



## The National Twelve

Is a 12 foot, two person, two sail dinghy which is sailed extensively in the U.K. Twelves are a development class, meaning that boats can change hull shape, rigs, foils and sails within certain rules.

With a total sail area of 8.4 sq meters and a light 78kg hull (inc mast & centre board) the Twelve can certainly move. The different hull shapes mean that helm and crews between 16 & 24 stone total weight can all be competitive. Additionally since Twelve sailors are free to fit their boat out how they please, effortless control of the full rig is at your finger-tips.

The class has grown in strength ever since it started in 1936. Twelves are still at the forefront of dinghy design, using the latest ideas, materials and technology. Carbon fibre masts and hulls and buoyant rudders are a common sight in the dinghy park. Double-bottomed self-draining boats are now the boat choice for sea events, whilst older designs remain competitive at inland venues. "Dangly" jib poles are a recent development which are now a must. The pole can set the jib to windward or leeward improving down wind speed.

Unlike many other development classes the Twelves encourage controlled dinghy evolution. In this way old boats remain competitive and race winning boats are affordable.

Since 1936 a lot of National 12s have been designed. This starter pack should help you find the right Twelve for you. This pack is intended to help you choose a Twelve to suit your type of sailing and weight range. The older designs are still surprisingly competitive inland, however the designs from the 1980's onwards go faster on open water and the sea. When buying a Twelve you should consider the rig as well as the hull design, as this has developed over the years. Often, a newer style rig on an old boat can transform the performance of the boat. Don't be afraid to ask for advice. It might be harder to find an older boat down to the current minimum class weight as this has reduced over time. However, this does not stop many boats from enjoying close racing at many clubs.

For professionally built brand new boats you should estimate between around £3500 for a hull to which must be added the cost of rig, sails, fittings, etc. You should budget from £7000 for a complete, ready-to-sail boat.

We invite anyone with a Twelve or those interested in the Class to join the Association and for about 33p per week you get:

- Regular newsletters with forthcoming events, top racing tips, articles and class gossip
- Annual newsletter listing the events for the year and technical articles on designing and building.
- Sailing calendar, detailing open meetings, training, vintage meetings and championships
- Discount on dinghy insurance with Noble Marine
- Yearbook full of useful contacts, sources of information and the current rules
- The class handbook with 252 pages of over 50 years of Class and development history. This gives you a chance to find out how the Twelve developed into its present format and learn about the people who made the Twelve what it is today
- PLUS - you are supporting the class to organise events & open meetings, promote the Class and continue the running of the web site.
- Make sure you register your Twelve to make it legal. There is a reduced price for registering your boat and joining the association at the same time

To register your Twelve or join the association just print off the forms and send off your cheque. Watch for the discount price for joint registration and membership!

## Price guide for second hand Twelves

The price guide below is for second-hand boats. The prices are an indication of the average price for a boat in reasonable condition. Prices will vary considerably according to the type and quality of equipment such as sails, covers, trolley, etc. and the racing record of the individual boat.

### £200-£500

Most of the boats in this price range are eligible for the 'vintage' section of the class. There is an active vintage racing circuit in the class. Many of the boats will be of wooden clinker construction and were designed by famous names of the past. Slightly more modern designs in this price range could include the China Doll (1967), Whisper (1970), Paper Dart (1972) and Scooter (1977). The later two boats were built in glass fibre and are still popular inland club racers



### £500-£1000



The designs in this price range are generally referred to as Classics. They will be single bottomed (i.e. not self-draining) and typically built from plywood although some of the later designs may be found in GRP. The Cheshire Cat (right, 1973) is a good all round inland boat while the Tiger (1978) is better on the sea. The Tigress (1980) is a round bilged development of the Tiger and is a good all round boat. The Bouncer (1977) was a pioneering wide and flat design which is still fast on open water. The Street Legal (1979), available in composite form, is difficult to sail fast in light airs but give it a force 4 and watch it go.

