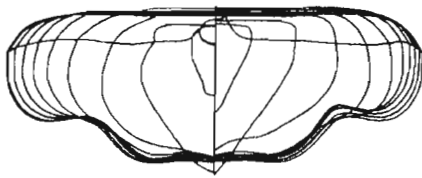
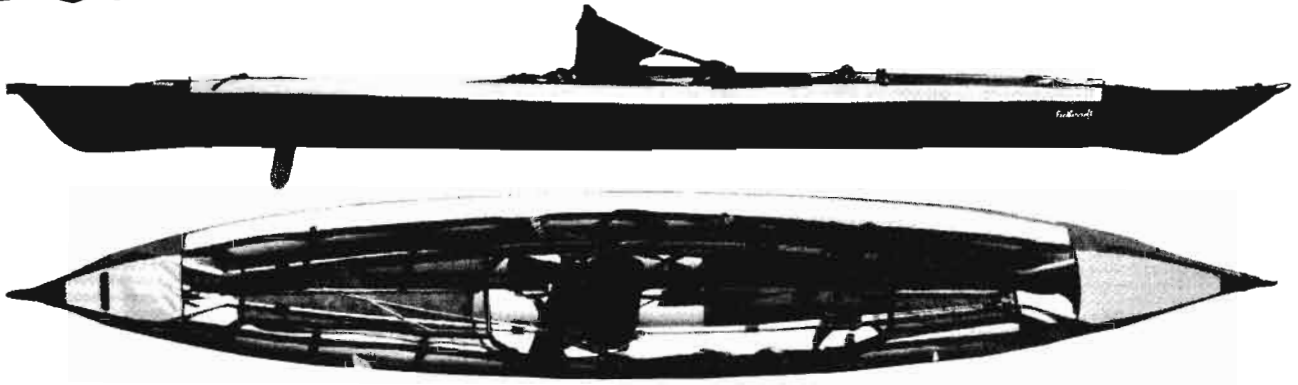




Java by Feathercraft



Length overall	15' 5"
Beam	27 1/2"
Volume	16.2 cu. ft.
Cockpit size	NA
Cockpit coaming height	
Forward	NA
Aft	NA
Height of seat	8"
Weight	37 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 Matt Broze using Taylor Standard Series:

2 knots	1.31
3 knots	2.59
4 knots	6.53
4.5 knots	8.25
5 knots	11.10
6 knots	18.80

(KAPER program calculations are not presented for the Java because its prismatic coefficient is above the applicable range.)

Hydrostatics

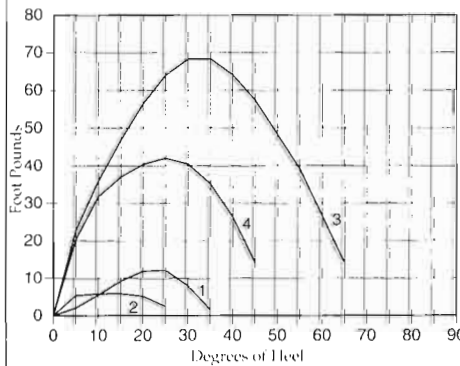
Paddler weight	150 lbs.	200 lbs.	150 lbs.	200 lbs.
Cargo weight*	none	none	100 lbs.	100 lbs.
Waterline length	14' 1.7"	14' 2.9"	14' 3.8"	14' 4.8"
Waterline beam	24.2"	25.4"	26.2"	26.6"
Draft	4.0"	4.5"	5.0"	5.4"
Prismatic coefficient	0.69	0.69	0.69	0.70
Block coefficient	0.31	0.33	0.35	0.38
Wetted surface in sq. ft.	20.94	24.95	26.66	27.86
Lbs./inch immersion	96.7	115.8	122.5	125.1

*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.

