

Doug Fisher Dominates Johnson 18 Florida Midwinter Regatta

The Johnson 18 Class Association held its Midwinter Championships on December 2-4, 1994. This Regatta was held in conjunction with Seminole County's 1994 Sailfest, the largest sailing regatta in America. Nearly 700 boats and 3000 people participated in this sailing extravaganza.

Friday was the day for competitors to sharpen their skills and check out the competition. By noon the breeze had built to 10-15 mph, providing an opportunity for many of the teams to practice their crew work, and become acclimated with Lake Monroe. The high performance Johnson 18 captured the attention of nearly 50 different Classes participating in Sail Fest, and was truly the talk of the Regatta.

After a great party Friday night, the fleet left shore around noon on Saturday for race one. Skip Johnson used his lake sailing experience to keep pace with Doug Fisher of Sarasota, Florida on the first leg, only to watch him pull away downwind and win with outstanding light air speed. The trend of light air and Fisher taking first place continued for the next two races, and at the end of the first day, Fisher was in first place, Johnson in second, and Scott Hubel from Cape Canaveral, Florida was in third. The Fleet then descended on the Sanford Civic center for the Saturday night bash and seafood dinner. Everyone was amazed that 1500 dinners could be served hot with an evening of great entertainment.

On Sunday, the fleet found more light air for races 4 & 5. Race 4 saw Doug Fisher continue his winning ways followed by the team of Al Gooch and



Skip Johnson is President of Johnson Boat Works and the grandson of J.O. Johnson, who founded Johnson Boat Works in 1896 and designed the first Scow.

Benz Faget from New Orleans, LA in 2nd place. Chris Schoendorf from Sturgeon Bay, Wisconsin finished 3rd. Race 5 turned out to be a real battle for 2nd place overall with Gooch/Faget, Schoendorf, Johnson, and Hubel all tied. Doug Fisher completed his perfect regatta with a bullet in the last race. Gooch/Faget straightened out their starting line and mark rounding problems from the previous day and finished 2nd. Scott Hubel came out on top of a tacking duel to take 3rd.

The Regatta finished in the parking lot with a case of beer, and the efficiency of pulling out 700 sailboats within four hours was very impressive. All the Johnson 18 sailors left determined to catch Doug Fisher next year.

Skip's Corner

My family has been in the sailboat manufacturing business for 99 years. The first Scow was designed and built by my grandfather, J.O. Johnson, in 1896. This Scow completely revolutionized Inland Lake sailing with its radical new hull shape. Since that time, we have continually developed new hull shapes and one-design racing classes at our original factory in White Bear Lake, Minnesota.

In recent years, we have received repeated requests for a two-person, high performance, spinnaker boat that would have the versatility to be sailed on Inland Lakes as well as the more extreme conditions found in unprotected waters. We selected Rodger Martin Yacht Designs to work with us on the Johnson 18 project. A prototype was constructed in the fall of 1993, and after extensive testing and modifications, the first production boat came off the line in April of 1994. The Johnson 18 exceeded our wildest expectations! You get an incredible ride for two people with the simplicity that only an asymmetrical spinnaker can provide. No trapeze is necessary because of the almost seven foot beam and the efficient sail plan. Comfortable hiking straps do the job beautifully. You can tie it to the pier and walk around on the deck without the fear of tipping it over. The open transom and sealed off cockpit provide the ultimate in self-rescuing design and the sail plan offers "one-finger" steering under ALL wind conditions. The responsiveness to the helm is simply hard to believe. Just think... Almost 100 years ago, J.O. Johnson revolutionized sailboat design with his first Scow. Here we are again, four generations later, with the spectacular new Johnson 18 leading the way into our second 100 years!



A Johnson 18 shredding waves on White Bear Lake last fall. With the water temperature at 34 degrees, and the air temperature at 20 degrees, the incentive to stay dry was great!



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For more information about the latest in Johnson 18 sail technology please contact either Greg Fisher at North Sails One Design Central or Eric Doyle at North Sails One Design West.

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Nationwide Dealer Network Promotes JOHNSON 18 Racing Fleets

The JOHNSON 18 has attracted some of the top one-design small boat dealers in the country. They are all located in geographic areas that are hotbeds of dinghy sailing. Their enthusiasm and excitement about this exciting new fleet has been contagious, and will assure its success.