The Pipedream (1976) points higher than any other Twelve. It has a very fine bow and excellent inland boat. Some of the top sailors in the class have one as a second boat for club racing at river clubs

### £1000-£3000

The majority of boats in this price range will be single bottomed (i.e. not self-draining) built in GRP or wood. Many of the designs will date back to the 1980s but can still be competitive particularly inland. 1980's saw a battle between the Crusader design and the Baggy Trousers. The Crusader is considered to be more of an all rounder and also capable of carrying more weight than a Baggy Trousers. It is easier to tack in light weather and more manoeuvrable, making it better inland. The Crusader was only built in wood.



Later in the 1980s developments of these designs were produced. The Design 8 is a Crusader development of all glass construction and performs well in a wide range of conditions. The Design 8 concept was further developed to the Freak Outs which are again great all-round performers. The Final Chapter was designed in the mid eighties and many have been built, both amateur and professional, in wood and foam sandwich. This design has won numerous Championship races in recent years including the Burton Cup. The design carries heavyweights better than the Baggy Trousers, Design 8 or Crusader, although it can be tricky to sail in light weather.

### £3,000+

If your budget takes you into this range then you can look at highly competitive, down to weight, double bottom boats. Self draining boats are the most competitive on open waters being stiffer and lighter whilst the single floor Twelves are still fairly competitive on inland waters. Recent designs of note are the Feeling Foolish, Numinous, Paradox, Annie Apple, Big Issue and also the self draining Final Chapters. All these designs (and their recent derivatives) jostle for the top championship positions.



There is a quick design & price guide at the back of this pack

# How to buy a new National Twelve

The class is very different from the 'manufactured' one design classes in that there are a number of suppliers for every component of a new boat. As a result there are numerous different routes that a buyer can take in choosing and buying the precise boat and equipment desired. At the end of the day the deal is simple: if you want to save money then you can put some of your own time into some aspect of finishing the boat.

## 1. The 'off the peg' option:

This route simply involves contacting one of the N12 suppliers of complete 'ready to sail' Twelves. Typically this will be a company such as Pinnell & Bax, who supply the new Feeling Foolish in this form. Most of the builders are willing to provide more than just a hull, typically being prepared to supply and fit the bulk of the fittings, but few are likely to provide a full service down to sails, trailer and covers. This option will currently cost somewhere from £7,000 depending on specification.

## 2. Using a combination of suppliers of ready made components.

Using a number of companies a new boat can be put on the water with minimal effort from the buyer. While more complicated than option 1 it does ensure that you get exactly the specification that you want. This type of purchase could take the form of some or all of the following stages:

- Buying a complete hull from a builder, and foils either from the same builder or from a specialist foil maker.
- Having the hull painted/ varnished
- Taking the boat to a chandler/ fitter, prepared to supply and fit all the fittings and control lines to the hull as you request.
- Buying a rig, usually from a chandler who will need the fitted hull to ensure that the rig fits, is legal and works with the controls on the boat.
- Buying a trolley and trailer, the only complication being that the best trolleys have a custom made cradle to give the best possible fit to protect the hull.
- Buying covers.
- Buying sails
- Taking the boat to be measured
- Go sailing!

This may seem a long and complicated process, but the same company can often do more than one of the stages. Without doing any of the work yourself this route may not save money, but you will have more opportunity to tailor things to your own preferences, which can be more fun.

## 3. Do some of the work yourself:

You can obviously choose from which of the above stages to start doing the work yourself. Most commonly, people buy and fit the fittings to the hull themselves. This ensures that the layout is as desired, and saves the cost of the labour if paying somebody to do this work for you. The more advanced DIY expert might choose to buy a part-finished hull and put on the deck, saving more money but adding more effort. Doing some of the work yourself will quickly start to save significant amounts of money, so long as you have time and a garage.



