

JOHNSON 18

CLASS RULES

A dinghy sportboat sailing community



1.0 Objective

- **1.1**  The Johnson 18 is a strict one-design Class created to meet the diverse demands of the recreational sailor. These rules are intended to protect the important design features: performance, stability, simplicity, safety, and durability, while maintaining a low cost of ownership.
- **1.2** All yachts shall comply with official plans, building specifications, and Class rules. No modifications, alterations, or additions unless explicitly stated in current Class rules.

2.0 > Administration

- **2.1▶ Authority:** The administering authority for the Class shall be the US Sailing Association which shall work with the Johnson 18 Class Association in all matters concerning the Class rules. The US Sailing Association shall interpret the rules and may consult the Johnson 18 Class Association and the copyright holder when rendering a decision.
- **2.2▶ Language:** The official language for the Class shall be English. The word "shall" is mandatory. The word "may" is permissive. If there is a dispute over Class rule interpretation, the English text shall prevail.
- **2.3▶ Builders:** All Johnson 18's shall be built by builders licensed to do so under the copyright of Johnson Boat Works, Inc. (4495 Lake Avenue, White Bear Lake, MN 55110, USA) and shall comply with the building specifications issued by Johnson Boat Works.
- **2.4▶ Hull Number:** No yacht shall be deemed a Johnson 18 unless it has a serial number assigned by Johnson Boat Works, Inc. molded into the transom.
- **2.5▶ Membership:** No yacht shall race unless the owner(s) and helmsperson are full members in good standing of the Johnson 18 Class Association.
 - **2.5.1▶** No yacht shall race without a current Class Association membership sticker placed on the upper starboard corner of the transom.
- **2.6▶ Measurement:** Yachts shall only be measured by an official Johnson 18 measurer, who is approved by the Johnson 18 Class Association
 - **2.6.1▶** The method of measurement unless otherwise stated, shall be in accordance with the recommendations of the International Yacht Racing Union (IYRU).

violation of on-the-water Class rules shall be scored as a disqualification.

- **2.7.1**▶ Any alleged or suspected violations for which specific descriptions are not stated in the Class rules or specifications, or following a protest concerning the same, shall be compared to sample of ten other Johnson 18s by a measurer appointed by the Johnson 18 Class Association. If any evidence of found of any violations, the matter shall be referred to the Johnson 18 Class Association for action.



3.0 ▶ Construction

- **3.0**▶ The hull, deck, backbone, bow sprit, tiller, rudder, centerboard, mast, and boom, shall conform to the building specifications and shall only be manufactured from the Class approved molds by licensed builders established by the copyright holder (Johnson Boat Works, Inc.). Hardware and rigging shall conform to the official plans, no exception unless stated herein.
 - **3.0.1**▶ A yacht's hull, deck, backbone, hardware placement, bow sprit, mast, boom, tiller, centerboard, and rudder, shall not be altered. Sanding is prohibited on hull, deck, centerboard, and rudder, except when repair of superficial damage is required. (Sep 10, 1995) Fairing of centerboard and rudder trailing edge seam is allowed.
 - **3.0.2**▶ The location, design, and sizes of hardware fixed to the hull, deck, backbone, centerboard, rudder, tiller, bow sprit, mast, and boom shall not be altered. (Sep 10, 1995) Jib sheet cam cleats and mainsheet cam cleats may be moved or removed.

- **3.0.4▶▶** The tiller extension may be of any material and of any length.
- **3.1▶▶ Weight:** The dry weight of the yacht as raced shall not be less than 218 kgs (479.6 lbs). The dry weight shall include: mast, boom, bow sprit, rudder, tiller, centerboard, jib, all standing and running rigging. An optional compass may also be included as part of the dry weight. Lead corrector weight(s) shall be positioned at a distance of no less than 2616 mm and shall not exceed 3016 mm from the transom. The corrector weight(s) shall be thru-bolted to the sidewall of the cockpit. The corrector weight(s) shall not exceed a distance of 300 mm from the topside of the mini deck.



