

**VALLEY**



# Nordkapp

The Nordkapp, designed originally for the 1975 British Kayak Expedition to Norway, soon established itself as the world's leading expedition kayak. Its superb handling characteristics in heavy weather became legendary, and it has been used around the globe for most of the major kayak trips undertaken on the ocean.

A list of achievements is too long to be included here, but its history includes the first circumnavigations of: New Zealand, Great Britain, Ireland, Australia, Newfoundland and Japan.

It was the first kayak to be used to make a journey in Antarctica in 1985, and was re-introduced to the Inuit of Baffin Island in 1980.

Probably its best-known feat was the first ever rounding of Cape Horn by kayak in 1977, but it has also been used in Alaska, Spitzbergen, Belize, Bermuda and many places in between!

The National Maritime Museum at Greenwich now has a Nordkapp on permanent display. It was selected as a pivotal design central to the modern development of the ocean kayak. Deck hatches, hand-pumps and recessed deck fittings were innovations in the Nordkapp design that are now standard on sea-boats throughout the world.

The brief for the original Nordkapp demanded a fast, sea-worthy kayak with a carrying capacity of around 200lbs. (90kgs.), but differing paddling styles call for variation in design. Our response to requests for modifications from many different parts of the world meant that the Nordkapp eventually became more a range of kayaks than a single design. Now it is possible to choose from the following options:

- |                                   |                                     |
|-----------------------------------|-------------------------------------|
| S. Standard deck or hull.         | H. Hatches in fore and aft deck.    |
| M. Modified hull (skegged stern). | R. Understern, sprint-style rudder. |
| L. Large, sprint-style cockpit.   | C. Slalom-style cockpit.            |
| LOA 102cm (40")                   | LOA 76cm (30")                      |

N.B. The standard ocean going cockpit is the smallest. LOA 57 (22 1/2").

Not every one of the twenty-seven combinations is available, but most are. Check out just what we can do; then you can have the boat of your choice, especially tailored to your requirements.

There are faster boats than the Nordkapp and craft that can carry more equipment; but when the going gets tough, there is no kayak that offers such sea-worthiness; and aesthetically it really is beautiful!

#### Dimensions:

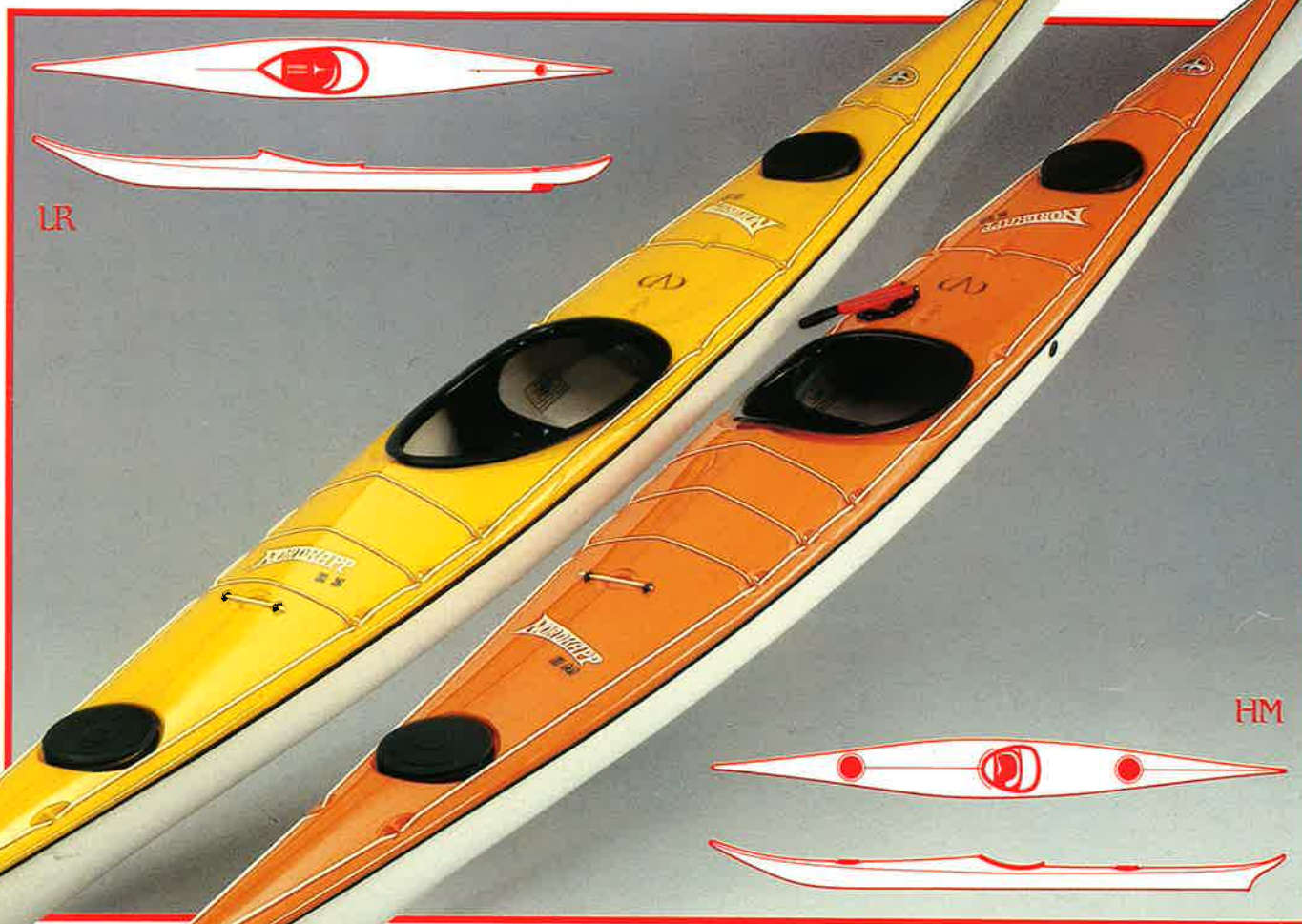
	cm	ft/ins
L	545	17' 10 1/2"
B	54	21 1/4"
D	37	14 1/4"