## 4. For the brave and confident:

There are plenty of examples of successful home-built boats! Any of the designers will be happy to provide plans, and there are a number of people in the class happy to try to help you avoid a few of the pitfalls.

## 5. Important:

The National Twelve class is full of people who have sailed in the class for many years, and there is always somebody willing to give advice. Do not be afraid to ask for help, take photos of other people's boats or ideas, or generally learn from mistakes already made by somebody other than yourself! Alternatively why not contact us and actually **TRY A TWELVE!**

## Builders and Sailmakers

BUILDERS	DESIGNS AVAILABLE	ADDRESSES
<a href="#">Aardvark Technologies</a>	Feeling Foolish, Big Issue I & II, Pipedream, Paradox (Bim III). Also retrofitting thwarts and kickbars to existing boats. Composite hull and spar repairs and custom builds...	Mike Cooke, Aardvark Technologies. Unit 29 Knightcott Industrial Estate, Banwell North Somerset BS29 6JN 07887 775128 <a href="mailto:mike@teamaardvark.org">mike@teamaardvark.org</a> <a href="http://www.aardvarkracing.co.uk">www.aardvarkracing.co.uk</a>
<a href="#">Full Force Boats</a>	<a href="#">Full Force Boats example</a>	Linton Jenkins - 01305 826555 <a href="http://www.fullforceboats.com">www.fullforceboats.com</a> email: <a href="mailto:linton@fullforceboats.com">linton@fullforceboats.com</a>
<a href="#">Pinnell &amp; Bax</a>	Ready to race Feeling Foolish, Design 8	(01604) 592808, Heathfield Way, Kings Heath , Northampton, NN5 7QP
Brett Dingwall	Numinous - designed by Bim Daser in 2001, choice of materials and fit outs.	Brett Dingwall, (01923) 854 670, Waterside, Drop Lane, Brickett Wood, St Albans, Herts email: <a href="mailto:brettdingwall@aol.com">brettdingwall@aol.com</a>
Gerry Ledger	Repairs, alterations, wooden decking of glass hulls	(01277) 821163, 18 Ambleside Gardens, Hullbridge, Essex
Ian Ridge	Baggy Trousers (Carbon/Kevlar/Epoxy)	Unit 6A, Bury Farm, Curbridge, So'ton
Niger Waller	Epoxy Final Chapter, Feeling Foolish, Bim Daser's 2003 design	(01473) 328814, 3 Green Bank, Church Road, Holbrook, Ipswich. email: <a href="mailto:nigel.waller@talk21.com">nigel.waller@talk21.com</a>
<a href="#">Rowsell</a>	Repairs in any material	(01395) 263911, 24 Camperdown Terrace, Exmouth
<a href="#">Kevin Driver "Wreck'Em Boats"</a>	Repairs or complete Twevles	(01297) 23434, Wrecked 'Em Boats, Beer, Devon
Dare Barry	Chapter - Dare's own design the Man'O'War	(01983) 529901, 26, Calbourne Road, Carisbrooke, Newport, Isle of Wight
SAIL MAKERS		
<a href="#">Alverbank sails</a>		(01332) 342586, Unit 12, Perkins Yard, Mansfield Road, Derby. DE21 4AW <a href="mailto:kevan@alverbanksails.co.uk">kevan@alverbanksails.co.uk</a> <a href="http://www.alverbanksails.co.uk">www.alverbanksails.co.uk</a>
<a href="#">Pinnell &amp; Bax</a>		(01604) 592808, Heathfield Way, Kings Heath , Northampton, NN5 7QP
<a href="#">Speed Sails</a>		E-mail <a href="mailto:sails@speedsails.co.uk">sails@speedsails.co.uk</a>
<a href="#">Rowsell</a>		(01359) 263911, 24 Camperdown Terrace, Exmouth
Masts & fittings		
Angell Boats	Carbon masts & booms	(0121) 789 9333
<a href="#">Clive Hook</a>	Dangle pole fittings	(01737) 769129 - 15, Frenches Court, London rd, Redhill, Surrey
<a href="#">Alan Jackson</a>	Carbon spars	(01268) 710111 Chipstow Boatyard

