

## Greenland

by Tahe Kayaks

The Tahe Marine Greenland was born when centuries of established kayak culture met up with the creative capabilities of modern technology. This kayak is a direct descendent of the traditional kayaks of Greenland, ancient boats that reached Europe as early as the 17th century. Our modern reincarnation uses the same classic low-volume hull with a V-shaped bottom. Although this requires a level of proficiency, at the same time it delivers unmatched speed and performance on both calm waters and in the face of breaking waves. The Greenland's cockpit space for your feet was carefully engineered, keeping in mind the characteristics and needs of the human body on long journeys. On trips that last several days the true wonders of this tradition inspired kayak clearly manifest themselves — speed, lightness and one very relaxed paddler.

— Tahe Marine Team

### REVIEWERS

JK: 5' 6", 140-pound male. Day paddle. Light winds, boat wakes to 1½ feet. No cargo.

GL: 5' 11", 145-pound male. Day paddles. Waves to 1 foot, wind to 15 knots. No cargo.

TE: 6' 1", 200-pound male. Day paddles. Winds to 12 knots, waves to 1½ feet. No cargo.

Length overall	17' 10⅛"
Beam	19⅝"
Cockpit size	15¼" × 18½"
Cockpit coaming heights:	
Forward	8¾"
Aft	5"
Height of seat	⅝"
Weight	39¾ lbs.

### First Glance:

The Tahe Greenland is “a long, narrow, sleek-looking kayak reminiscent of skin-on-frame Greenland kayaks. It does not just have distant Greenland influences on a modern design, it's the real thing” (JK). “It's a beauty and does a remarkable job of conveying the elegance of the traditional kayak in fiberglass” (TE). “The matte texture on most of the top deck resists scratches better than smooth gel coat. The white gel coat on the inside of the kayak makes for a smooth but slightly heavier kayak” (JK). The aft deck has a recessed groove with two stainless steel rods for locking or towing points. The groove “drains the aft hatch recess and stiffens the deck where you sit on it getting in and out of the boat. Very good idea!” (TE).

The Greenland is “light for its length and an easy carry. There are no carry toggles or grab loops, but it's easy to grab the narrow bow or stern for tandem carry” (GL). “The traditional way of carrying works very well: face the stern and bring the boat overhead and rest the forward end of the coaming on your shoulders. The balance is good and the carry is quite comfortable” (TE).

### Fit

“The almost round cockpit demands feet-first entry” (JK). “The opening is the smallest I've been able to get through. My kneecaps don't enjoy the passage but once I'm in it's a snug but great fit” (TE). JK noted “the design statement about the engineered space for feet on long trips. Mine were not comfortable on a short trip.” “The low foredeck necessitates wearing a small slipper-type booties, or going barefoot. My size-10 neoprene booties were a bit long but not uncomfortable” (GL). The aft deck is “very low and allows an easy and complete layback” (TE).

The molded seat is unpadded but “fairly comfortable. I did get some discomfort at the tailbone after an hour of straight paddling” (GL). The seat “curves up at the back so it felt quite secure. I could sit upright without needing the back rest” (TE). The back band is “pretty basic; nylon-covered foam with a plastic stiffener. The single adjustment is a sliding buckle on the back. The string that holds it up is OK, but bungees might work better for pulling it back as the paddler gets in. The underside of the deck acts as a thigh brace, but would be more comfortable if covered with foam. It is more than adequate for edging and rolling” (JK). “The coaming recess hits the meat of my thighs, so there is no irritating contact with the knee. To say I felt locked in was an understatement. I was quite secure” (TE).

The foot braces “are rigid with contact mid-foot rather than the ball. They are easy to adjust with a lever but they can't be reached while seated in the tiny cockpit” (GL).

The deck fittings are all recessed and there are stout grab lines and bungees the perimeter of the boat, but not out to the very ends. There is a diagonal span of bungee and deck line forward that “work well for stowing a narrow paddle—particularly



a Greenland paddle. A bead or two on the bungee would make it easier to get the blade stuffed under" (TE). "Overall, a well thought out layout" (GL).

