

This guide is organized as an outline for the steps we recommend you follow when setting up your Lido 14. If you have further questions, please don't hesitate to contact us.

1. Equipment Checklist
 - a. PFD/Lifejackets – 1 per person
 - b. Paddle – floating.
 - c. Bow Line
 - d. Knife – stainless steel.
 - e. Electrical Tape
 - f. Repair Kit (nuts, bolts, clevis pins, ring-dings, shackles)
 - g. Small line
 - h. Bailer with a string
2. Install/check the drain plugs
 - a. There are three drain plugs, all located on the transom (back end) of the boat. Two are twist locking plugs, one port and one starboard, that drain inner buoyancy space between the hull and cockpit/deck. The third is a rubber plug that fits through a fitting near the center of the transom. This drains the interior of the cockpit.
 - b. With the bow tipping upward, remove the plugs and let all water drain out.
 - c. Replace the plugs. The center plug should be installed from inside the boat
3. Secure the centerboard in upright position
 - a. Pull the centerboard up-haul line until the centerboard is securely rotated fully into the up position. If a portion of the centerboard hangs from the trunk, it is OK but be careful when ramp launching the boat as the board may hit the trailer or the bunks on the trailer. This may damage the board and will certainly complicate the launching.
 - b. It may be necessary to release the centerboard shock cord to pull the centerboard all the way up.
4. Check the mast
 - a. Inspect for damage. Any dents, scrapes, and bends should be noted.
 - b. Inspect and clean the sail track. A wide range of cleaners may be used. If detergents don't work, try acetone. Wedge a corner of a rag into the sail track and run the rag up and down the entire length of the track. Repeat until the track is clean. If necessary, soak the rag with acetone or some other cleaning agent.
 - c. The cleaner the track, the cleaner the sail will remain and the easier it will be to hoist the main sail.
 - d. If the track has been cleaned and raising the main sail is still difficult, spray the track with a lubricant. Sailkote by McLube is an excellent choice. Don't use oils, machining lubricants (e.g. WD40) or waxes on the sail track. These will only lead to further accumulation of dirt.
 - e. Inspect the forestay and shroud attachments to the mast. Look for signs of corrosion, missing bolts, nuts, or rivets, etc. If any need attention, now's the time to take care of it, not after you've stepped (raised) the mast.
5. Inspect the forestay and shroud fittings
 - a. Twist the steel strands open at each end to see if there is excessive corrosion and/or any broken strands.
6. Inspect the forestay adjuster
 - a. Make sure the clevis pins and their ring-dings are completely installed.
 - b. Tape ring-dings so they can't fall off when sailing.
7. Inspect the shroud adjusters
 - a. Untwist the shrouds
 - b. Face the shroud adjusters so the open end faces aft
 - c. Attach the shroud adjusters to the "D" rings on the deck.
 - d. Make sure the clevis pins and their ring-dings are completely installed.
 - e. Tape ring-dings so they can't fall off when sailing.
8. Check the diamond stays
 - a. Inspect the points where the diamond stays attaché to the mast
 - b. Tape the stays to the spreaders so that the stays don't accidentally pop off the spreaders
9. Install the jib halyard
 - a. Thread the jib halyard through the fitting on the front of the mast such that the working end (the end you pull to raise the jib) comes down through the fitting towards the deck of the boat.
 - b. Temporarily clip the shackle to the whisker pole fitting on the mast.

- c. Cleat the working end of the jib halyard to the starboard (left) cleat near the base of the mast
10. Install the main halyard
 - a. Thread the main halyard through the mast head fitting such that the working end (the end you pull to raise the mainsail) is hanging out the front end of the mast fitting.
 - b. Cleat the shackle to some place convenient near the base of the mast. Clipping to the jib halyard shackle works well.
11. Raising (stepping) the mast
 - a. Remove the trailering support from the mast hinge on the deck
 - b. Slide the mast butt (the bottom end) into the hinge so the mast bolt at the base of the mast slides into the slot of the hinge.
 - c. If your mast bolt is equipped with washers, ensure that the washers go to the outside of the mast hinge.
 - d. If your mast bolt is equipped with a Nylock nut, tighten the nut so that the majority of the play is removed. The mast should be able to slide along the slot in the hinge.
 - e. Check that the shrouds are attached and clear of all hardware and lines within the cockpit. Pay special attention to them snagging on the mainsheet and jib sheet cleats.
 - f. Get into the cockpit and raise the mast up
 - g. As you raise the mast, your crew should grab the forestay, make sure it is clear of the person in the boat and any other parts of the rigging and walk it toward the bow while helping out the raising process by pulling on it.
 - h. The person in the boat should ensure that the mast bolt has slid properly into the bottom end of the slot.
 - i. Once the mast is raised, the crew is to attach the forestay to the bow by installing it to the forestay adjuster with a clevis pin. Double check this work and NEVER REPLACE CLEVIS PINS WITH "FAST PINS" OR ANY OTHER "QUICK RELEASE" PINS. The only thing fast or quick is the rate at which they stop working properly.
12. Attaching the boom
 - a. Slide the boom onto the gooseneck
 - b. Attach the vang to the swivel shackle in the cubby hole (if it isn't already attached). Make sure that the pins of the shackle are firmly in place.
 - c. Un-cleat the vang. It should remain off until such time when you are sailing that you need it. Leaving it on, especially at the dock, is dangerous.
13. Put your gear and sails into the boat
14. Launch the boat into the water
15. Lower the centerboard
 - a. Un-cleat the centerboard up-haul line (the one that disappears into the centerboard trunk)
 - b. Pull the shock cord taught and loop it around the aft end of the centerboard trunk. There should be enough tension in the shock cord such that you can, with a decent effort, retract the centerboard up into the trunk. If the shock cord comes undone or slips, the centerboard will probably float up into the trunk. Take care to route all lines around the shock cord to avoid causing it to slip.
16. Installing Rudder and tiller
 - a. Slide rudder pintles into the two gudgeons on the transom
 - b. Slide the tiller underneath the traveler line and into the aluminum rudder head fitting
 - c. Align the tiller with the head fitting so that the small holes line up
 - d. Insert the safety pin (on a lanyard) into the holes
 - e. Make sure the rudder is in the full down position. If a rudder pintle tang is installed, it will keep the rudder from accidentally popping up.
17. Raising the Jib
 - a. Unclip the jib halyard from the mast.
 - b. Inspect the path that the halyard takes and make sure it is clear of any obstructions and not accidentally routed around the mast, etc.
 - c. Clip the jib halyard onto the head grommet of the jib sail.
 - d. Hank on the jib
 - e. Attach the jib tack to the swivel shackle at the bow of the boat. Be careful to not loose the swivel shackle pins.
 - f. Hoist the jib until it is taught
 - g. Cleat the halyard to the port (loft) side cleat at the base of the mast
 - h. Lead your jib sheets to and through their fairlead and cleats

