



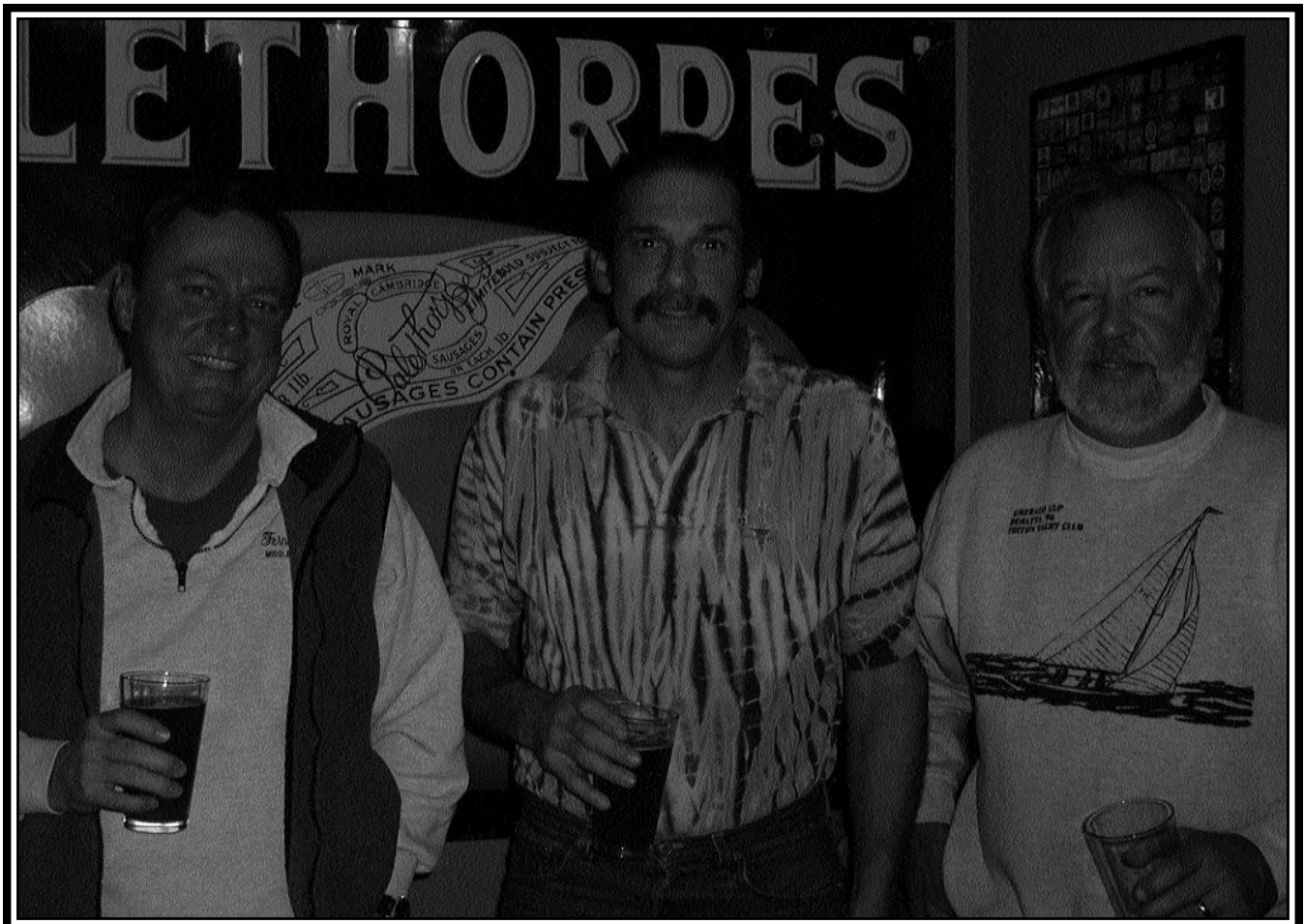
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Official Publication
Lido 14 International
Class Association

JANUARY 2001

TOASTING THE NEWEST LIDO 14 FLEET
FLEET 81 - FERN RIDGE (EUGENE, OR)



IT'S NOT THE BOAT?

by John Papadopoulos, President



Once upon a time, the Lido 14 was THE boat to race. Like most things, it was the people that mattered, not the boat. Of course, there were many individuals, like Dave Ullman, Pete Jefferson, and Dave Carroll, that were innovating ways to make the Lido 14 perform at its peak. There is no doubt that there were many late

night garage sessions shaping and fairing foils, testing different mast tunings, weight balance, etc. In other words, though the social and competitive bonds were really what mattered, so, too, did the physical issues of the boat.