#### Standard Fittings:

Footrest, toggles, foam kneebraces.

#### Additional Accessories:

Recessed deck fittings, deck lines, hatches, compass cover and light, hand pump, foot pump, back-strap, C-trim rudder, retractable skeg.



#### Colours:

All standard colours are available and we will make you a single colour deck and single colour hull (two colours in all) at no extra cost.

To meet B.S.I. MA 91 the colours must be bright yellow, red or orange. Special matchings, metal-flake, individual multi-colour designs are available to order.

#### Displacement:

	Litres	Gallons	U.S. Gallons
Front hatch	70	15	19
Rear hatch	100	22	26
Cockpit	140	31	37
Total	310	68	82

# Selkie

There's an old Shetland folk-tale that tells of mysterious seals called Selkies. At night, they come ashore, take on human form and dance till dawn. While they dance, their seal-skins are left on the shore, and if you can steal one, the Selkie remains human and cannot return to the sea. In this way you can gain power over a Selkie; but it was also said that Selkies were so beautiful that if you saw one, you would be bound to fall in love.

Variations of the Selkie story, in many different languages, have spread around the world.

Selkie is the name of our latest sea kayak – which is spreading globally – and you're sure to fall in love with it once you see it!

The Selkie is not 'better' than the Nordkapp – just different. It is designed for those who want a speedy, compact boat; manoeuvrable, but still retaining inherent sea-worthiness. Shorter but broader than the Nordkapp, its fine bow incorporates a pronounced flare above the waterline to give a dry boat in a chop. While very quick to respond to turning strokes of the paddle or to body lean, the Selkie still tracks well.

The cockpit rim is larger than is usual for sea boats – slalom sized, in fact, with the seat well forward to tuck thighs snugly under the fore-desk.

The demand for V.C.P. waterproof hatches on sea-kayaks is so great now, that all Selkies have been designed to have deck hatches, and are deep enough to put a third hatch in the rear bulkhead if you wish.

Since the Selkie is very manoeuvrable, it is particularly suited for the addition of either a C-trim rudder or a retractable skeg.

