

IDEAL 18

When Frank Shumway commissioned Bruce Kirby to design the IDEAL 18 in 1989, he wanted a one-design, daysailing keelboat that would be a trendsetter. "I am convinced," said Frank, "that what sailors want is a modern one- or two-person keelboat that is the utmost in simplicity, yet provides excellent performance."

The IDEAL 18 is the culmination of Frank Shumway's idea, Bruce Kirby's design work, and the production efforts of Ontario Yachts. IDEAL 18 is a state-of-the-art keelboat, easily raced or daysailed by one, two or more persons. Appealing to modern sailors, the new design is easy to maintain, simple to rig and sail, trailerable and good-looking. It's also maneuverable and fast.

DESIGN PARAMETERS

- * A keelboat
- * Moderate displacement with good stability
- * Exceptional performance in all conditions
- * Comfortable bench seating for four adults
- * Two-person racing
- * Powerful sailplan
- * Modern sailhandling systems -
fully battened mainsail, roller furling,
self-tacking jib
- * Finished boat at delivery - all fittings
placed at the factory, no keel fairing
- * Very strict one-design racing rules
- * Easy shoreside rigging and towing

KEY SPECIFICATIONS

Length Overall(LOA) - 17.85'
Waterline Length - 14.35'
Maximum Beam - 6.2'
Draft - 3.25'
Displacement - 1,240 lbs.
Ballast/Displ. Ratio - 55%
Sail Area - 168 sqft.
Mainsail Area - 108 sqft.
Jib Area - 60 sqft.
Optional Spinnaker -240 sqft.

DESIGNER

Bruce Kirby was chosen as the Naval Architect because of his long involvement with the design of performance oriented dinghies and keelboats. Some of his successful designs include the Laser, Fox, Sonar and America's Cup contenders CANADA I and CANADA II. He is the leading designer of small sailboats in North America.

BUILDER

Ontario Yachts, located in Oakville, Ontario, Canada was chosen to build the IDEAL 18. Like Bruce Kirby, Ontario Yachts has a reputation as the leader in the field of fiberglass one-design sailboat manufacturing. The company produces the Etchells 22, Sonar, Albacore, International 14 and Optimist dinghy. Ontario Yachts-built boats have won many North American championships. Their products define "state-of-the-art" in quality, exact reproduction and advanced building techniques for racing sailboats. Production of the IDEAL 18 includes an exclusive keel encapsulation process, guaranteeing exact duplication from keel to keel.

GENERAL CONSTRUCTION

The IDEAL 18 consists of five major structural components - hull, deck, "spider grid" reinforcement pan, keel and rudder.

HULL

Completely hand-laid, using gelcoat, mat, coremat and roving. Positive flotation is permanently installed beneath the cockpit floor. Blue waterline stripe, cockpit drains and keel socket are molded into the hull. Optional gelcoat colors are available.

DECK

One piece, hand-laid, with no hatches, openings or wood trim. Seats, seat backs, cockpit floor and spalshrail are built into the deck mold. A single large opening from the cockpit provides storage space under the foredeck. Deck is laminated to the hull with a "shoebox" style flange.

SPIDER PAN

The "spider pan" is a network of cored fiberglass bulkheads tying together all structural points - hull, cockpit floor, keel root, chainplates and rudder post. An athwartship bulkhead at the front end of the keel ties keelbolts and chainplates to the spider pan.

KEEL

An epoxy-encapsulated lead casting, weighing 700 lbs. Keel is attached with three 1/2" stainless keelbolts. The high-lift elliptical section comes out of the mold perfectly fair - no shaping or sanding is allowed.

RUDDER

Inboard hung, cored fiberglass, elliptical shape. Wood tiller, aluminum tiller extension are standard.

RIG AND SAILS

The key to the simple, yet topflight performance of IDEAL 18 is the progressive rig and sailplan. By using equipment and sailhandling techniques tested and popularized during the past ten years, IDEAL 18 performs well with "no muss, no fuss". The rig and sails are easily handled by a single sailor, as well as two or more.

MAST

Box section, lightwall T6061 aluminum, tapered above the hounds. Features a fixed step on the cockpit floor with a hinge for one-person raising/dousing. Shrouds and jibstay use key-type locking fittings. Standard mast is rigged for all sail combinations: mainsail halyard, jib and spinnaker halyard/topping lift. Spreaders are swept aft. No backstay.

BOOM

Octagonal section, T6061 aluminum. Contains fittings for adjustable outhaul (2:1), mainsheet blocks, boom vang (6:1), one reef point, cunningham (2:1).

MAINSAIL

4.5 ounce Dacron. Standard class mainsail includes cunningham, adjustable full battens, insignia, numbers, reef, boltroped foot, slug luff, telltales, adjustable leechline and bag. One-design racing specifications are tightly controlled.

CLASS JIB

4.5 ounce Dacron. Jib is 95 percent non-overlapping decksweeper design, self-tacking and roller furling. Standard one-design class jib includes permanently installed roller furling luff wire, adjustable lead-position metal clewboard, telltales, adjustable luff tensioner and bag. One-design racing specifications are tightly controlled.

SAIL DESIGNS

Sailmakers are approved to build IDEAL 18 racing sails by approval of the IDEAL 18 Class Association. To be approved, sailmakers must submit their planned specification to the class office. Sail purchasing for competition is limited to one mainsail, one jib and one spinnaker per year. All sails must be measured-in and stamped for racing.

HARDWARE

All deck fittings, blocks, jib traveller, roller furling unit, and cleats are Harken ball-bearing fittings. Roller furling is set in a bow cavity, below shear level. Jib traveller is bolted to the front face of the cockpit coaming. Aft purchase on the mainsheet employs a bridle aft of the tiller head. Deck hardware for the optional spinnaker is standard.

OPTIONS

A variety of optional equipment for daysailing, storage and trailering is available upon request.

SHORESIDE HANDLING

Rigging, launching and maintenance are intended to be carried out by the owner. The stable fixed-keel design and self bailing cockpit allow for mooring at the summer cottage, or overnight at regatta sites. Even boarding an IDEAL 18 is easy - with the open transom and large flat cockpit surfaces.

RIGGING

The mast butt includes a "tabernacle"-type hinge for raising and lowering by one or two people. A bolt behind the mast, through the heavy aluminum partners, holds the mast in place while shrouds and jibstay are attached.

LAUNCHING

Standard trailers are "float-launchable", with pads and runners to guide the boat on and off. The trailer tongue extends 10 feet during ramp launching. In addition, keel lifting points are provided for hoist launching on any one ton capacity stiff-leg hoist. Ramp launching is possible anywhere a medium-sized fishing boat may be launched.

TRAILERING

All-up trailing weight is approximately 1,900 pounds. The trailer is single-axle; no surge brakes are required. An extendable tongue wheel is provided. IDEAL 18 easily tows behind any mid-sized automobile. Bow pad and mast holder keep things neat and secure during trailering.

In the United States, contact:

IDEAL 18
100 Pattonwood Drive
Rochester, NY 14617
USA
phone: (716) 342-1040
FAX: (716) 266-4722

In Canada, contact:

ONTARIO YACHTS CO., LTD.
243 Speers Road
Oakville, Ontario
CANADA L6K 2E8
phone: (416) 845-1153
FAX: (416) 845-1159

In some areas IDEAL 18 representatives are ready to answer questions about fleets, demonstrations, delivery and prices. Contact USA or Canadian distributors for information about representatives in your area.

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