During this peak period of interest, the Class membership was fairly evenly split between A and B sailors and, thus, there was ample opportunity for B sailors to learn how to make a Lido 14 go fast and stay together. As the years passed by, and the membership turned over, fewer and fewer new members succeeded as A sailors and that knowledge transfer occurred less and less.

Today, a majority of the Class members rank themselves as B sailors (check any large regatta and see for yourself). Since we don't have a large community of A sailors to entice, teach, or drag B sailors into the A fleet, I believe the Class Association needs to step in and help out.

One step that the Class can take is to educate members about the legal means for tuning and enhancing the Lido 14 for racing...precisely those things that were figured out long ago by the A fleet that have gradually stopped being common knowledge. And even more importantly, the Class needs to promote the discovery and communication of the changes needed to make 6000 series Lido 14's top performers, too.

In this issue, we take a few steps in that direction by including several topics that will help you get ahead or keep you there: keeping your mast from falling down and several racing modifications for the 6000 series. The people AND the boat matter!

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Photo credit: DoubleWave
Jamie DeWolfe and Adrienne Patterson working hard at the Junior Nationals

2000 CHAMPIONSHIP OF CHAMPIONS.....

Every year, US Sailing holds the Championship of Champions Regatta. The C of C's, as it is often called, is sailed in a new venue and a different boat each year. Only Class, US, or North American Champions are invited and even then, there are only 20 openings. The 2000 edition of this event was held this past October at Houston YC using the Vanguard 15.

Though current Lido 14 Class Champion Nick Scandone wasn't able to attend, there were three well recognized Lido 14 skippers present on behalf of other one-design classes. Chris Raab, four time Lido 14 Class Champion, was competing as the Laser Master Class Champion with crew Mike Sturman. George Szabo, 1996 and 1997 Lido 14 Class Champion, was sailing as the representative for the Snipe Class with crew Carol Newman Cronin. Jon Pinckney, the 1982 Lido 14 Jr. Class Champion, was also present with crew Gale Nye who were sailing as the Lehman 12 Class Champions. Top honors went to Paul Foerster and his wife Carrie. Paul had just returned from the Olympics in Sydney with a Silver medal in the Men's 470 competition. Chris Raab and Mike Sturman finished 3rd, Jon Pinckney and Gale Nye finished 4th, and George Szabo and Carol Newman Cronin finished 5th. Not bad!

Anyone aspiring to be Lido 14 Class Champion should keep the C of C's in mind, too!

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V V V

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FLEET 81 - FERN RIDGE (EUGENE, OR) FOUNDING MEMBERS
ALLAN STULTS, DON KROKUS, RON FISH (L-R)
AT THEIR FIRST OFFICIAL MEETING, HELD AT THE EAST 19TH STREET
CAFE ON DECEMBER 10, 2000.

MEMBERSHIP COMMITTEE REPORT

Fleet 81 - Fern Ridge has been granted a charter, effective December 2000.

The fleet name comes from their local sailing venue, Fern Ridge Reservoir. The founding members are Don Krokus, Allan Stults, and Ron Fish. There are additional prospects

You may remember Don from the 1999 Schock Regatta at SFYC. Don is active in the Wavelength 24 (a W.D. Schock sailboat) fleet and is sailing the Krokus family Lido 14 passed down from his father Don.

Allan has been active in the Thistle and more recently the Lido 14. He gets principal credit for getting the fleet off the ground. You may remember Allan from the 1999 and 2000 Class Championships where he sailed as an unattached member.