## SELKIE RESCUE

The Selkie Rescue is a modification of the Selkie, of interest to anyone responsible for beach safety. Its heavy water qualities mean that it can be powered out through heavy surf, and return to the beach in safety. The back deck and hull have been modified to allow a swimmer to climb easily onto the rear deck, and stay there. While following in the tradition of the Corps of Canoe Lifeguards rescue kayak, the design of the rope handles allows a swimmer to hold on easily. Even if the canoe is still passing; the grooves guide the hand to the grip. A hatch is incorporated into the rear bulkhead, and other facilities can be added as required.

Surfers in difficulties and windsurfers being blown out to sea have been grateful to see the Selkie Rescue turn up to help when other craft have not been able to make it. New for 1986, the Selkie Rescue will be making a significant contribution to beach safety in the future.

## Dimensions:

	cm	ft/ins
L	503	16' 6"
B	60	23½"
D	38	15"

## Colours:

All standard colours and options as for Nordkapp.

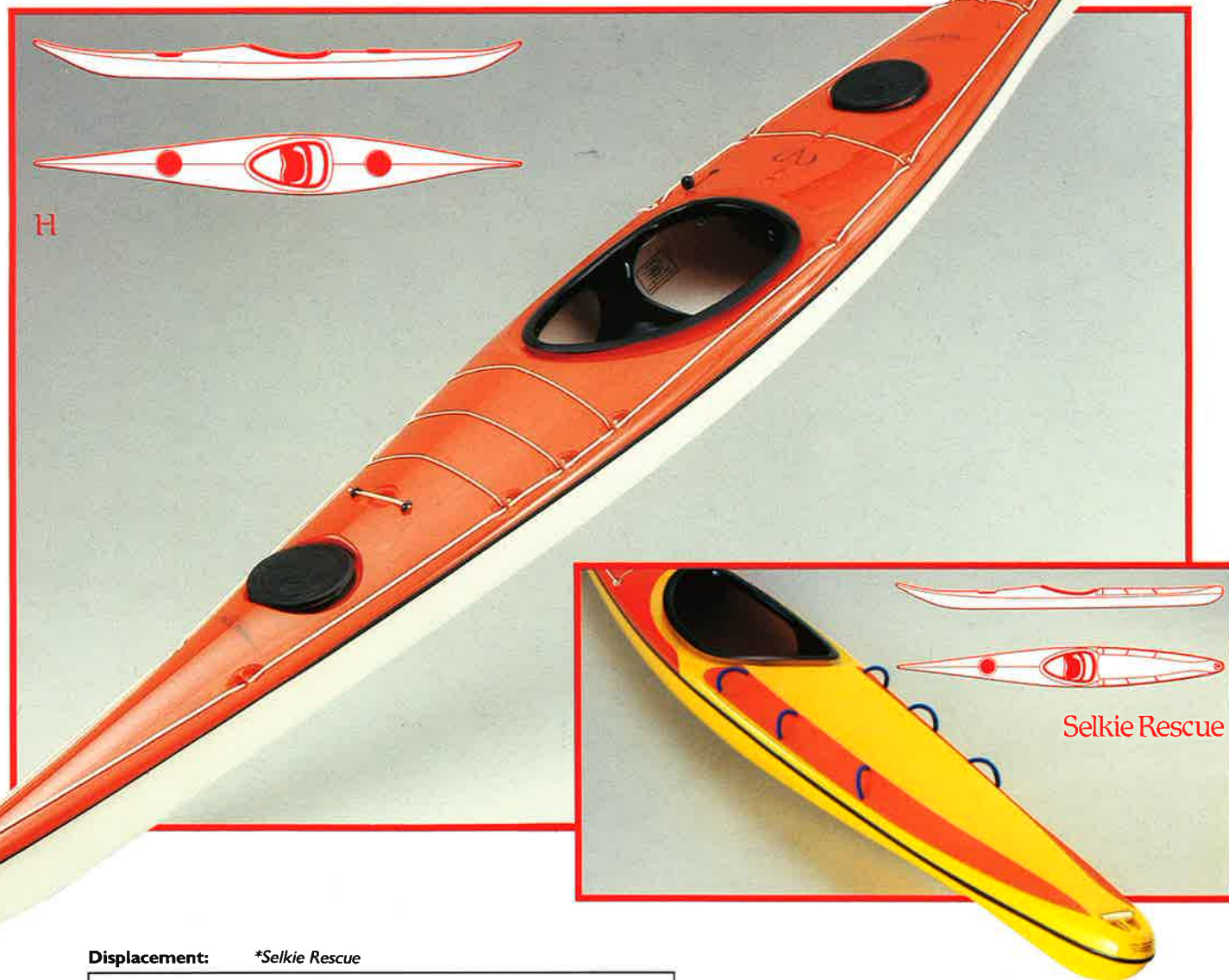
## Standard Fittings:

Footrest, toggles, hatches fore and aft.