Java Design Statement

The Java is the first sit-on-top folding kayak. Whether you want to paddle in a quiet bay or lake, surf or head out to open ocean, you just get on the Java and go. It's self-bailing, stable, and with the skeg down, it tracks well. Multi-day trips are

possible using dry bags that are held conveniently by the fore and aft mesh decks. The Java is easy to carry and weighs about 30 pounds less than polyethylene sit-on-top kayaks of comparable size.

Four independent, internal polyurethane sponsons provide flotation and lateral stability, while the frame provides

rigidity and shape. With a fine bow and stern and unique hull shape, the boat is fast for its length and overall beam. Add the optional second seat and rudder and you have a great two-person day boat. The Java assembles easily and stores in its own bag. The adventure unfolds.

*Doug Simpson
Feathercraft*

Java Review

Reviewers

GL: 5' 11", 165-pound male. Day paddles, 10-15 knot winds, 1-2' waves.

TW: 6' 1", 180-pound male. Day paddles empty and with added weight. Calm waters, no winds, wakes to 2'.

TE: 6' 0", 200-pound male. Day paddles in winds to 15 mph. Waves to 1½'.

The Java is one of Feathercraft's new "Airline" series of folding/inflatable open-top kayaks. The hull is a combination of an aluminum frame and four air chambers. Assembly time is "minimal, less than 15 minutes" (TE). "The aluminum framework is clean and void of burrs or sharp edges; fine sewing and clean seams. The attention to detail is apparent" (TW). When fully assembled, the skin is "stretched smooth, though the ends of the keel take a downward turn" (TE).

On an 80°F day, TW inflated the Java while on shore. After about 15 minutes of paddling in 50°F water, the air pressure in the chambers dropped, the seat dropped below water level and the ends of the kayak rose. TE had a similar experience and was able to move to the stern and pump back up to pressure and restore the shape of the hull.

The Java is "extremely light and balances easily on the shoulder. When lifting the kayak out of the water after paddling, the kayak retains some water, which then drains out the skeg opening" (GL).

A length of webbing sewn in the length of the top tube serves as an attachment point for the seat, backrest and thigh braces as well as two mesh panels. The long foot-brace track and the adjustability of the seat position make it possible for the Java to fit a wide range of paddler sizes. The seat, even for the heaviest of the reviewers (depending on the load), stays above water level.

"The combination seat and backrest on the Java, a well-padded, plastic-reinforced assembly with inflatable lumbar support, is connected to the kayak with straps and buckles, providing a secure seat position. It was comfortable and provided adequate support despite the non-rigid nature of this kayak. The seat assembly took a certain amount of adjusting and fid-

dling before it fit, but otherwise it worked quite well" (TW).

Two straps with fabric-covered foam pads serve as thigh braces. They "give some boat control for paddle strokes and braces. I liked the pressure and control I was able to put to them by pushing against them with the thighs" (GL). "The nylon fabric of the pads is slippery on my dry suit. With the length adjusted to get a good grip, the thigh straps helped keep me feeling connected to the boat, but the stretch in the webbing and the fabric keeps the thigh straps from providing a solid connection for extreme edging" (TE).

The foot braces are mounted on the aluminum tubes of the frame. They are "easy to adjust by reaching forward and turning the tightening knob. The foot support is firm, but contact is more with the heel of the foot. I didn't find this a problem, just a different sensation" (GL). "The foot bracing is solid, but without the firm resistance in the seat, it's hard to feel a tight fit" (TE).

"A rudder wasn't supplied [though it is an option] and wasn't necessary. The skeg, though, is a necessity. Without it, the kayak spins like a whitewater boat. Importantly, unlike most kayaks with a deployed skeg, turning is still easy" (GL). "The line to deploy the skeg is pinched between the tubes and has a bit of friction, so it's a bit stiff to operate" (TE).

"Secondary stability is good. In moderate chop and wind, I never had the slightest worry about capsizing. If you start leaning the kayak, you realize it will take some effort to capsize" (GL). The primary stability "makes the Java a good platform for diving or fishing. Secondary stability is hard to gauge since it is difficult to get Java on edge" (TE). "Leaned turns were not really practical but leaning did assist the turn" (TW).