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(Contact us if no dealer in your area)

How The Experts Review the JOHNSON 18

Many of the top sailors and yacht designers in the country are very excited about the Johnson 18. Here's what a few of them have to say:

- "I love this boat. You are probably not surprised, as you must know you have an excellent product. I have raced close to 70 different one-design and various big boats and the Johnson 18 is one of the best yet." (Ken Legler, Head Sailing Coach at Tufts and ranker of college teams.)
- "The chute is 190 square feet and that translates to horsepower off the wind, and lots of it." (Robert H. Perry, Yacht Designer, January 1995 issue of SAILING.)
- "I'm excited about the Johnson 18 because I think it fits a relatively big void in the racing scene at this point. There's really not a high performance, two-person, centerboard boat with an asymmetrical spinnaker available today that can be sailed by so many different types of people. I truly believe it has a great future!" (Greg Fisher, past National Champ in Thistles & Highlanders, and past North American Champ in Flying Scots & Lightnings.)

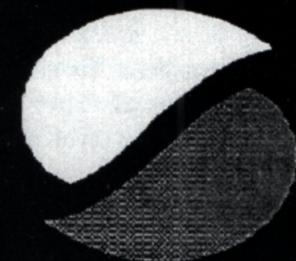
- "Has the tactics of a Dinghy upwind and the tactics of a Catamaran downwind." (Bruce Sutphen, America3 Foundation Technical Coach.)
- "Best combination of performance, stability and durability of any boat I've ever sailed." (Barry Sturgis, sailing instructor and well known dinghy racer.)
- "Sailing the Johnson 18 with its asymmetrical spinnaker makes light air downwind fun. The Johnson 18 in heavy wind is downright exciting. The quick jibes, easy handling and speed make a great ride." (Gordy Bowers, U.S. Olympic Sailing Coach.)
- "Skip Johnson and Rodger Martin have seen the future and this boat is it. Comfortable to hike on, wickedly fast, and very controllable are the first impressions of the Johnson 18. The last impressions of this boat are its durability, craftsmanship, and attention to detail." (Brad Read, 1986 College Sailor of the year and multi class champion.)

Al Gooch & Benz Faget from HIGH TECH MARINE sign on as the Louisiana JOHNSON 18 dealer. (Al doesn't seem to be letting go of that check, but Skip looks determined.)



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Tuning Tips For The Johnson 18

The Johnson 18 is a true one-design Class. The rules are designed to let the sailor concentrate on sailing rather than worrying about a competitor having an advantage because of some modifications he's made on his boat. That's why it's important to bring up a few little things that make a difference in winning or losing races. Let's begin with boat preparation. The Johnson 18 comes from the factory with a windward sheeting traveler car that has a continuous control line. That control line enables you to pull the traveler car above center line while you're on the low side forward or aft of the traveler depending on whether the skipper or crew wants to be responsible for this task. The rules don't allow for any changes in the deck layout so let's turn our attention toward the mast. The Johnson 18 has eliminated the need to worry about spreader angle, backstay tension, mast butt placement, mast rotation, jumper stays, backstays, jack stay, mast rake and anything else you can think of. It's a simple rig to tune

because it's all based on shroud tension. The boat's performance can change dramatically because of shroud tension. If you have loose shroud tension in heavy air, the boat will be difficult to hold down and will slide sideways reducing its' forward momentum. Tight shroud tension in light air will reduce pointing and will "under power" the boat in chop. Since the Johnson 18 has no backstay, the headstay sag is determined by shroud tension. As the wind strength increases, the amount of headstay sag must be reduced. In heavy air, the lowers must be on hard to reduce forward mast bend. By keeping the mast straighter you increase headstay tension and keep the mainsail from inverting when the vang is on hard. You can check the rig tension by sailing upwind and looking at the leeward shrouds. If they're flopping around, the rig is too loose. If they are tight, then the rig is too tight. Your tension should be set so that the leeward shrouds are just beginning to go slack when the sails are trimmed all the way in. Now that we have our rig tuned, we can turn our at-

tention to sail adjustments.

In light air, the traveler car should be 4" to 6" above centerline and the boom should be sheeted to centerline. In medium air, the traveler and should be on centerline. In heavy air, drop the traveler car 1" to 2". We have found that vang sheeting is more effective than dropping the traveler, because it keeps the slot between the main and the jib open.

The boomvang should be slack in the light air. In medium air, the vang should be played in the puffs that would overpower the boat. Maximum vang tension should be applied in heavy air. This action will bend the lower part of the mast to help flatten the sail entry. By easing the mainsheet slightly you can also open up the upper leech. When sailing off the wind, the vang should have slight tension in light air. In medium air, apply more tension to achieve a parallel boom and even leech curve.