## The history of the National Twelve Class

In 1935 the only dinghy raced on a national basis was the expensive International 14, and so to encourage dinghy sailing the RYA published rules for a simpler and cheaper boat. The original rules were simple:

- Hulls must not exceed 12 feet in length
- Hulls must not weigh less than 190 lbs
- Hulls must be of clinker construction
- Dinghies to carry no more than 90 square feet of sail.
- Boats must cost less than £45-00 (inflation!)



These rules have been modified over the years to take advantage of cheaper non-clinker construction methods and modern materials. N1 "Gipsy" was designed by the famous Uffa Fox and launched at Cowes in April 1936. The Twelve proved extremely popular, by the first championships in September of that year over 150 boats had been built.

From 1936 to the present day the class has continued to develop. Rule changes have been made where necessary, for example, a minimum width rule was introduced in 1937, and a maximum width in 1980. Clinker construction went out in 1970 with the development of GRP hulls and 'four plank' wooden construction. Ian Proctor started experimenting with metal masts to replace wooden spars in 1952 and terylene sails arrived in 1954. The minimum weight is reducing gradually and a reduction of 5kg in 2000 brought the minimum weight down to the current 78kg (this includes mast & centre board), reflecting the ability of even amateur builders to build lightweight hulls.

Vintage Twelves are those with clinker built hulls. The earliest boats, from 1936 until 1952, are of traditional ribbed clinker construction. The most common designs are the Uffa King, Holt 500 series and the early Ian Proctor designs. At this time, designers (and everybody else) believed that 12 foot boats were too short to plane, so they all have deep-chested V shaped hulls. They are most satisfying to sail to windward, but they will only plane in strong winds.

In 1952 the first glued clinker boats were built. These were durable and easily maintained and so this method of construction became universal.

In 1958 the first fully planing N12 was designed representing the most important landmark in the development of the class. The Proctor Mark VIII instantly outclassed all previous designs in open water conditions. Subsequent very successful designs were the Landamore Sparklet, Mike Jackson's March Hare and Phil Morrison's China Doll. A taste of the future was the Mr Jones hull - the first ultra-wide Twelve. Lovely looking and fast but woebetide you if you heel this boat more than about 20 degrees - which isn't a lot!!

In 1970, the Class adopted four-plank construction and several designs of this period appeared in both clinker and four-plank form, notably Phil Morrison's China Doll and Whisper hulls. In the early 1970's, glued clinker construction disappeared in favour of four-plankers and here our Vintage era sadly ends.

Anyone buying a vintage boat should be aware that although most designs have been produced with the ultimate aim of winning the Burton Cup, some have been specialised for other purposes or have by accident produced boats which are particularly suitable for certain weather conditions or types of water. The Proctor IX was an outstanding light weather hull (but hairy in a blow). The Proctor IVa and the Mike Nokes Starfish were outstanding river boats. Also, you cannot expect a Vintage Twelve to be competitive with modern boats in planing conditions. Vintage boats are however surprisingly competitive on smooth water and in lighter winds especially if they are in good condition and down to weight.

The Twelve Association encourages the restoration and use of Vintage boats by arranging special events for them. There is a well established Vintage Section which looks after the interests of Vintage boat owners.