Ron Fish is a very active member of the large and successful Santana 20 fleet in Eugene. He is also the W.D. Schock Corp. dealer for the area.

As a new fleet, they are planning their calendar to include at least one event that is oriented to attracting Lido 14 sailors from their neighboring fleets in Portland and Ashland/Rogue Valley (both between 2 and 3 hours of driving). They are also looking forward to regular weeknight racing hosted by Eugene YC in the summer.

Fern Ridge is no stranger to the Lido 14. It was there, in 1967, that Harry Wood (dec.) won the 1967 Lido 14 Class Championships. The reservoir has lots of sailing room and a "sailing circle" and is the site of several notable events each year. In 2001, the Santana 20 fleet will be hosting the Santana 20 Class Championships there.

Anyone interested in joining Fleet 81 can reach Allan Stults via email at astults@lane.k12.or.us

FLEET 1 - NEWPORT HARBOR NEWS

By John Papadopoulos, Fleet 1 Secretary.....

Fleet 1 - Newport Harbor has been fairly quiet since the summer. Bob Yates and Pat Kincaid are still dialed in, having won the ABYC Turkey Day Regatta mid-November. Balboa Yacht Club's Sunkist Series is now half over (the series consists of two races on the first Saturday of Nov., Dec., Jan., and Feb.) and the team of Nick Scandone and Phil Freeman are dominating the event - so far. Throw-outs always keep the chances of an upset open until the last two races. There is no entry fee, and it's a great practice, so try to make the next installment.

John Papadopoulos and Stephanie Faillers hosted the Fleet 1 holiday party. This year, both the Lido 14 and Santana 20 fleets celebrated together and enjoyed some of John's videos of the Olympic Regatta on Sydney Harbor and the company of Charlie Ogletree, Olympic Tornado Sailor and local Santana 20 sailor.

The next big event in Fleet 1 is the W.D. Schock Memorial Regatta, March 3 and 4, which includes a clinic on Friday, March 2, by John Papadopoulos. This regatta is a grand event with lots of sailors and great food - we encourage everyone to attend. If you are coming from out-of-town and need a place to stay or a boat to charter, contact John Papadopoulos. Keep an eye out on the Lido 14 web page (www.lido14.org) for the Notice of Race and entry forms or contact Newport Harbor Yacht Club directly for details.

Balboa Yacht Club hosts the Harry Wood Memorial Regatta on March 25th. This is a short (1 day) regatta with lots of races. It sports A, B, and Grand Master (50+) classes. We believe it's the only Lido 14 regatta with a GM class. Last year we had a total of 20

boats, and we expect to do even better in 2001. We'll have great food and trophies and a very modest entry fee.

Keep up with the latest regatta results, fleet info, technical material, etc. by visiting the Lido 14 web page www.lido14.org

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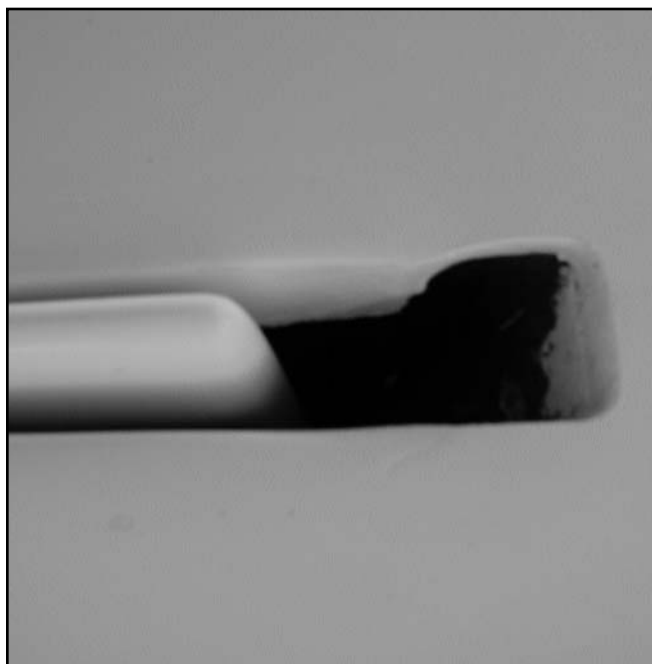
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2001 MASTER LIDO 14 CALENDAR

Visit www.lido14.org for updates.....

