

Xtra

by Tiderace

The Xtra slots neatly into the Tiderace range between the Xcite and the Xtreme. It brings big-water performance to the larger paddler. Short, maneuverable and featuring the hardest chines in the Tiderace range, this stable boat cruises the rock gardens with ease. Its flat midsection gives it great acceleration down a wave face and its almost square cross-section combined with a little extra width makes it a secure boat in which to carve turns. Constructed using a range of the finest high-spec laminate materials, the Xtra also makes full use of the core material for maximum hull and deck stiffness, all immersed in the strongest epoxy resin. New for 2012, the Xtra in Hardcore comes clad in a new high-definition graphic option, one that employs a technology only available from Tiderace—a new look, a new style and extra performance. You will be noticed! Paddler range: 170-220 lbs, 5'8" and above.

—Dave Felton, Tiderace Kayaks

REVIEWERS

DG: 6' 2", 185-pound male. Day trip, wind from calm to 10-12 knots. 1-foot chop. Cargo 15 lbs.

MN: 6' 0", 220-pound male. Day trip. Winds to 22 knots, waves to 4 feet. No cargo

SD: 6' 5", 230-pound male. Calm to small surf at 2 feet, rock gardens with 6-foot swells and 15-knot winds.

Cargo 30 lbs.

| | |
|------------------------|-------------------|
| Length overall | 16' 6 3/4" |
| Beam | 22 1/2" |
| Volume | 12.6 cu. ft. |
| Cockpit size | 16 1/2" x 30 1/2" |
| Cockpit coaming height | |
| Forward | 12 5/8" |
| Aft | 8" |
| Height of seat | 1 1/4" |
| Weight | 56 1/4 lbs. |

THE REVIEW

First Glance

Tiderace's Xtra "is a great looking boat. Its color scheme was one of the best I've ever seen. Attention to detail was excellent. Everything looked beyond clean" (DG). "The Xtra is well built with bomber construction with every corner inside and out finished with perfection. There is no excess glass or epoxy even in the hard-to-reach corners. The exterior finish is perfect" (SD). "It's a bit hefty. It balances well but it is a handful to lug around" (MN). "The end toggles are placed well and are comfortable to handle so it is easy to carry with two people" (SD).

Fit and Outfitting

The cockpit was a good fit for MN: "There was good foot room for size-13 booties and the deck was high enough to offer a good bent-knee position without interfering with strokes." DG has long legs and with the foot braces set forward he had a tight fit for size-12 booties. SD moved the back band back to create room for his long legs (36" inseam), and for taller paddlers

he suggested the foot brace tracks should be installed a few inches farther forward. "The seat was ergonomically correct and comfortable" (DG) though a tight side-to-side fit for SD.

Both MN and DG noted that the back band, a stiff band of plastic with a cloth-covered pad "was too low. I had good freedom for torso rotation, but missed having a bit of support at the base of my spine. The thigh bracing worked great. I had a broad comfortable area of contact mid thigh, with no contact on the knee. There was enough contour in the bracing to keep me well locked in" (MN).

"The deck fittings included ample options for securing gear, a paddle float, and a spare paddle" (SD). "Bungees were just about perfect, but perimeter lines were a little tight to get gloved hands under. I usually loosen grab lines on all of my kayaks" (DG).

Both DG and SD noted that the skeg takes little effort to deploy and the blade can drop on



its own. DG solved the problem by putting a small piece of foam under the deployment cable housing to increase the friction and keep the blade from moving unexpectedly.

Stability and Maneuverability

The initial stability was “good” (DG), “good—even in rough water I felt at ease” (MN) and “very stable whether in flat water or in a turbulent rock garden with cross chop, waves and current” (SD). Secondary stability was, respectively, “excellent,” “good but not too stiff—it was easy to edge,” and “strong, so much so, that I had to really work to put the boat fully on edge. Once on edge, it held comfortably without any issue of capsizing. I never had to brace while in heavy seas and current.”