## Additional Accessories:

Recessed deck fittings, deck lines, compass cover and light, hand pump, foot pump, back-strap, C-trim rudder, retractable skeg.

Cockpit Size: LOA 76cm (30").



## Displacement: \*Selkie Rescue

	Litres		Gallons		U.S. Gallons	
Front hatch	50		11		13	
Rear hatch	100	130*	22	29*	26	34*
Cockpit	180	170*	40	37*	48	45*
Total	330	350*	73	77*	87	92*

# Anas Acuta



The Anas Acuta, which is the latin name for the Pin-tailed Duck by the way, was designed and originally built in marine plywood by Geoff Blackford. It was based on the drawings of West Greenland kayaks he found in Adney and Chappell's book "The Bark Canoes and Skin Boats of North America", and we began moulding it in glass fibre in the early seventies.

Its single hard chine makes it a very stable boat for its beam, but the added wetted surface of the chined hull makes for a slower boat than either the Nordkapp or the Selkie. It is a small kayak which has its own particular appeal, but while it is eminently suited as a day-trip boat, it has been used for a circumnavigation of Great Britain! Back in 1974 it was used for the first crossing of the Irish Sea from Wicklow to Aberdaron in Wales, a distance of 60 miles. Other major journeys and its superb reputation has made it a classic in many sea canoeists' minds.

#### Displacement:

	Litres	Gallons	U.S. Gallons
Front hatch	60	13	16
Rear hatch	80	18	21
Cockpit	135	30	36
Total	275	61	73

#### Dimensions:

	cm	ft/ins
L	523	17'2"
B	55	22"
D	30	12"

#### Colours:

All standard colours and options as for Nordkapp.

#### Standard Fittings:

Footrest, toggles, foam kneebraces.

#### Additional Accessories:

Recessed deck fittings, deck lines, hatches, compass cover and light, hand pump, foot pump, back-strap, C-trim rudder, retractable skeg.

**Cockpit Size:** LOA 57cm (22½").

# Weekender



This touring kayak is equally at home on river, lake or estuary. Many canoeists who don't require the specialized characteristics of an expedition kayak will find this compact, stable boat very much to their liking. It can be up-graded for sea conditions by the addition of fore and aft deck hatches.

Two cockpit sizes are now available, and both cockpits have well-drains that incorporate a stainless steel carrying handle which can double as a fixing point for a paddle park.

The rear deck is specially moulded to take rudder wires for an overstern rudder, but the C-trim rudder or a retractable skeg have become more popular choices in recent years.

The fine bows of this boat give it a high cruising speed in relation to its length. It has become particularly popular in Europe where its versatility has been much appreciated.

#### Displacement:

	Litres	Gallons	U.S. Gallons
Front hatch	45	10	12
Rear hatch	105	23	25
Cockpit	180	40	48
Total	330	73	87

#### Dimensions:

	cm	ft/ins
L	443	14'6"
B	60	23½"
D	32	12½"

#### Colours:

All standard colours and options.

#### Standard Fittings:

Stainless steel carrying handles, footrest, toggles.

#### Additional Accessories:

Hatches, R.D. fittings, deck lines, compass cover and light, hand or foot pump, back-strap, C-trim rudder, retractable skeg.

**Cockpit Size:** Standard: 79cm (31") LOA.  
Large: 91cm (36") LOA.

# VALLEY

**WELCOME.** This brochure will give you an idea of our range of sea-going kayaks and accessories.

Valley Canoe Products have been designing and building a wide range of canoes and kayaks since 1970, with a specialization in ocean craft since 1972. We also design accessories that are eagerly sought after by other canoe-builders throughout the world as well as by canoeists themselves.