Date(s)	Event	Location	Host/Sponsor
February 17	Board Meeting - Evening	Alamitos Bay YC	Lido 14 Class Assn.
February 17 & 18	S C YA Midwinter Regatta	Alamitos Bay, CA	Alamitos Bay YC
March 2	Lido 14 Clinic	Newport Harbor YC	J. Papadopoulos
March 3 & 4	W .D. Schock Memorial Regatta	Newport Beach, CA	Newport Harbor YC
March 25	Harry Wood Memorial Regatta	Newport Beach, CA	Balboa YC
May 19 & 20	SOCKS Regatta	Shilshole Facility	Seattle YC
May 19 & 20	Pete Jefferson Invitational	Mission Bay, CA	Mission Bay YC
May 26 & 27	Memorial Day Regatta	Alamitos Bay, CA	Alamitos Bay YC
June 23 & 24	Lake Skinner Recreational Regatta	Lake Skinner, CA	W .D. Schock
June 30 & July 1	4th of July Regatta	Alamitos Bay, CA	Alamitos Bay YC
July 14 & 15	High Sierra Regatta	Huntington Lake, CA	Fresno YC
July 16, 17,18	Lido 14 Sr. Class Championships	Huntington Lake, CA	Fleet 1
July 28, 29	Howard Prairie Regatta	H. Prairie Lake, OR	Rogue YC
August TBD	Lido 14 Jr. Class Championships	Newport Beach, CA	Fleet 1
September 1 & 2	Labor Day Regatta	Alamitos Bay, CA	Alamitos Bay YC
September 8	Ullman B Regatta & Clinic	Newport Beach, CA	Balboa YC
October 5	Lido 14 Clinic	San Francisco YC	J. Papadopoulos
October 6 & 7	Schock Regatta	Richardson Bay, CA	San Francisco YC
October 6 & 7	Fall Invitational	Mission Bay, CA	Mission Bay YC



APPROVED CHANGE #21 - REMOVAL OF AFT C.B. SLOT LIP



A REPAIRED CLASSIC LIDO 14 BOW PLATE TANG

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6000 SERIES NOTEBOOK

by John Papadopoulos, Fleet 1.....

In early October, I retired Classic Lido 14 #5031 and stepped up to a brand new 6000 series Lido 14. The challenge was to bring the new Lido 14 up to top level racing condition in about 72 hours - the time available before the next big race. Here are the key modifications I made and why. Note that when I don't specify an Approved Change number for a modification, I presume the change is covered by Approved Change 8 and/or 58.

1. Cut out the aft end of the centerboard slot (Approved Change #21). This change significantly reduces drag.
2. Installed an aluminum sleeve stiffener in the boom (Approved Change #48). I chose to use Dave Carroll's construction (described in an earlier BowWave). This greatly improves the safety and strength of the boom in heavy winds.
3. Modified the gooseneck to include a preventer to keep the boom from sliding off the gooseneck - as might occur in a capsized.
4. Installed mast socks. These cover the halyards and mast step to reduce snagging of the jib sheets.
5. Installed wire pennant for the vang. This helps clean up the crew area, reduces the chances of snagging lines in the cockpit, and aids the use of a shock cord on the vang (see below).
6. Installed a jib tack extender at the bow plate. Virtually all Lido 14 jibs are designed to attach to the Classic Lido 14 bow plate via a small shackle. The 6000 series bow plate is much lower to the deck and, thus, an additional fitting is necessary to keep the jib tack at the proper height off the deck. Not doing this will significantly reduce the performance of the jib.
7. Installed a centerboard cap with viewing window (Approved Change #61). I chose to mimic the opening found on Classic Lido 14's. This also ties in with item number 10 below.
8. Installed padded hiking straps for the skipper to make hiking hard more comfortable. I chose to use Laser style padded straps that were tied back to the transom. The more comfortable you are when hiking hard, the longer and harder you can hike out. That means flatter and faster sailing.
9. Located the vang cleat aft of the mainsheet block. This required placing the mainsheet swivel base on top of a small platform so that the vang line could pass underneath. Moving the cleat aft gives the skipper better control of the vang (a critical downwind control).
10. Installed and calibrated a Classic Lido 14 centerboard. Note that this modification requires additional hardware (not specified here) and modification to existing hardware that requires access to metal working tools, including a welder. Anyone wishing to duplicate this modification should contact me for further details. This modification also required some innovation in the routing of the centerboard "uphaul." The benefits, if done properly, are greatly reduced efforts to raise the centerboard and a preservation of investment into a Classic Lido centerboard (for those making the upgrade like I did).
11. I converted the stock 6000 series mast butt system to match the Classic style mast butt system. This meant installing a Classic mast butt and supporting the mast on a mast bolt rather than letting the mast rest on the deck. This required some careful measurements

