



LIDO 14 INTERNATIONAL CLASS ASSOCIATION

Post Office Box 1252

Newport Beach, California 92663

**NOTICE OF MEETING
FOR THE
2002 LIDO 14 INTERNATIONAL CLASS ASSOCIATION ANNUAL MEETING**

**WEDNESDAY 8:00 P.M, AUGUST 14, 2002
SEQUIM BAY YACHT CLUB
SEQUIM BAY, WASHINGTON**

All Association members in good standing for the 2001-2002 membership year¹ are invited to attend the Lido 14 Class Association Annual Meeting that is being held in conjunction with the 2002 Class Championship Regatta. Business will be conducted in accordance with Article VIII of the Association Bylaws.

Fleet captains and secretaries should forward this material to fleet members so that they may instruct the selected fleet delegate on voting. Fleets should act promptly in this matter to ensure fair representation of their members at the Annual Meeting. This notice has been posted on the Lido 14 Class Website (www.lido14.org) to assist in its distribution to the general membership.

The Annual Meeting is being held in conjunction with a dinner meal. Please consult the Notice of Race for the Class Championship Regatta for details.

The agenda for the meeting is as follows:

1. Call to Order
2. Roll Call of Fleets and Unattached Members
 - 2.1. Note: A quorum is established if 50% of the fleets in good standing are represented
3. Minutes of Last Annual Meeting
4. Report of Executive Officers
 - 4.1. President Papadopoulos
 - 4.2. Vice President Osborne
 - 4.2.1. Report on 2003 Class Championship Regatta bids
 - 4.3. Treasurer Stevens
 - 4.4. Measurer Carroll
 - 4.5. Secretary Kurt Wiese
 - 4.6. Past President Roger Patterson
5. Report of Charters Granted and Revoked
6. Unfinished Business
7. New Business
 - 7.1. Proposed Bylaw Amendments (See Appendix A)
8. Election of Officers
 - 8.1. See Appendix B - Governing Board's Proposed Slate of Officers & Directors
 - 8.2. Additional nominations will be taken from the floor
9. Adjournment

Respectfully,
John Papadopoulos, President

¹ The 2001-2002 Membership Year ends at the close of the 2002 Class Championship Regatta, August 15, 2002
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Appendix A – Proposed Bylaw Amendments

Amendment Proposal #1

The following proposal was initiated from the floor of the 2001 Annual Meeting.

It is proposed that the Association adopt a new bylaw that reads as follows:

"There will be a separation of starts between the Gold and Silver Flights when there are thirty registered boats or more."

Governing Board comments: The Governing Board recommends a vote against this proposal. Introduction of specific rules and procedures for Class Championship regattas, especially those including absolute or "hard" numbers, is considered to be onerous to the conduct of a regatta and outside the intended scope of the Bylaws.

Amendment Proposal #2

The following proposal was initiated from the floor of the 2001 Annual Meeting.

It is proposed that Article XV.5, which currently reads "The rudder, while under sail, shall be in a standard down position." be deleted from the Bylaws.

Amendment Proposal #3

The following proposal is initiated and recommended by the Governing Board.

It is proposed to eliminate the option to install self-bailing equipment.

More specifically, Article XIII.9, Approved Changes #3, and #46 be revised as follows:

XIII.9. "Self bailing equipment is **no longer** allowed as optional equipment. **Self bailing equipment installations that meet all of the following conditions are allowed:**

(a) Installations must comply with the 2001-2002 class rules concerning self bailing equipment (refer to Article XIII.9, Approved Change #3 and #46)

(b) Installations must be documented on the boat's Certificate of Measurement and Registration

AC.3 "Pumping or bailing equipment is acceptable provided no hole is made in the hull to accommodate such equipment. ~~except that self bailing equipment is allowed as optional equipment within the limits set forth in Allowed Change No. 46.~~"

AC 46. **"RESCINDED. (Concerning optional self-bailing equipment.)"**

Summary: We know from past history that there have been only a few bailers installed in classic Lidos. Their use has been limited by the fact that the Lido is not primarily a planing boat and does not have sufficient speed under most sailing conditions for the bailer to be effective. Additionally, an open bailer is a significant hazard to the crew of a capsized boat due to its proximity to the centerboard.



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The introduction of the “new” Lido with its double bottom presents a considerable challenge to the owner to install bailers as described because there are no “knee braces” from which to measure the required location and additionally there is risk of introducing a leak in the internal flotation cavity which cannot be detected by the crew in normal sailing conditions. It is concluded that in order to promote level class racing we eliminate future installation of bailers and simply allow past installations be documented and “grandfathered” as provided in by laws which are already in place. Specifically, Article XI, Paragraph 2, and Article XII, paragraph 1 (a) provide for this exception.

