



Frequently Asked Questions

In 2011 the National 18 ft class began a process assessing the necessary steps to be “Fit for The Future”

In 2013 a Phil Morrison designed prototype was launched. The prototype named "Odyssey" is a modern interpretation of the class rules originally conceived by Uffa Fox. The new boat retains the current rig but has taken big steps forward in hull design. She is lighter, faster, more stable and easier to recover from capsizes.

The design has transformed the look and feel of the National 18 and has been overwhelmingly accepted by the class at the AGM in July 2014. White Formula UK has been selected as our exclusive build partner with production now underway and orders welcomed.

For further information please go to www.national18.com or email info@national18.com

	Question	Answer
1	What is the National 18ft Class	<ol style="list-style-type: none">1. The National 18 is an 18ft three person centreboard dinghy with single trapeze.2. The class celebrated its 75th anniversary in 2013. Designed in 1937 by Uffa Fox the “Ace” design was the winning entry in an RYA/Yachting Word competition for a nationally recognised 18 ft racing/day boat.3. The class rules allow for restricted development, the hull and centreboard is controlled as one design.4. This friendly and vibrant class is represented by fleets in Ireland, Scotland, England and Isle of Man. We race for a fantastic collection of beautiful and historic trophies with shore side fun guaranteed in equal measure.5. We actively ensure inclusivity by racing in divisions recognising the development of our class since 1937.
2	How is the class controlled?	<p>The Class is managed by the ‘National 18ft Class Association’ which is overseen by a President and Secretary. Each region has one or more Vice-Presidents to co-ordinate activities. Full members of the Association must be boat owners and have the right to propose and vote on matters at the AGM. Others involved with the Class as crews or supporters are encouraged to become Associate members.</p> <p>The class is governed by a set a restricted development rules administered by the RYA. The hull and centreboard is controlled to effective one design by way of RYA and class approved moulds and builder. The rig is open within the constraints of the rules and fit out is optional.</p>

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3	What are the categories & how does the class manage them?	<p>The categories are assigned to reflect the evolution of the National 18 since inception in 1937.</p> <table border="1" data-bbox="491 521 1370 763"> <thead> <tr> <th>Category</th> <th>Min. Hull Weight (Kg)</th> <th>Min. Centreboard Weight (Kg)</th> <th>Trapeze Allowed</th> <th>Carbon Spars allowed</th> </tr> </thead> <tbody> <tr> <td>Morrison</td> <td>160</td> <td>N/A</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td rowspan="2">Proctor</td> <td>200</td> <td>N/A</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td>250</td> <td>N/A</td> <td>Yes</td> <td>Yes</td> </tr> <tr> <td rowspan="2">Classic</td> <td>215 (Timber)</td> <td rowspan="2">29.5</td> <td rowspan="2">No</td> <td rowspan="2">Yes</td> </tr> <tr> <td>290 (GRP)</td> </tr> </tbody> </table> <p>We strongly encourage and promote the categories within the National 18 ft Class. We have a thriving Classic category active in all the regions and the Proctor boats offer a very low cost entry route into the class providing competitive and challenging racing. Racing at all our events recognises the divisions along with trophy allocation and prizes.</p>	Category	Min. Hull Weight (Kg)	Min. Centreboard Weight (Kg)	Trapeze Allowed	Carbon Spars allowed	Morrison	160	N/A	Yes	Yes	Proctor	200	N/A	Yes	Yes	250	N/A	Yes	Yes	Classic	215 (Timber)	29.5	No	Yes	290 (GRP)
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4	Where does the class sail.	The class has established fleets in Ireland, England, Scotland and counts individual members in clubs around the UK and Ireland.																									
5	How is racing managed by the class.	<p>Management of club racing is organised either as N18 fleet racing or as mixed dinghy handicap depending on local circumstances.</p> <p>Championship racing is organised by the host Club supported by the Class Association. Events include:-</p> <ul style="list-style-type: none"> • Annual British & Irish Championships • English, Irish & Scottish National championships • Irish South coast championships • English Inland Championship <p>These events rotate venues through the regions and by invitation to host clubs in Ireland, England, Wales, Scotland. All regattas recognise the categories with trophies and prizes allocated as appropriate.</p>																									
6	What is the class development plan	<p>The class has built on its success over more than 75 years. We have a very strong family orientated class association with a great social scene. We have great boats to sail across all vintages with something to suit pretty much everyone.</p> <p>By introducing the new Morrison designed National 18 the class seeks to build its presence in the market place as a performance large centreboard dinghy. We aim to increase fleet sizes and participation across all ages and both gender whilst continuing to fully embrace National 18s of all vintages.</p>																									