The Xtra “tracked well” (MN and SD) and “allows you to take your mind off of things without going off course. Wonderful!” (DG). With the skeg retracted, steering “is where this boat excels” (DG). Using “turning strokes with edging, the boat turned where I wanted it to and was a joy to paddle in rock gardens” (SD).

“On flat water with a stiff wind the Xtra had a moderate tendency to weatherecock, but I could make a few edge and sweep corrections to maintain course. In rough water I had no problem keeping a course with the wind on any point. Fully deployed, the skeg offers a slight leecocking. It could be tuned to set and hold any course across in the wind. In the full force of the wind and in the big waves, taking a quick swipe at the skeg slider was a good way to make even 180° turns. I could keep the boat on an even keel and paddle and brace as needed and let the skeg do the work. A nicely designed and smoothly operating feature” (MN).

Speed

SD “was able to keep up with a friend in a comparably sized boat.” DG could “easily hold a 4-knot pace and sprint to 5.5 knots.” The Xtra had “good speed for surfing and was well behaved on takeoff. I broached a few times with angled take-

BEST FEATURES

- Dry storage compartments
- Rough-water performance

TO IMPROVE

- Back Band



The compartment at the forward end of the cockpit was popular with the reviewers.

offs, but most of the time I caught the waves and got good rides. It was a lot of fun in rough water and wind. A good storm boat” (MN). “The boat performed well surfing small waves (2 feet) and I was balanced and in control while side surfing. I was able to surf down the face and edge and turn back out over the wave face. It also back surfed well and I was able to pull my fave move—sweeping the bow around to surf forward” (SD). “In breaking 4-foot waves I got plenty of spray but the bow rode high over waves” (MN).

Rolling and Rescue

SD liked the “very crisp rolls with little effort. The boat popped over with a snap.” For MN “the Xtra rolled well because of the solid fit on all points. My layback was about two-thirds of the way to the deck.”

“Wet exiting was super easy” (DG). “The space between the flanges meant leading one leg ahead of the other and sliding aft to get out. Reentry and roll worked well enough, though it was a scrape to get my rear end past the backrest [in its original position before SD moved it back]. For a scramble reentry lunging up on the aft deck was easy. Dropping into the cockpit was not. I had to lean back to slide past the back band” (MN).

Cruising

The forward and aft compartments have enough room for essential items for two or three nights and up to four nights with minimalist packing” (SD). “I love the additional small day hatch just forward of

the cockpit—plenty of room there for a marine radio, cell phone in its own little dry bag and small waterproof camera” (DG). The KajakSport hatch covers are all internally tethered, “snap on and off easily” (SD), and are “completely watertight” (MN). The composite bulkheads are “solid and well sealed. The bulkhead behind the seat is rounded and water drained easily from the cockpit” (SD).

Bottom Line

The Xtra “would be absolutely wonderful, not only for advanced paddlers looking for a boat that handles well, but also for beginners as it does not have the tippy feeling that many boats that handle this well come with. The feedback that it gives the paddler is excellent. Good job, Tiderace!” (DG). “The Xtra was a good fit and a capable boat in rough water. I’d custom-fit seat and backrest and then be quite happy to take the boat out in the next good blow” (MN). “The Xtra is an agile and ideal boat for the medium to larger paddler. Once the fit is achieved, the paddler will enjoy its considerable stability in rough water, ease of tracking in wind and current, and roomy compartments. In surf the Xtra is ideal for speed, quick turns and intricate maneuvers. The boat is ideal for paddler skill levels ranging from novice to advanced” (SD).

MANUFACTURER’S RESPONSE

We would like to thank *Sea Kayaker* and the reviewing paddlers for their assessment of the Xtra.