- to make sure that I didn't raise the mast head above the standard height. This change eliminates the deformation that occurs on the 6000 series mast base and, more importantly, restores the natural mast-rocking feature of the Classic Lido 14 that is so very important for downwind performance.
12. Installed an anti-chafe patch onto the mast behind the whisker pole eye strap (Approved Change 52). This simply preserves the mast from damage.
 13. Installed lightweight carbon mainsheet blocks on the boom. Reduced boom weight gives better light wind sail shape.
 14. Installed a plastic mainsheet bale (Approved Change 50) midway between the mainsheet blocks on the boom. This keeps the mainsheet from sagging and wrapping around your neck when you tack or gybe.
 15. Installed smaller diameter halyards. This reduces weight aloft
 16. Installed a Windex (without the wind angle vanes) on the mast. Taking the vanes off saves the trouble that invariably results when someone bangs their mast against your Windex while parked at the dock.
 17. Installed a shock cord onto the vang (Approved Change 28) between the wire pennant described earlier and the gooseneck. This pulls the vang out of the way when sailing upwind (when the vang should be slack) so that the crew has more working space under the boom.
 18. Installed plastic handles on the vang, outhaul, and centerboard "uphaul" lines. I used several inches of PVC tubing for each handle.
 19. Installed a racing flag chart. Be prepared.
 20. Installed "ditty" bags at the forward end of the crew hiking straps to keep spare parts, line, and tools. Once again be prepared.
 21. Set my centerboard gybe.
 22. Set my mast rakes (forward and aft).
- Here are some things on my "still to do" list:
1. Find a way to keep the jib sheets from tangling in the shroud adjusters. I plan to use plastic tubes over the adjusters but will consider other choices, such as canvas socks, too.
 2. Whisker pole holders on the boom.
 3. Move the skipper hiking straps further forward so the apex of each strap is further forward, too. Currently, the apex is too far aft. This is tricky because of the Class limits where 6000 series straps may be attached so as not to void the buoyancy of the hull (Approved Change #20).
 4. Find a legal way to keep the mainsheet from snagging the rudder head or the transom corners, without violating Class rules.
 5. Put a mesh netting across the cubby hold to keep things inside the boat in the event of a capsize.
 6. Install some form of mast hinge "safety" to keep the mast from falling out of the mast hinge during a dis-masting or capsize.
 7. Find a safe and legal way to rig a bow line that keeps out of the way when sailing - yet doesn't void the buoyancy of the boat.

THE TRUTH ABOUT FLEET 59

Anonymous.....

The Fleet 59 Road Warriors are alive and well. With insects in their teeth and hair picks in their pockets, they continue to traverse the countryside in search of regattas, large and small, in order to unleash their boxes of wine and sing-a-longs on unsuspecting regatta goers.

“Duh” to intelligent questions, as well as the ability to yell “Protest” that can be heard two blocks inland from the course. (Our local Daysailor fleet has described the situation like this: “When the race is over, the Daysailors go home and work on their boats. The Lido sailors go home and study the rule book.”)