Heavy air requires maximum vang; however, the crew should be alert to ease and prevent the unexpected swim. It is also a good idea to ease the vang slightly in the jibes in extreme conditions.

Jib track position is going to vary from one sailmaker to the next. The general rule is to find the position where the luff breaks evenly. The jib track position will be moving aft as the wind increases.

Crewing on the Johnson 18 is a blast! The asymmetrical spinnaker allows you to pull off some maneuvers that you would never attempt with a conventional chute. The spinnaker can be rigged to be launched either around the shrouds or between the shrouds and the mast. The advantage of going around the shrouds is that it seems to keep the cockpit less congested. The disadvantage is on the set. The chance of changing your spinnaker into a fish net is greatly increased. When you set between the

(Continued on page 5)



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(Continued from page 4)

through the jibe on their feet rather than on their knees. This shrouds and the mast, you can get the tack to the end of the bow sprit much quicker.

The "crash test dummies" decelerates when the chute col- at Johnson Boat Works have lapses, only to find himself shot seen many changes from the backwards by the awesome ac- prototype to the production celeration when the spinnaker model. The most interesting fills again.

discoveries came on one partic- Clearly the biggest gain can-ular ride in 33 knots of breeze. be made by getting out on the This is when we discovered the water and practicing. If you term "re-entry." This occurs have any questions, give one of during a jibe in extreme condi- the crash test dummies at John- tions when the skipper or crew son Boat Works a call at decides that they are going to go (612)429-7221.

JOHNSON 18

PACIFIC COAST CHAMPIONSHIP

February 17-18-19, 1995

Friday: Demonstration Rides

Saturday: Race 1,2 & 3

Sunday: Race 4

Mission Bay Yacht Club - San Diego, CA

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UPCOMING EVENTS

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February 3-12	SAIL EXPO Atlantic City, NJ Contact: Johnson Boat Works 612/429-7221
February 16-19	MIAMI BOAT SHOW Miami, FL Contact: Performance Sail & Sport 407/868-0096 Contact: Ullman Sails 813/951-0189
February 17-19	PACIFIC COAST CHAMPIONSHIP San Diego, CA Contact: Sailboats, International 619/523-0333
March 17-19	JOHNSON 18 MIDWINTERS Sarasota, FL Contact: Doug Fisher 813/951-0189 Contact: Scott Hubel 407/868-0096
April 7-9	SAIL & SKI CHAMPIONSHIP Lake Tahoe, CA Contact: Seabird Sailing 510/548-3730
July 6	MICHELOB NEWPORT REGATTA Newport, RI Contact: Sturgis Boat Works 508/778-9187
August	SMALL BOAT CHAMPIONSHIPS Green Bay, WI Contact: Sturgeon Bay Yacht Harbor 414/743-3311
September	JOHNSON 18 NATIONALS White Bear Lake, MN Contact: Tim Regan 612/429-7221

Contact Johnson Boat Works for additional information on Boat Shows, Regattas, and Demonstration Days
(612) 429-7221

JOHNSON 18 FLEET

San Francisco Bay Area - 1995 Schedule

Feb. 17-19	Pacific Coast Championship	Mission Bay YC San Diego CA
March 4	Sail A Small Boat Day	Richmond YC Pt. Richmond CA
March 5	RYC Midwinters	Richmond YC Pt.Richmond CA
April 1-2	Small Boat Racing Assn	Richmond YC Pt.Richmond CA
April 22-30	No.California Boat Show	Jack London Sq. Oakland CA
April 23	SBRA	Encinal YC Alameda CA
April 29-30	Camelia Cup	Folsom Lake YC Folsom Lake CA
May 27-28	Whiskeytown	Whiskeytown SC Redding CA
June 17-18	SBRA	Clear Lake Konocti Harbor CA
July 22-23	High Sierra Regatta	Fresno YC Huntington Lk CA
July 29-30	SBRA	San Francisco YC Belvedere, CA
October 7-8	SBRA	Santa Cruz YC Santa Cruz CA

*For more information, please contact Gene, George, Bart, Bruce
or Susan at Seabrid Sailing, 510-548-3730*



JOHNSON 18

FLORIDA MIDWINTER CHAMPIONSHIPS

March 17-18-19

Friday: *Demonstration Rides*

Saturday: *Race 1,2 & 3*

Sunday: *Race 4*

Sarasota Sailing Squadron - Sarasota, FL

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