# NATIONAL TWELVE OWNERS' ASSOCIATION

## BOAT REGISTRATION FORM



NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

TEL: \_\_\_\_\_

BOAT NO: \_\_\_\_\_

POST CODE: \_\_\_\_\_

(if known)

**Please complete the relevant section and tick appropriate box**

### SECTION A – FOR FULLY PAID UP MEMBERS OF THE NTOA

- |   |  |         |
|---|--|---------|
| 1 | Please supply a sail number for a newly built boat<br><i>(Note that the fee includes the issue of a certificate after measurement)</i> | £22.00  |
| 2 | Please supply a new certificate re-registering the above boat in my name   | £ 10.00 |
| 3 | Please supply a certificate to replace my existing one which has been lost   | £ 10.00 |
| 4 | Please supply a replacement certificate as one or more sections are full   | No fee  |

### SECTION B – FOR NEW MEMBERSHIP/CERTIFICATE APPLICANTS (AGE 22-64)

*Note the fees in section B include membership of the Association for one year*

*(A contribution of £1.75 with the first subscription by new members, to cover postage costs of the National Twelve Handbook would be appreciated).*

- |   |   |        |
|---|---|--------|
| 1 | Please supply a sail number for a newly built boat<br><i>(Note the fee includes the issue of a certificate after measurement)</i> | £31.50 |
| 2 | Please supply a new certificate re-registering the above boat in my name  | £22.50 |

### SECTION C - FOR NEW JUNIOR/OVER 65 MEMBERSHIP/CERTIFICATE APPLICANTS

Please give your date of birth \_\_\_\_\_

*(Note applicants must be under 22 or over 65 years of age on 1<sup>st</sup> January in the year of application)*

*Note the fees in this section include membership of the Association for one year*

*(A contribution of £1.75, with the first subscription by new members, to cover postage costs of the National Twelve Handbook would be appreciated).*

- |   |   |        |
|---|---|--------|
| 1 | Please supply a sail number for a newly built boat<br><i>(Note the fee includes the issue of a certificate after measurement)</i> | £26.50 |
| 2 | Please supply a new certificate re-registering the above boat in my name  | £18.50 |

### SECTION D - OTHER SERVICES FOR NON ASSOCIATION MEMBERS

- |   |  |        |
|---|--|--------|
| 1 | Please supply a certificate to replace my existing one which has been lost | £15.00 |
| 2 | Please supply a replacement certificate as one or more sections are full   | £10.00 |

**Please make cheques payable to** ' The National Twelve Owners' Association and send with this form (include membership application form, if available) to: Hon. Certification Officer, Kevan Bloor, Woodman's Lodge, 52d Shaw Lane, Holbrook, Derbys. DE56 0TG

Any queries please telephone: 01332 882620 or e mail: ntoa@national12.org

For official use: Sail No: \_\_\_\_\_ Date issued \_\_\_\_\_ Re-reg \_\_\_\_\_ Dup \_\_\_\_\_ Fee recd. \_\_\_\_\_

# NATIONAL TWELVE OWNERS' ASSOCIATION

## MEMBERSHIP APPLICATION OR RENEWAL



### DETAILS OF NATIONAL TWELVE

(block capitals please)

Boat number: _____	Boat name: _____
Designer: _____	Builder: _____
Design Name: _____	(e.g. Baggy Trousers, Crusader)
Hull: Material & construction (*Delete as appropriate)	* Hull Material _____
	* Number of planks per side: _____
	* Round bilged _____
	* Professional hull & decks _____
	* Profession hull, amateur decks _____
	* Amateur built throughout _____

### PRESENT OWNER/MEMBER

(block capitals please)

Name: _____	
Address: _____	
Post Code: _____	Tel. No: _____
Club: _____	e mail: _____

(this may be published in our yearbook)

- (a) I confirm that I am the owner of the National Twelve recorded above and I wish to renew/apply for full membership of the Association.  
(If you are also registering a boat see the Boat Registration form for the initial joint membership / registration fee) Annual Subscription £17.50
- (b) I confirm that I am under 22 or over 65 years on 1<sup>st</sup> January and that I am the owner of the National Twelve recorded above and I wish to renew/apply for full membership of the Association. My date of birth is: \_\_\_\_\_  
(If you are also registering a boat see the Boat Registration form for the initial joint membership / registration fee) Annual Subscription £12.50
- (c) I am interested in the National Twelve Class and wish to renew / apply for Associate Membership Annual Subscription £10.00
- \* I enclose cheque/standing order for £17.50 / £12.50 / £10.00 or a standing order for £17.50 / £12.50 / £10.00 is already held by the Association \*(Please delete as appropriate)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### Please return completed form and subscription to:

If you are also registering a boat please send this form, your discounted cheque & the Registration Form to the Certification Officer.