We have even picked up a couple more members who met our stringent qualifications: Low SAT scores and the ability to respond

Fleet 59: Coming soon to a Regatta near you!

RUDDER MEASURING TEMPLATE

Measuring the rudder angle, as many of you have undoubtedly experienced, is difficult to perform by oneself. Furthermore, there are some subtle ambiguities about the measurement technique that can easily be misinterpreted. As was mentioned in the October 2000 issue of the BowWave, making a triangle template resolves both these issues.

Recognizing the benefits of such a template, Chief Measurer Joe D Amico developed and arranged for fabrication of an excellently crafted wood template that should serve its purpose well for many years. In early 2000, Joe s prototype template was presented to the Class Association for consideration as a standard piece of equipment. The Class recognized the benefit of the template; however, it felt it was neither able to mandate the use of the template nor fund building one for each fleet. Subsequently, President Papadopoulos privately funded Joe D Amico to build several templates. These are now in stock and available on a first-come, first-serve, basis at his cost of \$30 (plus shipping). The photograph shows one of these templates in use. If you or your fleet is interested in purchasing one of these templates, please contact John Papadopoulos or Joe D Amico (see inside cover of the BowWave for contact information).



STEPHANIE DEMONSTRATING THE RUDDER ANGLE TEMPLATE

KEEP YOUR MAST UP

(When you want it to be up) by Dave Carroll

Geez, cried poor Larry, my mast fell over again. I tried everything I could think of but my shrouds and forestay keep breaking.... what am I doing wrong?

Poor Larry Lido had been beset by a series of maladies that resulted in his boat being dismasted in several regattas. He was frustrated, perplexed, and tired of the hassle. Was it just bad luck or possibly some mysterious oversight? Here's a recount of Larry's progress (or lack of it).

Larry bought a new boat and things went fine for a few months. He sailed regularly at the club and began to have some success in the "B" fleet. Wanting to do better by taking on a greater variety of venues and competition, he began traveling to nearby regattas. His skills increased, but just as he thought he had the "B" fleet in the bag, his mast fell over in race #4. DNF and out of the running.

Larry's friends gathered around and looked at problem. The right shroud had parted at the end of the swage at the mast. It was concluded that the shroud should be able to swivel at this connection but couldn't because it was bolted directly to the mast with a single bolt through the end of the aircraft eye swage. The mast swings back and forth but the shroud was fixed in position, fatiguing the wire. Larry could understand this and went to Ray the Rigger with his dilemma. "I want some of those ball swivel things at the top end of the shroud so there can be some motion there; and while you're at it, make the shroud the next size bigger so it won't break again." Ray complied, and Larry returned to the racecourse with renewed vigor and hope.

Three months later, Larry had his headstay shred at the mast connection. This time the mast didn't fall over, but the jib halyard was stretched too tight and his jib lost all of its power upwind. Another loser at the critical time - bad luck again. Larry looked at the headstay and concluded it was just normal wear and tear. He did notice that the eye was fastened to the mast with a single screw and that the screw was sort of loose in the mast hole. This caused him to look at a few of the other boats and he noticed that on the older ones, there was a stainless steel strap on the outside of the eye. "This will help keep the screw from pulling out of the mast." thought Larry. "Since the older boats had this strap, surely I can put one on my boat as well and maybe prevent a failure." Good thinking Larry, but it still doesn't do anything about the strands breaking.

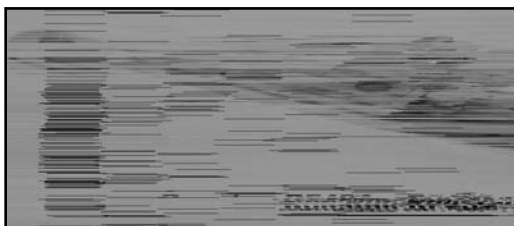
Now, four months later, Larry went to the Nationals, trailing some 1200 miles up into the mountains. On the way back to the dock after the fourth race, his mast fell over again. This time the failure was on the left side at the shroud ball joint. All of the strands were broken right at the end of the swage. S---t! I thought I had this fixed with the swivel and big wire. What went wrong?