"Tracking in the Java was relatively good with the skeg deployed. With the skeg retracted, the Java tends to wander and yaw. Fully inflated air chambers enhanced the tracking performance" (GL).

"Well balanced in wind. You can adjust the seat and foot position fore and aft to reduce weathercocking, which in any case was pretty nonexistent" (TW). "In the winds I encountered, about 15 mph,

there was no problem holding on course with the Java, although I always kept the skeg deployed for tracking" (TE).

GL reported that the Java "tends to flex and ride over waves rather than punch through them, reducing splash a bit, but the exposure of the sit-on-top means a wet ride is likely" (GL).

TE "could get 3½ to 4 knots, although at 4½ knots, it feels like the Java hits the wall. It keeps an average relaxed pace but is not a speed machine. I was able to sprint to catch waves and got some good rides. In waves and wakes to 2', I caught some good rides. On other waves that I might have caught in a hard-shell, I could not get up to speed to catch them. There seemed to be no tendency to broach. I had no trouble controlling the Java on waves with or without its skeg."

Rolling an open top is not often a sensible option, but "climbing back into the Java is a snap. The thigh straps and seat rigging are easy to grab and climbing aboard makes a quick and easy rescue after capsize" (TW). "I don't think a paddle float is necessary [with this boat]" (GL).

"Gear for multi-day trips can be quickly stowed on deck under mesh, best with large bags, few in number. A workable system of three large dry bags, two in the stern and one in the front, could accommodate most gear. With 60 pounds aboard, paddling was very stable. It tracked well with the skeg deployed and turns easily" (GL).

"The Java would be great for someone going to a remote snorkeling destination. It has enough speed not to feel cumbersome and would be a great platform to fish and dive from" (TE). "The Java's stable nature and easy reentry would make it a great snorkeling/diving platform, while people living with limited storage on lakes and inlets would find the Java a great kayak for poking about" (TW). "For that South-Sea adventure, divers, snorkelers and day- and multi-day paddlers have a new option in this quickly assembled, lightweight, sit-on-top kayak. Day-trippers can carry it in the car trunk for spontaneous paddling—great to get you to that swimming beach or diving spot, or for wildlife viewing on the water" (GL).

SK

Design Response

Thank you for testing our new Java. We agree with your testers: It's a great choice for day or multi-day South-Sea adventures. But don't stop there. We've been paddling these kayaks all winter up here and have been having fun. You just need the right clothing.

Your testers were all relatively large

males. The light weight of the Java might be even more appreciated by some of your smaller readers.

TE noted that the ends of the keel take a downward turn. Most of the length of the hull is fairly flat, without a defined keel. Dropping the bow and stern ends improves tracking. It may be unconven-

tional, but it works.

The Java is the most popular of our new line of sit-on-top kayaks. It is light-weight, paddles easily, tracks well, is a snap to assemble and is good for single or multi-day trips. With the optional rudder and second seat, it's good for two. Anywhere.

*Doug Simpson
Feathercraft*

Options and Pricing

Designed: 2001

Standard Construction: Hull—Duratek (nylon weave with multiple coats of urethane on both sides) with welded seams. Deck—polyester weave with single coat of urethane on both sides. Sewn seams. Sponsons—Heavy urethane film, welded seams. Frame—6061-T6 alloy tubing, shock corded.

Options: Second seat for use as tandem, rudder

Standard Features: Mesh deck panels, seat with inflatable seat back, air pump, travel bag, repair kit, drop skeg and assembly instructions

Approximate Weight: 33 pounds (15 kg)

Price: \$1,650

Availability: See the Feathercraft web site for a listing of their worldwide network of dealers.

Manufacturer: Feathercraft Folding Kayaks Ltd., 4-1244 Cartright St., Granville Island, Vancouver, B.C., V6H 3R8 Canada. Phone: (604) 681-8437, Fax: (604) 681-7282, Web: www.feathercraft.com, E-mail: info@feathercraft.com

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