



Jensen CIW

A state of the art very seaworthy hull. Possessing uncompromised speed it has excellent whitewater racing and good tripping characteristics. A canoe for the expert, stable enough for the novice.

The latest in the evolution of Whitewater C-1's. Designed for the increasing demands of all Open Canoe Whitewater solo racers. This canoe meets all requirements of the American Canoe Association's Open Canoe Whitewater canoe specifications.

In the past the solo racer has needed a canoe with enough stability to paddle through water to grade 4. Maneuverable enough to negotiate rock gardens. Dry enough to survive waves and holes. Has enough speed to get through the flat stretches between rapids. Today the solo racer needs more. Better shallow water speed. Improved wake riding capability. Greater top end speed and improved paddleability for overall performance.

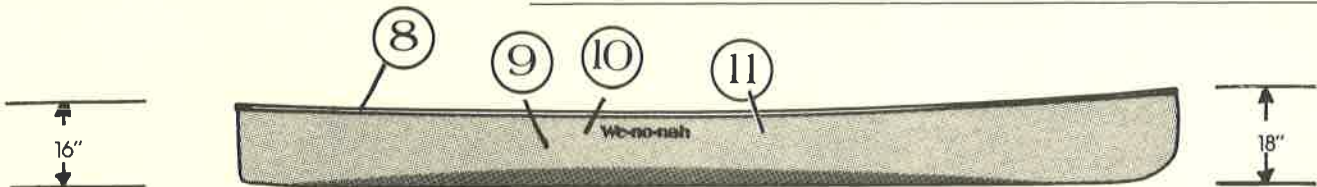
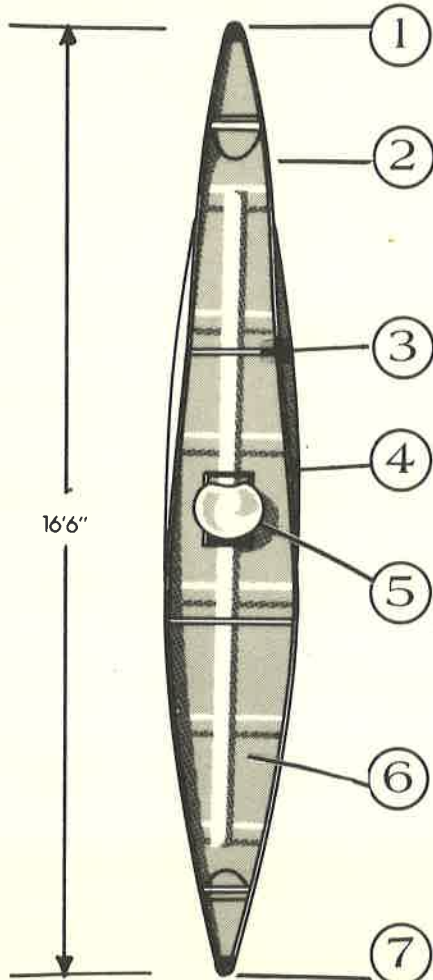
These are the characteristics that Gene Jensen set out to incorporate into this design. To accomplish these things Gene has made significant changes in the hull. By moving the widest point at the waterline back from center he has improved shallow water performance. Greater tumblehome in the paddler's area has improved paddleability for better overall performance. Improved entry lines below the waterline, with flair above, has increased general rough water speed. Widening the hull width past the 5" line has increased the final stability. Increased length has improved load carrying capacity, a factor both in racing and tripping.

This hull will soon be a proven winner in

(continued, back side)

HULL FEATURES

- 1 A unique fine waterline to flared above waterline Kevlar® reinforced bow point, that sustains frontal impacts, providing enhanced protection in dangerous water.
- 2 Outward flared bow helps deflect spray.
- 3 Foot braces.
- 4 Tumblehome near center to provide ease of paddling.
- 5 Fixed or optional sliding seat.
- 6 Vacuum bagged PVC core construction for the ultimate in lightweight construction or center rib stiffening for flexibility and durability.
- 7 Kevlar® reinforced stern for added protection in dangerous water.
- 8 Aluminum trim of the highest aircraft grade marine-anodized 6061 T-6 aluminum, or Sitka spruce inwales with Mahogany outwales on the PVC core lightweight canoes.
- 9 Nylon cloth reinforcement in all fiberglass lay-ups.
- 10 Gel coat or skin coat finish.
- 11 High sides (max. depth by ACA rules) of 14½" to provide exceptional volume as well as dryness.
- 12 True shallow arch provides the best design for water displacement.
- 13 Increased width for final stability.



ADDITIONAL DIMENSIONS

Maximum Hull Width	29 3/4"
Maximum Width At 4" Waterline	28 5/8"
Maximum Gunwale Width	22"
Width At Front Thwart	19"
Distance, Center Thwart To Front Thwart	57 1/4"
Width At Rear Thwart	21 3/4"
Distance, Center Thwart To Rear Thwart	59 1/2"
Weights:	
Fiberglass hull with center rib stiffening	49 lbs.
Kevlar® hull with center rib stiffening	44 lbs.
Kevlar® hull with PVC core stiffening	33 lbs.

the tough Open Canoe Whitewater C-1 Class. It will also prove itself with the wilderness tripper. With its stability, hull speed and rough water capability, no other canoe will satisfy the true wilderness whitewater adventurer.