At Valley a full-time staff of ten work in close collaboration with their directors and customers to build quality kayaks to individual requirements. Before we sell customers a boat, we talk to them about their style of paddling, the conditions they expect to meet and the places they hope to visit. Thus we can build them a kayak of the correct material, weight and construction – we have the ways and the means! Our policy is the continued development and manufacture of quality designs for the aficionado, rather than the production of huge quantities of meretricious goods for the undiscerning.

The company is owned by its two directors: Frank Goodman, designer of canoes and kayaks since 1965, and Robln Goodliffe, who joined the company in 1973. Frank was a First Division slalomist in the early seventies, and as an experienced surfer and ocean kayaker, has always been in a position to test his own designs personally to ensure that they meet the needs of his customers in full.

We have assembled here a group of designs to cater for the needs of the sea kayaker. Most of them have been designed and manufactured by V.C.P., some are by other manufacturers – excellent designs that have proved very satisfactory over the years, while a few are commissioned from other skilled designers and craftsmen.

We have customers all over the world, many of whom we consider our friends as we have often paddled together. They call to see us at Valley, or turn up at our annual Nordkapp Owners' Meet in Anglesey, North Wales.

We ask you to join them and us in the enjoyment of sea-kayaking.



Brabant Island, Antarctica



# Accessories

- A HATCH.** Most kayak manufacturers throughout the world now use V.C.P. hatches as they have proved totally water/air-tight. They can be either bonded or bolted into the boat.
- B C-TRIM RUDDER.** The C-trim will fit most designs of kayak, and you can do it yourself too. The blade turns up onto the deck to protect it from rocks when it is not needed.
- C RETRACTABLE SKEG.** Normally the box for this skeg is built as part of the hull when the boat is made, but this kit version can be retro-fitted to any kayak.
- D RECESSED DECK FITTINGS.** The original R.D.F.'s now copied by most other canoe manufacturers. Moulded into the deck of the canoe during manufacture, they can be placed in position to meet the customers' requirements. They can be easily double-drilled to take both 6mm deck lines and elastic.
- E TAILORED AIR BAGS.** These TABs are to the B.S.I. standard for canoe buoyancy. They are made of especially laminated P.V.C. and have a push-pull inflation valve, a dump valve for quick deflation and eyelets for securing into the kayak.  
Several sizes are available:  
i) Standard Pairs – for canoes without pillar buoyancy; ii) Standard Pairs with foam – these bags have polystyrene inserts to give some buoyancy even if a bag is punctured; iii) Standard Fours – Sets of four bags to fit low-profile kayaks with built-in pillar buoyancy; iv) Plus Fours – Sets of four bags but with two somewhat larger rear bags for deeper boats. Special TABs can be made to suit customers requirements. Please ask.
- F AQUASACS.** Used by most sea-canoeists for their equipment. Aquasacs keep precious articles dry. The unique closure is simple to use and the welded seams are STRONG. Two sizes available, both will feed through the V.C.P. hatch. Special bags can be made if required.
- G SAFEPAKS.** Three sizes are available, and yellow sealing bands can be added to the lids for extra security.
- H DECK PUMP.** These Henderson pumps can move eight gallons of water a minute, and are really essential for the deep-water rescue of heavily laden sea-kayaks.
- J FOOT PUMP.** Similar to the deck pump but with a return spring for foot operation.
- K STRUM BOX.** The strum-box can be added to the pump hose to help remove ALL the water from the bilges!
- L FAILSAFE FOOTREST.** A standard fitting of our kayaks, the bar will release if the foot passes beyond it. Fitted to many other manufacturers boats throughout the world.
- M J.R. FOOTREST.** Fitted as standard too if the customer wishes, these footrests are infinitely adjustable for length.
- N TOGGLES.** Ubiquitous in the canoe world, our toggles take 4mm line and float.
- O COMPASS, COVER AND LIGHT.** We suggest you use a Sestral Junior on your boat. It has reciprocals, and you can add the cover and light if you like night paddling.
- P BACKSTRAP.** Fit for added comfort.
- Q NORDKAPP PADDLE.** This paddle by Lendal of Scotland is the first choice for many experienced sea-paddlers.
- R CLIFTON PADDLE.** This superb blade is crafted exclusively for Valley by Mark Gees. Hidden beneath the beautiful wood laminate is a subtle combination of carbon fibre and glass, all bonded with epoxy.
- S FOAM KNEEPADS.** Standard fitting in small cockpit boats.



## VALLEY

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