4.0 ▶ Mast

- **4.0▶▶** The mast shall conform to the building specifications and be supplied by the copyright holder. The mast shall not be altered in any way and shall be replaced only by the copyright holder.
 - **4.0.1▶▶** The mast standing rigging shall only consist of two upper shrouds and two lower shrouds. The standing rigging shall only be of stainless steel multi-strand wire and shall not be less than 3 mm in diameter. The forestay pennant shall conform to building specifications and be supplied by the copyright holder.
 - **4.0.2▶▶** The forestay shall be non-adjustable. The furling drum shall have a distance of 64 mm from the centerline of the bottom pin to the centerline of the top pin. The furling swivel shall have a distance of 64 mm from the centerline of the bottom pin to the centerline of the top pin.

- **4.1▶ Spreaders** The standard spreader bracket shall not be modified by alteration of the spreader sweep angle.
 - **4.1.2▶** The length of the axis of the spreader from the bearing point of the upper shroud to the surface of the mast shall be 700 mm + or - 5 mm.
 - **4.1.3▶** The spreaders shall be fixed on the upper shrouds so that they will be perpendicular to the mast.
- **4.2▶ Boom** The boom shall conform to building specifications and be supplied by the copyright holder. The boom shall not be altered in any way and shall be replaced only by the copyright holder.
 - **4.2.1▶** A black band of a minimum weight of 25 mm shall encircle the boom. the forward edge of the band shall not exceed 2591 mm from the aft surface of the mast when the boom is held perpendicular to the mast and on the centerline of the boat.
- **4.3▶ Bow Sprit** The distance from the intersection of the forward surface hull with the axis of the bow sprit to the forward surface of the bow sprit shall not exceed 1219 mm. The bow sprit shall be retracted so that it is at least even with the most forward part of the hull when the asymmetrical spinnaker is not flying.
- **4.4▶ Running Rigging Inventory**
 - **A▶** One spinnaker halyard which shall be of synthetic rope with a minimum diameter of 6 mm.
 - **B▶** One main halyard shall be 7X19 stainless steel wire with 3 mm minimum diameter between the halyard shackle and the locking device. The rope tail shall be of synthetic rope with a minimum diameter of 6 mm.
 - **C▶** One kicking strap (vang) shall be of synthetic rope with a minimum diameter of 4 mm. The power ratio shall not exceed 12:1.

- **F▶** One main sheet shall be of synthetic rope with a minimum diameter of 9 mm and a power ratio that shall not exceed 4:1.
- **G▶** Jib sheets shall be of synthetic rope with a minimum diameter of 8 mm and a minimum power ratio of 2:1.
- **H▶** Asymmetrical spinnaker sheets shall be of synthetic rope with a minimum diameter of 6 mm.
- **I▶** One jib furling line of synthetic rope with a minimum diameter of 3 mm.
- **J▶** One bow sprit line shall be of synthetic rope with a minimum diameter of 8 mm and shall have a power ratio of 2:1.
- **K▶** One asymmetrical spinnaker tack line shall be of synthetic rope with a minimum diameter of 8 mm.
- **L▶** One rudder downhaul line shall be of synthetic rope with a minimum diameter of 5 mm.



5.0 ▶ Sails General

- **5.1▶** Only one mainsail, one jib, and one asymmetrical spinnaker shall be on board while racing. Only one set of sails shall be measured in at Johnson 18 Class Association sanctioned regattas.
 - **5.1.2▶** The mainsail shall be constructed of woven polyester. The jib shall be constructed of a woven polyester or polyester substrate/polyester film laminate. The asymmetrical spinnaker shall be constructed of nylon; polyester is prohibited.

- **5.1.4**▶ Sail reinforcement shall be in accordance with current IYRU Sail Measurement Instructions.
- **5.1.5**▶ The Johnson "18" insignia (Diagram 1.0) shall be black in color and fall between the top two battens midway between the luff and leech and shall closely fill up a rectangle that is 610 mm long and 457 mm high. The upper insignia shall be on the starboard side. The word "JOHNSON" shall be placed on the starboard side of the sail, be black in color, parallel to the leech, and halfway between the lowest batten and the clew. These decals are available from the Johnson 18 Class Association, 4495 Lake Avenue South, White Bear Lake, MN 55110.
- **5.1.6**▶ The sail number of the yacht shall correspond to the hull number and shall be placed on the mainsail and on the asymmetrical spinnaker. The sail number shall not be less than 305 mm in height and have a space of at least 60 mm between them. The upper number shall be on the starboard side.
- **5.1.7**▶ The minimum cloth weight for the mainsail shall be 160 grams per square meter. The jib shall be 160 grams per square meter for woven material and 150 grams per square meter of substrate/film laminate. The asymmetric spinnaker shall be a minimum cloth weight of 40 grams per square meter.
- **5.1.8**▶ Unwoven transparent material for windows is permitted below the half height of the main, jib, and asymmetrical spinnaker. No window dimension shall exceed 1400 square mm. Ant edge of the any window shall not be less than 80 mm from the nearest edge of the sail.
- **5.2**▶ **Mainsail:** The headboard may be of any material not exceeding 153 mm in weight and length. Including the luff rope, the total weight of the head shall not exceed 191 mm.