The Greenland's skeg is "large, much more than needed. I found a 20% setting eliminated any weathercocking. Set even half-way made turning difficult; set fully and your course was stuck as if on rails" (GL). "The skeg slider is easy to see and operate" (TE).

#### Stability and maneuverability

For GL the "initial stability is low, twitchy, with a side-to-side rocking pretty inevitable. Secondary stability is low-moderate; a bit dicey on its edge." "The initial stability is moderate, and certainly more than I expected. The secondary stability is good. It feels pretty solid for such a narrow boat" (JK). "Initial stability is indeed low, but not twitchy in flat water. The secondary stability is also low but the boat is very easy to edge and it is certainly a pleasure for advanced bracing and rolling techniques. Fully deployed, the skeg, oddly enough, contributed to stability at speed. With that big blade fully extended the boat felt noticeably more stable" (TE).

"The Greenland holds a course well. I did not notice any yawing" (JK). TE thought the Greenland was "a bit squirrely. I was better able to hold a line with the skeg slightly deployed." JK noted "On edge the Greenland can carve a decent turn but not a tight one," but GL thought "With just a bit of lean, steering is excellent."

#### Speed

The Greenland "accelerates quickly, but it doesn't go too fast. Cruising speed is around 3½ knots, exercise pace gets up to 4½ knots, and I could get my GPS to almost 6 knots" (JK). TE "was able to lope along at a cruising pace of 4¾ knots, maintain a 5½ knot exercise pace and peaked at 6 knots in a short sprint. The bow rises and the stern squats and for me 6¼ knots just wasn't within reach. Aside from that, the Greenland feels easily driven at lower speeds. Powering into the waves drive the bow through wave tops, but water coming over the foredeck stayed low and didn't throw up any spray" (TE).

#### BEST FEATURES

- Rolling
- Snug fit

#### TO IMPROVE

- Back band support

The Greenland has "very little windage, excellent balance, only the slightest weathercocking in light wind. A little bit of skeg can be used but wasn't really needed" (GL). "The skeg can easily tune out weathercocking and allow you to set a steady course in any direction relative to the wind. With the skeg full extended the bow quickly falls downwind. I found myself adjusting the skeg frequently with each change of heading. For surfing there wasn't much to work with but the Greenland accelerated easily. With the skeg retracted the bow tended to wander off line, so having a bit of skeg deployed kept the kayak heading down wave" (TE).

#### Rescue and Recovery

During wet exiting "I didn't fall out, but despite the tight fit I had little trouble getting out. I had to extract myself and get my kneecaps worked by the coaming recess. Wet exits should be practiced before an emergency. I could get back aboard with a cowboy scramble without too much trouble, I had the paddle out to the side, sat on it and then slid in" (TE). "I could do a paddle float re-entry as long as I turned to face forward before I slid into the cockpit" (JK).

"The Greenland rolls very well. It may be the easiest kayak I have ever rolled." (JK). "Easy rolling and hand rolling: a great kayak for learning Greenland skills" (GL). "One of the easiest boats to roll I've seen. I could easily do a hand roll with just one hand. There is great clearance for laybacks. If you're into Greenland style this boat is pretty close to the real thing. With my weight aboard the aft deck submerges slightly for laybacks. Reentry and roll went surprisingly well. I slipped into



The skeg blade is much larger than average.

a seated position quickly and easily rolled up. With the kayak fully swamped the aft deck was slightly awash aft of the cockpit but I felt quite stable and could paddle just fine" (TE).

#### Cruising

JK "could probably pack for a weekend in the Greenland, but I doubt I could pack for much longer. The two round hatches and the long, narrow, shallow hull necessitate even more careful loading than most kayaks." The Kajaksport hatches are tethered, very easy on and off and watertight. Bow and stern compartments were absolutely bone dry after a week of rolling practice!" (GL). TE and JK also reported dry compartments after their trials. The Greenland has fiberglass bulkheads. "The stern bulkhead, located closely behind seat, limits water ingress and facilitates easy removal with a single lift of the bow" (GL).