Chances are good, Larry, you are the victim of metal fatigue. Remember how long you sailed at the club and had no problems? Then as soon as you hit the road things started breaking...what changed?

Well, while you were busy looking for radar traps and listening to your radio, your boat was wearing out on the trailer. Those little bitty 10" wheels with the tires pumped up to

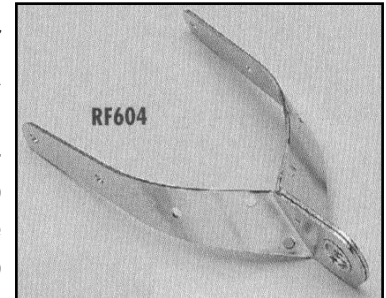
55 PSI were busy shaking your boat apart on the trailer. With the old boats, one usually would arrive at a regatta with about half of the nuts shaken out of the jib tracks. Lock nuts would solve this problem, but the message was a bit more subtle... a whole lot of shakin' was going on. Larger wheels will help, but the real problem is that the shrouds and headstay are getting thousands of cycles of vibration while you are on the road. A few precautions and a little tape will help immeasurably.

1. Tie or tape the rigging wires (forestay and shrouds) to the mast near their swaged ends to keep the bending loads away from the swage.
2. Make sure the shroud vinyl jacketing is cut away at least 1½" from the swage so that inspection for broken strands is easily accomplished, and inspect the swage points before you raise the mast.
3. Carry spare shrouds and change out the old shrouds when in doubt. Rust at the swage is a sign of impending failure.
4. If you hear a loud sound when sailing, beware - you may have broken a strand in a shroud...investigate at the first opportunity!
5. Consider using a Ronstan RF43A fitting to attach the shrouds to the mast. It allows a much greater swing than a ball and socket fitting, and the aircraft eye fitting is stronger (less



damaging to the wire) than the ball. Besides this, it uses two bolts through the mast (safety in numbers) rather than one.

6. Consider using a Ronstan RF604 fitting to attach the forestay to the mast to



provide better compliance for the connection (think about what happens to the forestay when the boat is on the run in waves). It is also a stronger attachment because it uses more fasteners. Ask the Chief Measurer for permission when in doubt.

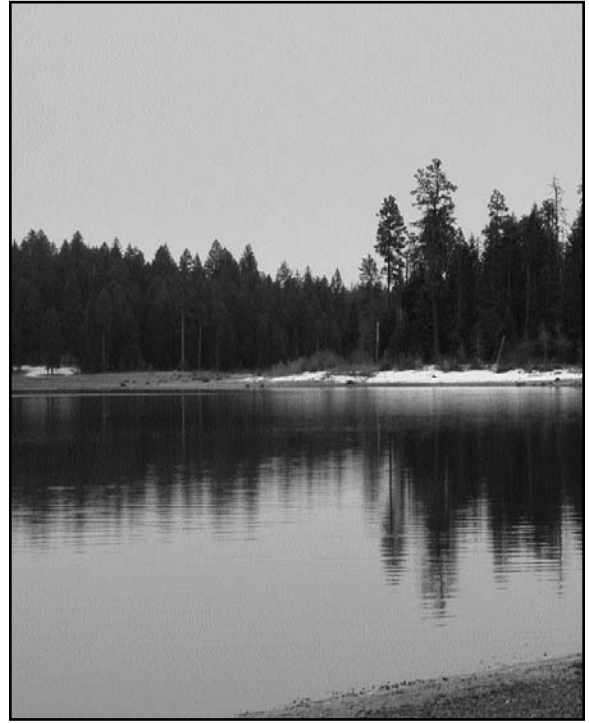
7. Use only clevis pins, not threaded bolts, for attaching the shrouds to the Classic Lido 14 chainplates.
8. Inspect and replace bent mast bolts. Heavy air sailing bends them.
9. Avoid kinking or bending the rigging wires.
10. Consider adding a mast preventer (see Lido 14 Class Roster/Handbook for drawing).

With these 10 easy precautions, your mast should stay on top of the boat when you want it to.