points on the luff. The total weight measurements, include the luff rope, shall not exceed: 3/4 height = 1219 mm; 1/2 height = 1994 mm; 1/4 = 2438 mm. The leech shall not be hollowed to evade weight measurements.

- **5.2.3**▶ The mainsail shall not exceed rule 4.0.4 and rule 4.2.1 (E = 2591 mm and p = 6248 mm).
- **5.2.4**▶ The mainsail shall have four battens that divide the leech into five equal parts. The top two batten shall be full length. The bottom two battens shall not exceed 991 mm. The maximum weight for the battens shall be 50 mm.
- **5.2.5**▶ The mainsail shall be loose footed. There shall be a non-adjustable slug attached at the tack and at the clew. The foot round shall not exceed 102 mm. A cunningham cringle within 254 mm of the clew is permitted. A leech line is permitted.
- **5.3**▶ **Jib:** The jib shall be fitted with a 1X19 luff wire of not less than 3 mm. The bearing surface to bearing surface length shall be 5305 -0 +13 mm.
 - **5.3.1**▶ The leech length shall not exceed 4752 mm nor be less than 4676 mm.
 - **5.3.2**▶ The foot length shall not exceed 2207 mm nor be less than 2131 mm.
 - **5.3.3**▶ The luff length shall not exceed 5240 mm nor be less than 5164 mm.
 - **5.3.4**▶ The weight of the head of the jib shall not exceed 38 mm.
 - **5.3.5**▶ The leech shall not be convex.
 - **5.3.6**▶ Clew boards and battens are prohibited.

mm. This specification is to take precedence over any other specifications insofar as any conflict is concerned.

- **5.3.8**▶ Leech and foot lines are permitted.
- **5.3.9**▶ Jib cunningham shall not lead to the deck.
- **5.4**▶ **Asymmetrical Spinnaker:** Leech length shall not exceed 5370 nor be less than 5218 mm.
 - **5.4.1**▶ The luff length shall not exceed 6883 nor be less than 6655 mm.
 - **5.4.2**▶ The foot length shall not exceed 4674 nor be less than 4445 mm.
 - **5.4.3**▶ The midpoint of the foot is determined by folding the spinnaker vertically and superimposing the tack and clew matching the edges of the sailcloth. The distance from the midpoint of the foot to the head shall not exceed 6426 mm nor be less than 6325 mm
 - **5.4.4**▶ Total weight measurements for the asymmetrical spinnaker shall be taken at 3/4 height, 1/2 height. 1/4 height measuring points on the leech and the luff. The total weight measurements shall not exceed: 3/4 height = 3823 mm maximum, 2070 mm minimum; 1/2 height = 3823 mm maximum, 3696 mm minimum; 1/4 = 4585 mm maximum, 4253 mm minimum.



6.0 ▶ Crew

- **6.0**▶ A yacht shall be raced with two people.
 - **6.0.1**▶ No crew substitutions shall be allowed at a Johnson 18 Class Association sanctioned regatta without prior written notice to the race

7.0 ➤ Optional Equipment

- 7.0.0▶ One non-electronic compass may be used.
- 7.0.1▶ Shroud telltales and a masthead wind vane may be used.
- 7.0.2▶ A swiveling cam cleat may be installed under the mainsheet ratchet block.
- 7.0.3▶ Jib sheet cam cleat placement is optional.



8.0 ➤ Prohibitions

(The following are not permitted while racing)

- 8.1▶ Jib barberhauler or any means to change the location of the jib leads.
- 8.2▶ Adjusting the upper or lower shrouds while racing.
- 8.3▶ Hanging on the mast or shrouds to promote roll tacking or jibing.

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we don't have any of these:



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