#### The Bottom Line

"The Tahe Greenland is a true Greenland-style kayak. It is not for beginners, but rather experienced paddlers who want to explore traditional kayaking without having to build their own boat" (JK). "One for the A-list if Greenland style is your desire. For medium-sized, intermediate to advanced paddlers looking to hone Greenland or other rolling skills, and for rough-water play, and also a kayak that's fast and versatile enough for fun overnight getaways" (GL). "The Greenland is a lovely kayak and an exciting boat to paddle. It's a fun boat even if all you want to do is roll" (TE).

#### MANUFACTURER'S RESPONSE

Once more we are very grateful for the review of the testers at *Sea Kayaker*. We appreciate that the testers found things like the matte texture on the top deck, the stainless steel rods for locking or towing the kayak and the groove for drainage in the back deck of the Greenland being very good ideas, as we like to think that quality is reflected in every single detail. We would also like to inform that the beads for the bungee and the soft foam thigh pads for cockpit are available to order from our portfolio as extra items, unfortunately we do not supply the kayak with these as a standard version. The same

goes for the back band being basic. The idea when introducing the kayak to the market was to keep it as basic and close to "original" as possible without the extra bells and whistles, taking into consideration that many of the customers want to custom adjust the kayak and its components. We would also like to stress that the two cockpit sizes give a wider range of customers the possibility to enjoy the Greenland kayak. All in all, we appreciate very much the very positive feedback about the Tahe Marine Greenland kayak.

— Marek Pohla, R&D Manager, Tahe Marine Team

# KAYAK REVIEWS

## GREENLAND MANUFACTURING DATA

Designed: 2008

**Standard construction:** Fiberglass hand lay-up in polyester resin

**Optional construction:** Vacuum-infused hull and hull & deck with epoxy resin and carbon/Kevlar multiaxial

**Standard features:** Retractable skeg, SmartTrack foot braces, KajakSport hatches

**Options:** compass and extra thigh pads

### Weight:

17–18 kg (37–39 lbs) in fiberglass

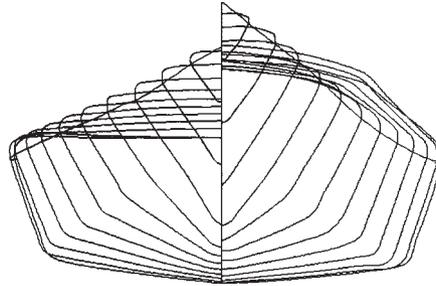
16–17 kg (35–37 lbs) in carbon/Kevlar hull

15–16 kg (33–35 lbs) in carbon/Kevlar hull and deck

**Price:** \$2659 USD (Fiberglass)

**Availability:** See website for list of dealers

**Manufacturer:** Tahe Kayaks Ltd.,  
Janek@tahemarine.com; www.tahemarine.com



### SPEED VS. RESISTANCE

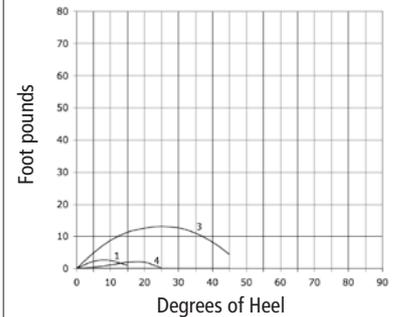
Resistance in pounds.

Speed	Winters/KAPER	Broze/Taylor
2 knots	0.90	0.87
3 knots	1.86	1.88
4 knots	3.54	3.51
4.5 knots	5.15	4.99
5 knots	7.87	7.89
6 knots	13.59	13.82

### HYDROSTATICS

Waterline length	14' 6.2"
Waterline beam	18.2"
Draft	5.3"
Prismatic coefficient	0.53
Wetted surface in sq. ft.	20.55
Center of buoyancy	49%

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



### Stability Curves

- 150 lb. paddler, no cargo
- 200 lb. paddler, no cargo (all values negative)
- 150 lb. paddler, 100 lb. cargo
- 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](http://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.

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