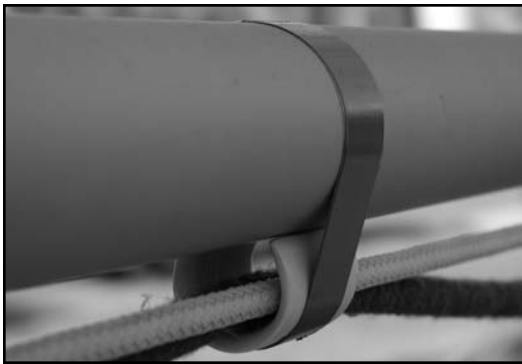
THE PICTURE GALLERY.....



INNOVATIVE FLEET MARKETING



HOWARD PRAIRIE LAKE IN DECEMBER



APPROVED CHANGE #50 - MAIN SHEET BALE



APPROVED CHANGE #53 - WHISKER POLE HOOK



APPROVED CHANGE #30 - INSPECTION PORT



APPROVED CHANGE #29 - BOW LINE HOLE

SANTA MARGARITA LAKE REGATTA

by Kit Lockwood, Morro Bay Fleet

The Santa Margarita Lake Regatta turned out to be fantastic... "Lake sailing at its finest." Thanks to Lex and his race committee of Paul Scherninger, Doug Gould, Ron Giddings, and Chris Livingston. Thanks to the Hendricks for the crash boat. Thanks to all the people who pitched in and made the potluck, barbecue, and campfire great fun. There were 10 Lido's on the line, which made for exciting fleet racing. It was good to have new Fleet members John and Christy Duthie sailing with us, and their little boy Cameron sailed in a race or two. Many positions changed places during the races, making it fun for all. Peter and Anita broke out their "new" Lido, and they made it go FAST. It turned out to be an old friend of our Fleet, owned by Fran Wysocki at one time. It was often light air sailing, and those who have been working on those skills in their little El Toros on Tuesday nights, made the boats go well in those puny puffs. Fortunately, for some of us, it wasn't always light. If you were lucky enough to find a hole, like the Ryghs did in one race, you were not too pleased. Margarita is always a challenge! In the end, it came out to be Jenkins1st, Lockwood 2nd, Rothenbuecher 3rd, and Salas 4th.

Only three from our Fleet got to enjoy the two full days of perfect wind conditions and great racing at the Schock Invitational hosted by San Francisco Yacht Club. Jack Vowell, with crew Daniella, sailed from our Fleet, along with the Jenkins and Lockwoods. We were all happy to have Joan Vowell with us again...she gets the toughest sport award. Tom and Bette did us proud, with a 1st place. The Lockwoods managed to get in a 1st and a 2nd, but had too many 3rd places to do any better than 3rd place overall. The towing around Belvedere Point, though exciting, was much improved over last 1999. Tom and Bette Jenkins finished 1st overall, John Papadopoulos and Derek Roess finished 2nd, Don and Kit Lockwood 3rd.

The Rothenbuechers and Vowells went to West Lake; and I see from the web page that Peter and Anita took 1st in Arbitrary Class. I'm thinking that Jack should be getting a "Road Warrior" reward. Fall II, III, and our Fleet Championship all rolled into two days of racing this weekend.

Tom Jenkins, with crew Lorraine Budge (Bette could not sail due to a broken wrist), won the Fleet Championships and the Fall Series. The Lockwoods beat the Ryghs out with a tie-breaker for 2nd, leaving the Ryghs with 3rd. The third race was a little different. The Salas' took a 1st, with Kenton Hendricks in 2nd. Jenkins and Lockwood got passed by most of the fleet on the outside while they sat on the inside watching and waiting for that offshore wind. The sailing was pretty exciting on Saturday and somewhat terrifying on Sunday. At the Fleet Meeting on Sunday morning, we elected officers. Tom Jenkins is our new Fleet Captain. Everything else stayed the same. We have a new member Terry Hensley, from Lockwood,CA!

Smooth Sailing
Kit Lockwood

LIDO 14 INTERNATIONAL CLASS ASSOCIATION
P.O. BOX 1252
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