Cypress maneuvered easily and accelerated quickly to catch waves, then kept moving fast enough to ride through waves sets." GL noted the Cypress had "good acceleration for catching waves but tended to pearl on steeper waves," while TE said "the bow would drive upward when powered into a wave. It rode notably high in rough water."

Rolling and Rescue

"The boat was easy to exit. The contoured bulkhead behind the seat ensured that almost all of the water drained from the cockpit" (CA). "The paddle can be placed under the shock cord and over the day hatch for a fairly secure paddlefloat reentry. I found the boat a bit tippy and a little deeper than most, so a solo reentry had to be done with some caution. Reentry and roll was quick and easy" (GL). For CA and GL, layback rolls were restricted by the aft deck, but for TE, "the solid fit of the cockpit and the good clearance of the back band and aft deck made C-to-C and layback rolls very easy."

Cruising

For stowing gear, the Cypress has a "medium overall volume and is fine for a three-day weekend, although a week with the typical kayak fare might be pushing it" (GL). The three KajakSport



The back band is well supported by bungees and is adjusted with a pair of ratcheting buckles.

hatches are recessed and tethered. The forward and day compartments were dry for all reviewers after rolling and rough water practice. Reports on the aft compartment noted "two tablespoons" (GL) to "half a cup of water" (CA and TE) in it. The bulkheads are translucent fiberglass. "There is a fair amount of stowage space between the foot braces and the forward bulkhead" (TE). With a "load of 50 pounds, the Cypress had nice stability and handling and didn't feel sluggish" (GL).

The Bottom Line

"For a medium-sized individual looking for a day boat that's both light and fast, the Cypress might fill the bill" (CA). GL would recommend the Cypress "for small- to medium-sized intermediate paddlers. It's a lightweight, fun-paddling day-tripper or weekender, with a great fit for boat control." "The Cypress is an attractive boat with a secure fit. While stability is a bit light for novices, the boat is very capable in the hands of intermediate to advanced paddlers. It is notably well balanced in wind and waves and an all-around solid performer" (TE).

MANUFACTURER'S RESPONSE

It is rewarding when independent test paddlers confirm our design criteria were met or exceeded by the Cypress. The test paddlers agreed that the Cypress is intended for intermediate/advanced paddlers. The hull design and stability profile responded to the test paddlers' edging with the expected course corrections and maneuverability. The speed and acceleration noted by the test paddlers is testament to the hydrodynamic efficiency in hull design.

The reviewers were keen to note that our Sea-Dog foot brace installation no longer requires bolts through the hull, giving a very

clean, refined appearance. In addition to Sea-Dog foot braces, our standard outfitting includes industry-leading components such as KajakSport hatch covers and Immersion Research back bands.

Two reviewers noted that the rear deck somewhat inhibited layback rolls. The Cypress' cockpit coaming and deck heights were chosen specifically to comply with the American Boat and Yacht Council's H-29 Standards for Canoes and Kayaks maximum capacity measurements.

—Bill Kueper, sales manager
Wenonah Canoe & Current Designs Kayaks

KAYAK REVIEWS

CYPRESS MANUFACTURING DATA

Designed: 2007

Designer: Current Designs design team

Standard construction: Vacuum-bagged fiberglass layup

Optional construction: Vacuum-bagged Kevlar layup (reviewed)

Standard features: Day hatch, fiberglass bulkheads throughout, reflective deck rigging

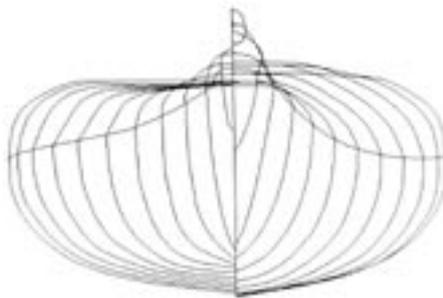
Options: Recessed compass

Weight: Fiberglass, 48 lbs.; Kevlar, 44 lbs.

Price: Fiberglass, \$2,949; Kevlar, \$3,399

Availability: See website for a list of dealers

Manufacturer: Current Designs Kayaks,
507-454-5430; info@cdkayak.com;
www.cdkayak.com



SPEED VS. RESISTANCE

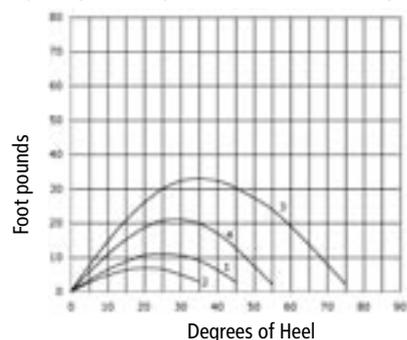
Resistance in pounds.

Speed	Winters/KAPER	Broze/Taylor
2 knots	0.92	0.92
3 knots	1.92	1.92
4 knots	3.56	3.58
4.5 knots	5.12	4.72
5 knots	7.72	7.58
6 knots	13.48	13.60

HYDROSTATICS

Waterline length	15' 2.2"
Waterline beam	21.5"
Draft	5.1"
Prismatic coefficient	.52
Wetted surface in sq. ft.	21.34
Center of buoyancy	50%

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.

Venture Kayaks
The Instructor's choice

Carlson Rodrigues from Spain paddling a Maya 17 inside the group off the coast of Norway

Contact your nearest dealer for all the latest information or visit
www.venturekayaks.com