Hon. Records Officer, Michael Brookman,  
204 Gotham Road, East Leake,  
Loughborough,  
Leicestershire. LE12 6JG

Cheques to be payable to: 'The National Twelve Owners' Association

A contribution of £1.75 with the first subscription by new members, to cover postage costs of the National Twelve Handbook would be appreciated.

N.B. The Association year coincides with the calendar year and all subscriptions are due as from the 1<sup>st</sup> January.

For official use only:

CARD	RECORDED	BOOKLET	HANDBOOK
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Call (01332) 882620

www.national12.org

# STANDING ORDER

(Please complete in BLOCK CAPITALS)

To the Manager

Banker's Name \_\_\_\_\_

Branch address \_\_\_\_\_

PLEASE PAY ON PRESENTATION and on the first day of January of each succeeding year, until countermanded, the sum of seventeen pounds fifty pence / twelve pounds fifty pence / ten pounds \* ( £17.50 / £12.50 / £10.00 ) \* to the

**National Twelve Owners' Association, Account No. 0163077 at: (30-95-21) Lloyds TSB Bank plc, 37-38 High Street, Loughborough, Leicester. LE11 2QG.**

Member's Name \_\_\_\_\_

Account No \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_ *Post Code* \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Please return this form with your membership form to:

**Hon Treasurer, R M Brookman,  
204 Gotham Road,  
East Leake,  
Loughborough,  
Leicestershire.  
LE12 6JG**




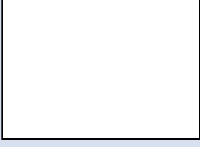


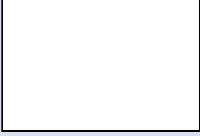


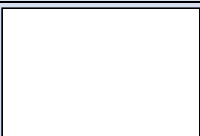
* Subscriptions	Full Membership	£17.50
	Full Membership (under 22/over 65)	£12.50
	Associate Membership	£10.00
	(Delete as appropriate)	


(Bankers are requested to TYPE subscriber's name on credit advices)











## Designs








There have been many designs since 1936. Here is a quick summary of some of these clinker boats. There is loads more information on the website and even histories of individual boats. If you spot a boat you're interested in then check out [www.national12.org/boats](http://www.national12.org/boats) to read it's history.

YEAR	DESIGN		DESCRIPTION . . . Price guide (£=400-1k, ££=1k-2k, £££=2k-4k, ££££ 4k+)
2003	<a href="#">Paradox</a>		Bim's third in the series which started with the Feeling Foolish. The Paradox has maximum width decks from the shrouds to the transom providing the helm and crew with maximum leverage when hiking
2001	<a href="#">Numinous</a>		Developed from the Feeling foolish by Bim Daser. The Numinous is a rounded very low drag design which is great in light winds and surprisingly good in restricted waters.
2000	<a href="#">Annie Apple</a>		Annie Apple has been designed to minimise drag (surface and wave making) and maximise righting moment and lift. Designed by Dave Greening & Built by Waller,
1998	<a href="#">Big Issue</a>		Designed by Phil Morrison with high speed off wind performance in mind. The hull design was influenced by Phils design work on International 14s.
1995	<a href="#">Feeling Foolish</a> , ££££		Designed in 1995, this design now shows its full potential on open waters and has outstanding down wind performance in a blow. <a href="#">Bim describes the Feeling Foolish to Yachts &amp; Yachting</a>
1993	<a href="#">Wild Front Ear</a> , £££		A subtle "Vee" hull provides increased speed on the transition to planing, it surfs well.
1991	<a href="#">Freak out</a> , £££		A modified Crusader with better planing performance, and a drop-dead-gorgeous figure!
1989	<a href="#">Designer soap dish</a>		The first "almost self draining" N12
1987	<a href="#">Radical posture</a> , ££		Blistering speed in a blow, however its flat rocker and full sections make it hard to sail in light winds
1987	<a href="#">Design 8</a> , £££		A modified Crusader made in "off-the-self" GRP. It performs successfully in all conditions
1987	<a href="#">Final Chapter</a> , £££		The Chapter has been campaigned by heavier crews with great success. If you and your crew are over 22 stone this could be the boat for you.