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7	<p>How is the Morrison Boat different?</p> <p>Changes to the hull</p>	<ol style="list-style-type: none"> 1. Wider transom 2. Hard chined hull 3. Finer bow entry with less forward volume 4. Flatter underwater sections but retaining a rocker 5. Narrower beam (BMin) at mid length below sheer line 6. 160 kg's fitted weight ex centreboard (40 kg lighter than the Proctors) 7. Target rigged displacement weight < 200 Kg. 8. Moulded, vinyl ester and core cell foam construction 9. No change to LOA or BMax.
8	<p>How is the Morrison Boat different?</p> <p>Layout/internal changes</p>	<ol style="list-style-type: none"> 1. Lower full floor with recessed bailer well and drainage channels 2. Central spine housing centreboard and providing buoyancy 3. Strong wide side decks 4. Closed transom. 5. Spinnaker chute in front of forestay 6. Mainsheet hoop or track option. 7. Updated control systems to improve operability
9	<p>How does it deal with a capsize</p>	<p>The boat sits with centre line just above water line due to careful buoyancy placement in the floor and side decks. This significantly reduces the likelihood of inversion. The CB is just above the surface of the water and the boat rights easily. When upright the transom is lower so easier to get back in. The water onboard quickly drains through the transom flaps.</p>
10	<p>Construction. What is it made of..?</p>	<p>The hull, deck and cockpit are vacuum moulded, vinyl ester and core cell foam construction with a gel coat finish to all external surfaces. The foils (centreboard and rudder) are also moulded construction with epoxy resin laminated with reinforcing carbon fibre and expanding foam. The spars (mast, boom, and spinnaker pole) are carbon construction.</p> <p>Foam sandwich is a very common construction technique. Our approved layup is strong and robust and will last as long as regular GRP boats. As with all boats if you damage it you must fix it and this is more important with foam sandwich.</p>
11	<p>Can I re-use my current rig</p>	<p>Current rigs (Ali or Carbon) and sails are a straight swop. No changes required to standing or running rigging.</p>

12	If I own a boat and want to transfer my fittings, can we re-use	Yes of course where it's sensible to do so. It will be a personal decision based on quality/age of your existing gear. A standardised layout is offered for purchase but it will of course be up to individuals how they want to fit out.
13	Can I re-use my trailers and cover	Trolleys can be modified by adding new bunks. White Formula can provide a new trolley which is compatible with the existing standard Irish trailer. Existing covers will not fit
14	Why is the transom closed	<ol style="list-style-type: none"> 1. Significantly improves hull structural strength 2. To get an optimal floor height the floor is lower than water line at mid ships. We have demonstrated that the transom flaps are a perfectly adequate solution for draining after a capsize.
15	Can I re-use my centreboard and rudder	<ol style="list-style-type: none"> 1. Centreboard cannot be used. Current boards are too big and the new boat will trip over it. New board is thinner and with shorter cord length. The projection is the same as current. It is possible but not recommended to modify current boards. 2. Existing rudders can be used. New rudders will be produced from a class approved mould and are a lifting blade design in a cassette.
16	If we can't re-use centreboard how will we control & minimise costs	Centreboards and rudders are now of moulded construction and controlled as one design. The class owns the moulds which are RYA approved. This controls the shape and who builds them. This investment ensures a very competitive retail price.
17	Are the new boats certified to recognised standards	All new Morrison 18's are independently CE certified and come with an approved declaration of conformance
18	Who makes the sails and spars	<p>We currently have a number of lofts actively making sails. (inc. North Sails, One Sails, Banks, Goucher). There is no restriction on choice of sail maker to ensure a competitive environment.</p> <p>Selden and White Formula are making N18 spars. To limit excessive and expensive spar development the class is considering a rule change to use only "Approved" builders.</p>

19	Can I have different colours	<p>You can style your new boat to your own specification. There are many options and combinations available. (costs vary) You can basically apply any available colour to any part of your boat.</p>	
20	Quality Control	<p>All materials are weighed and each stage of construction is reviewed against an internal quality check list. The moulds are strongly built to accommodate high production numbers. The RYA provides the necessary approvals to maintain the Class's national status and rule changes. Each boat will receive a Hull Identification Number (HIN), sail number from the RYA, and Declaration of Conformity/Conformance from the builder confirming that the boat has been built from the class approved moulds and in accordance with the approved design and materials.</p>	
21	How much will I have to pay	<p>Agreed packages are as follows. (Prices include UK VAT). For more details please visit www.national18.com and view the order form.</p>	
		<p>Complete boat ready to sail. Standard Harken fit out, White Formula Spars, North sails</p>	<p>£ 15, 995</p>
		<p>Complete hull with standard Harken fit out, centreboard and rudder, ready for existing owner spars, rigging, sails and ropes</p>	<p>£9,995</p>
		<p>Moulded hull with centreboard and Harken fit out kit ready for self assembly</p>	<p>£ 8,860</p>
		<p>Moulded hull & centreboard ready for fit out</p>	<p>£6,500</p>
		<p>Standard colours are white or Vela Grey. Standard Mid blue or Flint Grey (extra £60) Standard Red (extra £90) Any colour (excluding metallics) RAL, Panetone, British standard (extra £240) Covers and trailers are extras to the above quoted packages. Individual production items can be quoted for on request.</p>	

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22	Buying a trailer	White Formula supply a combination road trailer and launching trolley with moulded bunks to fit the new boats; the trailer meets the required standards and is CE certified. For people who already own road trailers, White Formula will supply new launching trolleys or a set of bunks to fit to your existing launching trolley.
23	Can I buy a second hand boat?	<p>Second hand boats of the Proctor design are plentiful and offer exceptional value to get racing in an exciting and competitive Proctor category. Top quality boats are priced from € 3,000 and below.</p> <p>The Morrison category is new in 2015 but it is anticipated that there will be second hands boats available within a few years.</p>

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