There’s always an apprehension when we send our latest boat out for review, especially when the design is very new to the market. The Xtra had a specific job to do: Fit the medium- to larger-size paddler and show them a good time in and about the rocks and surf. It would have been nice to be there with the reviewers not only for the exciting paddling, but also to adjust the cockpit setup to suit their preferences. Apart from the performance aspect of the design, there were other factors put under the microscope during the review—factors

which receive our continuous and demanding attention, namely production quality and construction.

Our goal is to supply the market with the best product we can make, and our focus is on the continued refinement of these three factors. It gives us great satisfaction to receive positive comments about the Xtra, especially when those things we have focused on are noted and appreciated.

And the best bit of all? Here’s a new boat to add to the quiver—time to go playing!

—Aled Williams, Tiderace

KAYAK REVIEWS

XTRA MANUFACTURING DATA

Designed: 2011

Standard construction: Hardcore (reviewed):

Glass on the outside, carbon/Kevlar inside, epoxy resin. As with all constructions, there is a fine glass cloth layer to resist foot abrasion inside the cockpit.

Optional construction: G-Core: biaxial glass cloth encapsulating the core material, epoxy resin, 56 pounds. Carbon-Pro: inner layers of carbon cloth, glass outer layers for easy repairs, epoxy resin, 48 pounds.

Standard Features: retractable skeg, adjustable backrest, reflective deck lines, compass recess, curved bulkhead, spare paddle holders.

Weight: 53 pounds (all manufacturer's weights are +/-8% and include all fittings)

Price: G-Core, \$3,899; Hardcore, \$4,499; Carbon-Pro, \$4,999

Availability: See website for a complete list

Manufacturer: Tiderace Sea Kayaks, +44 (0) 1768 840179, info@tideraceaskayaks.co.uk, www.tideraceaskayaks.com

SPEED VS. RESISTANCE

Resistance in pounds.

| Speed | Winters/KAPER | Broze/Taylor* |
|-----------|---------------|---------------|
| 2 knots | 0.90 | 0.91 |
| 3 knots | 1.93 | 1.90 |
| 4 knots | 3.71 | 3.66 |
| 4.5 knots | 5.74 | 5.60 |
| 5 knots | 9.24 | 8.66 |
| 6 knots | 16.87 | 15.05 |

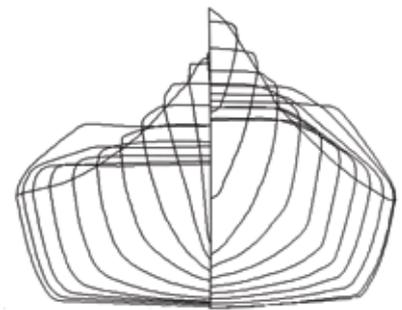
*Automated with the Gertler program by Robert Livingston

HYDROSTATICS

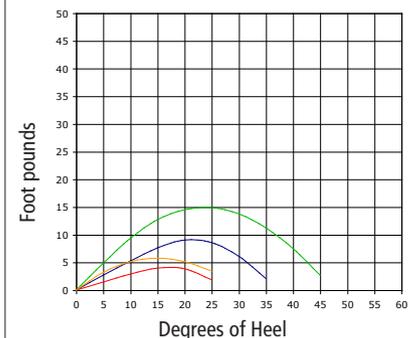
| | |
|---------------------------|----------|
| Waterline length | 14' 2.4" |
| Waterline beam | 21.8" |
| Draft | 5.1" |
| Prismatic coefficient | 0.50 |
| Wetted surface in sq. ft. | 20.89 |
| Center of buoyancy | 49% |

(Hydrostatics calculated with a 250-pound load.)

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.



Righting/Heeling Moments (Fixed-weight)



Stability Curves*

- 150 lb. paddler, no cargo
- 200 lb. paddler, no cargo
- 150 lb. paddler, 100 lb. cargo
- 200 lb. paddler, 100 lb. cargo

*Formula revised December 2009. (Not comparable with stability graphs generated prior to December 2009.)

Sea Kayaker Magazine

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