1981	<a href="#">Crusader</a> , ££		A fine all rounder with good sea performance. It has a powerful hull with less rocker than its contemporaries.
1981	<a href="#">Baggy Trousers</a> ,££		A wide, powerful hull which is at its best on the sea in a breeze. This is very fast on the plane and is not for the faint hearted!
1981	<a href="#">Baggy II</a> , ££		A Baggy Trousers development with even more speed! If that is possible!
1980	<a href="#">Rough Diamond</a> , £		Good all rounder with a round bilge giving it an edge in light airs. Now superseded by the Trouble Shooter.
1980	<a href="#">Tigress</a> , £		Round bilged Tiger, another good all rounder.
1979	<a href="#">Punkarella</a>		Punkarella was a one-off boat, which was ahead of its time and paved the way for the wide, fast designs
1979	<a href="#">Street Legal</a> , £		The Street Legal has a very wide hull which is v. difficult in light winds, but watch it go in a force 4.
1978	<a href="#">Tiger</a> , £		The Tiger is a modified Cheshire Cat with flatter sections making it faster on the sea. In the right hands they are still seen at the front of the fleet.
1977	<a href="#">Scooter</a> , £		A "beamy" four plank development that was produced in GRP and showed lots of promise in the late 70s
1977	<a href="#">Bouncer</a> , ££		Bouncer was a pioneering wide and flat design, still very fast on open water.
1976	<a href="#">Pipedream</a> , £		You will not be out pointed with this one. An easily driven hull with very fine bows makes it excellent inland and to windward.
1975	<a href="#">Windfall</a> , £		This has an inverted garboard which reduces the wetted area and makes it fast in sub-planing conditions
1973	<a href="#">Cheshire Cat</a> , £		The most successful design of the 1970s. Now superseded on the sea, but still one of the best all round inland boats.
1972	<a href="#">Paper Dart</a> , £		Indestructible GRP development of the China Doll (1967) and Whisper (1970). Many are still doing well in the hands of club racers.

Year	Design	Mug shot	Description
1970	<a href="#">Whisper</a>		Won the Nationals in 1970. <i>Designer: Phil Morrison</i>