COMPARISON SHOPPING

Realistically there are very few canoes in our competitors line to compare directly with our Whitewater C-1. Most fall into the whitewater Royalex class or as more in the line with our own Advantage.

Mad River builds several Royalex hulls that simply don't compare in speed, handling or price. In Kevlar or glass they have the Fingerling which is a low volume personal sport cruiser, the Courier which at 14'10" is too short to fairly "or intelligently compare" to our 16'16" C-1. And they have the 16'3" Screamer. It has the depth and length but that's where it ends. It is an obsolete design and really loses in speed, price, weight and in immediate maneuverability. Direct lateral maneuvers so necessary in rock gardens.

Sawyer has a whole fleet of solo canoes but only the DY has the length. To be fair to Sawyer the canoe should be compared to our Advantage. It is a cruiser class canoe not a whitewater tripper. It simply doesn't have the rough water capabilities of our Whitewater C-1 and it doesn't have the load capacity either. Their other canoes are even farther out of the class of the Whitewater C-1 and again must be compared properly.

In our own line the Solitude and new Advantage are to be compared. The Solitude is a solo sport cruiser design. More initial stability, less hull speed and less rough water capability. The Advantage is a true tripping canoe. At 16'6" x 29" it has the volume below the waterline to compare to our Whitewater C-1. To be fair to the customer you will have to determine how much rough water use the canoe will have. Then determine if wind will be more of a factor. Go with the Whitewater if rough water is the word. The Advantage if the use will be predominately in easy class II or less.

More importantly will be the construction of the canoe. Each of the canoes comes in a broad range of layouts and there is a use for every one.

Earlier this year our "old" Whitewater C-1 was water tested by Canoe Magazine. (Canoe March 1983): "The boat tested was of Kevlar® with a P.V.C. foam core and ribs. There was no gelcoat in the interest of lightness. Light the boat is, (32 pounds) particularly impressive because of its large surface area. Trimmed in 6061 T-6 extruded aluminum and with a sliding bucket seat and foot brace, this boat is handsome, yet radical in appearance due to its overall shape. We-no-nah has done credit once again to a Jensen design, maintaining high quality and light weight along with affordability for the serious racer.

The WWC-1 was paddled extensively - partly because it was taken on a Boundry Waters Canoe Area excursion of some 80 miles, but also because on days that the lake is too rough for a flatwater C-1, this boat is just the ticket. The low seat and all that flare make this a capable craft in

almost any reasonable conditions.

The boat was fast. Not as fast as longer, lower and lighter marathon boats, but only a few ticks slower. Laden, the Jensen lost much less speed than its flatwater counterparts do.

The boat played well. The solo dancing crowd is always surprised that a boat can be played from the seat. Off-camber turns were easy, and the boat drew to the side very well. In downriver racing (and whitewater play), one rarely actually turns the boat to avoid obstacles. It's faster and safer (no broaching on rocks) to simply draw the boat sideways to the new line."

The WWC-1 is an advanced design, state of the art, superior racing and tripping canoe. The normally hard-to-convince customer should be able to quickly see and appreciate the obvious overall superiority of this canoe.

Methods of Construction

Center Rib Construction for Flexibility and Durability.

The major attribute of a center rib constructed canoe is that it offers stiffening to help maintain hull shape, yet achieves enough hull flexibility to prevent damage under challenging conditions. The ability to flex and retain its proper shape helps limit the loss of speed as well as structural damage a canoe can sustain while shooting the rapids. We offer the center rib in both Kevlar® or fiberglass construction. Both canoes have about equal durability. The Kevlar® canoes major advantage is the weight saving over the fiberglass construction.

Kevlar Hull With PVC Core Stiffening

When built from Kevlar® with a PVC core bottom the Jensen C-1 Whitewater becomes a very good tripping canoe. Its 33 pound weight means a lot to a canoeer who appreciates every pound of savings he can get for long portages. In this case it is 11 pounds over a Kevlar® center rib.

We build the Jensen C1-W using our vacuum bagging process. The hull is hand formed in a conventional mold, then a sealed plastic bag and vacuum pumping equipment are used to evacuate air. This provides a greatly improved lamination strength using less cloth and resin than regularly required. The results are a Jensen C1W that is easier to portage.

When built with PVC core, the Jensen C1W can be ordered with either aluminum or wood gunwales. The wood gunwales are two-1/4" pieces of laminated Sitka Spruce for the in-wales and the outwales are a 3/8" piece of Mahogany. Aluminum thwarts and handles are used. This is the lightest method of construction. If aluminum gunwales are used the weight will be approximately 1 1/2 pounds more - 34 to 35 pounds.

We do not make the core stiffened "C1W" in fiberglass. We admit that it would cost less, however it would not provide enough of a weight savings to justify the added expense.

The disadvantage of core stiffening is its complete stiffness. Unlike a center rib canoe, it will not flex when hitting something. The canoe is not as durable as a center rib canoe and care must be used in rapids.

The Kevlar® core Jensen C1W is a sophisticated, limited use hull, usually purchased by an experienced paddler for several purposes; both a little whitewater racing and some tripping that can include shooting the rapids, if you are careful.