Amendment Proposal #4

The following proposal is initiated and recommended by the Governing Board.

It is proposed that the Class Association year be changed to a January to December format.

Summary: The Association currently operates with a calendar year based upon the timing of the Class Championship Regatta. This presents difficulties for fleets and the Association because of the energies required to collect dues during the peak of the sailing season. The current format also regularly creates confusion regarding eligibility for the Class Championship Regatta owing to the changing of membership years at that event. This proposal is intended to eliminate these problems. If passed, this proposal would take effect immediately with the details of the transition to be determined by the 2002-2003 Governing Board. This bylaw will not alter the Association’s mandated (by the State of California) fiscal year of May 1st to April 30th.

Amendment Proposal #5

The following proposal is initiated and recommended by the Governing Board.

It is proposed that Article X be revised to include a new section (X.5) that would read as follows:

X.5 “The board may authorize the proration of dues to periods less than one year.”

Summary: This amendment supports Amendment Proposal #4. Current bylaws only allow assessment of membership dues in one (1) year increments, thereby making the conversion to the proposed January-December year difficult.

Amendment Proposal # 6

The following proposal is initiated and recommended by the Governing Board.

It is proposed that Article XV.11 shall be revised as follows:

“Once a skipper has been assigned to the “A” Flight, he or she shall no longer be eligible to compete as a member of the “B” Flight in a Major Regatta until after ~~the completion of the Class Championship Regatta for the year following that of such assignment~~ **13 months have elapsed**. Thus, if a skipper is assigned to the “A” Flight as a result of participation in the Class Championship Regatta, and assuming that such an assignment is not thereafter reconfirmed, he or she will be qualified to sail in “B” Flight competition after the completion of the next Class Championship Regatta.”



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Summary: As is currently written, it is not sufficiently clear when assignment into the “A” Flight ends. The original intent of this rule was to require participation in the “A” Flight for a period slightly greater than twelve (12) months to ensure that the same “B” Flight sailor wouldn’t repeatedly win the same major regatta. The revision removes the ambiguity of the existing language.

Amendment Proposal #7

The following proposal is initiated and recommended by the Governing Board.

It is proposed that Article XIII.5(a) be revised to strike the second sentence regarding W.D. Schock Corporation supplying measurement jigs. The bylaw would read as follows:

XIII.5(a) All centerboards and rudders must be measured and must meet the specifications below, whatever their finish. ~~A measuring jig manufactured by W.D. Schock Corporation will be provided to each fleet measurer by the Chief Measurer for ease and speed of measuring.~~

Summary: The Governing Board wishes to eliminate W.D. Schock Corp.’s responsibility for providing measurement jigs. For many years, the Association has provided its own measuring jigs to measurers. This revision brings the Bylaws into compliance with current practice.

Amendment Proposal #8

The following proposal is initiated and recommended by the Governing Board.

Article XIV.20 shall be revised to read “that the leech of the mainsail shall be inside a straight line between outside edge of the headboard and the Quarter-Point Girth measurement point”.

Summary: This article intends to correct a flawed description of the leech of the mainsail. There is no change in measurement or construction of the sail as a result of this amendment.

Amendment Proposal #9

The following proposal is initiated and recommended by the Governing Board.

It is proposed that all references to ‘International’ and ‘Section’ be stricken from all future Association documents.

Summary: The Association does not meet the minimal standards of ISAF to call itself an International class. Removing all references to International will bring the Association into compliance with international rules and will reflect the fact that the Lido 14 Class is a national level class. Similarly, the concept of Section should be removed.



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Appendix B – Governing Board’s Proposed Slate of Officers & Directors

The Governing Board nominates the following individuals for appointment to the executive and director positions of the Lido 14 International Class Association Governing Board. Each of the following individuals has consented to their nomination.

President	**
Vice President	To Be Announced
Treasurer	Jeanne Smith (Fleet 6)
Measurer	Dave Carroll (Fleet 7)
Secretary	To Be Announced
Director	Derek Paulin (Fleet 6)
Director	Eric Kownacki (Fleet 7)
Director	Tom Jenkins (Fleet 59)
Past President	John Papadopoulos (Fleet 1)

** Immediately prior to publication of this notice, the nominee for the office of President withdrew acceptance of the Board’s nomination. The Board will make every effort to find a substitute nomination for a qualified member of the Association in time for the election at the Annual Meeting.

Fleets are encouraged to nominate class members to all Governing Board positions that, in their opinion, have an appropriate level of Class experience, commitment of time and skill to necessary to carry out the duties of the office they seek.

In the absence of a nomination for President (from either the Governing Board or from delegates at the Annual Meeting), President Papadopoulos has indicated that he will accept a nomination to serve as Class President for an additional term.