1967	<a href="#">China Doll</a>		Phil Morrison's first National 12. The last clinker boat was number 3009, a China Doll. <i>Designer: Phil Morrison</i>
1967	<a href="#">Mr Jones</a>		Flaring out to a maximum beam of approx. 6'3" combined with a fine entry, narrow transom and relatively flat rocker, the design had a reputation for being difficult to sail, with the helm regularly being washed out the back on a fast plane by the stern wave!
1966	<a href="#">Mark XIII</a>		Proctor's last 12 design, a further development of the Mk12. <i>Designer: Ian Proctor</i>
1965	<a href="#">Lucky Number</a>		Sharp bows, flat aft run, and flared out to maximum allowed beam of 5 ft 11½ in. <i>Designer: Patrick Pym</i>
1964	<a href="#">Mark XII</a>		A cross between a Mk8 and a Mk11, with reduced waterline beam. Some were built without decking. <i>Designer: Ian Proctor</i>
1962	<a href="#">Mark XI &amp; XIa</a>		A shallower hull than earlier Proctor designs, with a more even keel rocker. <i>Designer: Ian Proctor</i>
1962	<a href="#">March Hare</a>		An almost hard chine design with very sharp bilges. Very slim bows and very flat aft, giving a good planing platform, but also reduced wetted area when heeled in light winds. <i>Designer: Mike Jackson</i>
1962	<a href="#">Finesse</a>		A powerful hull with high bilges, and with the mast & centreboard further aft than usual. <i>Designer: David Mathias</i>
1962	<a href="#">Sparklet</a>		Similar to the Smuggler, but designed to reduce wetted area and improve light wind performance. Cost £190 at the 1962 Boat Show! <i>Designer: Leslie Landamore</i>
1961	<a href="#">Starfish</a>		A wide dinghy with fine bows and a long, flat run aft <i>Designer: Mike Noakes</i>
1960	<a href="#">Mark X</a>		Development of the Mk8, with slightly flatter sections and wider bilges. <i>Designer: Ian Proctor</i>
1959	<a href="#">Squid</a>		Fine entry, flat floors and a fairly hard bilge, with less rocker than contemporary designs. <i>Designer: Richard Rouse</i>
1959	<a href="#">Smuggler</a>		Fine entry, flat floors and a wide V'ed transom. <i>Designer: Uffa Fox</i>
1959	<a href="#">Mark IX</a>		More rounded sections than the Mk8, making a more buoyant but less stable boat. An excellent light wind and river boat. <i>Designer: Ian Proctor</i>

1957	<a href="#">Mark VIII</a>		Fine bowed, deep chested and with a straight, wide aft run.
1957	<a href="#">Mark VII</a>		Never built. <i>Designer: Ian Proctor</i>
1954	<a href="#">Chimp</a>		Never built. <i>Designer: Jack Holt</i>
1956	<a href="#">Mark VI</a>		Similar to the Mk2 below water, but more flared above to increase beam and sitting out power, good inland.
1954	<a href="#">Mark V</a>		Designed to carry weight, more V sectioned with more rocker than the IVs. Good inland, but hairy in high winds.
1954	<a href="#">Sunrise</a>		Finer entry & shoulders than the Sunshine.
1954	<a href="#">Mark IV &amp; IVa</a>		Finer bows to improve windward performance in waves, and wider with more flared topsides. Self bailers allowed the IVa to have a lower freeboard.
1953	<a href="#">Mark III</a>		Flatter floors and more topside flare than the MK2.
1952	<a href="#">Daphne</a>		Stable, flat floored boat, with wide spray deflecting gunwales.
1952	<a href="#">Mark II</a>		More freeboard and a flatter aft run than the Mk1. The first three glued plywood clinker boats were Wyche & Coppock Mk2s, including N1153 owned by Robin Steavenson.
1951	<a href="#">Mark I</a>		Narrow bows, fuller & flatter mid & aft sections, a good all round dinghy.
1950	<a href="#">Little John</a>		Full bows, with a flat, wide rear run good for planing. Good on smooth water, slower in waves.
1947	<a href="#">Fillet</a>		Experimental glued clinker boat using thin pine planking.
1947	<a href="#">Gnome</a>		Designed for rivers, with a narrow U shape hull and lots of keel rocker.
1947	<a href="#">Morgan Giles</a>		A wide, wedge shape dinghy, with a very wide transom.
1946	<a href="#">500 series</a>		<a href="#">(Other Holt designs)</a> . Designed for the Thames, but a good all-rounder, with a wide transom.
1939	<a href="#">Sunshine</a>		Wider, with less keel rocker, a narrow bow and flatter mid & rear sections, this design was still able to win the Burton Cup in 1952.
1938	<a href="#">Wrath</a>		More stable, flatter floored & less V sectioned, more ready to plane.
1936	<a href="#">Uffa King</a>		N1 <a href="#">(link to N1 page)</a> . The original, with a narrow V section hull. N1 is now in a Maritime Museum