- i. Put a stopper knot in each sheet to keep it from slipping through the fairleads.
18. Raising the Main
- a. Inspect the halyard to see that is free and clear of obstructions
 - b. Clip the main halyard to the grommet in the head of the main sail
 - c. Unfurl/fold the main sail and install the battens if they are not already installed.
 - d. Slide the sail into the sail track and hoist it 100% to the top.
 - e. Cleat the main halyard onto the starboard side cleat at the base of the mast
 - f. Pass the downhaul line (connected to the base of the mast) through the main sail tack grommet and back down to the cleat on the mast. Tighten so the line is just past being slack
 - g. Make sure the main sheet and vang lines are uncleated.
 - h. Attach the outhaul to the clew of the main sail.
19. Shove off
20. Once away from the dock, pull in you bow line (presuming you had one attached to hold the boat to the dock), clean up your lines, trim your sails and go.
21. Strive to keep a well balanced boat (side to side and fore/aft) and be prepared to shift your weight accordingly as the wind speed picks up/dies down. Until you have reached an advanced skill level in your Lido 14, make sure your centerboard remains fully down at all times.
22. Using your whisker pole.
- a. When the wind is approaching from directly astern to slightly forward of abeam, you can successfully set and trim your jib whisker pole. To set the pole, rein in the jib sheets and insert tip of one end of the pole into the small "pocket" sewn into the jib sheets near the jib clew. The pole is not intended to hook into the clew grommet nor is it intended to hook into the space between the jib sail and the sheets. If you don't have such a pocket sewn, contact your sail maker.
 - b. With a firm grip on the pole, pass the pole tip towards the bow, making sure you have a slight down pressure on the tip to keep the tip of the pole from dislodging from the jib sheet.
 - c. Slide the opposite end of the pole into the eyestraps on the front of the mast.
 - d. Trim the weather sheet until the jib fills nicely.
 - e. Leave the leeward sheet uncleated.
 - f. When gibing, first swing the boom across (i.e. gybe the boom) then gybe the whisker pole. The reason is for crew safety. If the crew is standing up working with the whisker pole and the boat accidentally gybes, the boom will hit the crew.
 - g. To gybe the pole, lift the inboard end of the pole (the end that is connected to the eyestraps fitting on the mast), while keeping downward pressure on the outboard end of the pole (again, to keep the pin in the jib sheet pocket), pull the pole aft between the mast and shroud, sweep the outboard end through the fore-triangle (the triangle made by the mast, deck, and forestay), push pole out to the new side and slip the inboard end back into the eyestraps. Take care not to poke the skipper too much when pulling the pole into the cockpit!
 - h. To douse the pole, you might find it possible to whip the outboard end of the pole so that the tip pops out of the jib sheet pocket. If this doesn't happen easily and gracefully, pull the pole most of the way into the boat and manually pop the pin out of the pocket. Put the pole into the boat and trim the jib sheets.
23. In the event of a capsized
- a. First, don't leave the safety of the boat.
 - b. Second, make sure you have your life jackets firmly adorned.
 - c. If there is no immediate danger, you should do the following:
 - i. Uncleat the jib sheets (if possible)
 - ii. Uncleat the main sheets (if possible)
 - iii. Release the vang (if possible)
 - iv. Make sure the centerboard is fully down (i.e. out of the trunk)
 - v. Spin the boat so the bow is pointing into the wind
 - vi. If the water is shallow, the mast may stick into the mud, greatly complicating righting the boat. If possible, prevent the boat from going upside down (i.e. turtling) by swimming out toward the top of the mast and supporting it so that it stays near the surface of the water.
 - vii. If the boat is completely upside down, you will have to climb onto the bottom of the boat and use the centerboard as leverage to get the boat to rotate into the normal position. This often takes two people however if you can grab a gib sheet, often this can be done with one person. Stand at the base (near the hull) of the centerboard and grasp the gunwale when the boat starts to rotate

(due to your weight on the centerboard). Scamper into the boat as it finally comes upright. Usually only one person is going to get into the boat doing this. Plan on helping the other(s) into the boat one at a time. Make sure the jib and main sheets are uncleated before helping anyone as the boat might sail away or re-capsize if they are cleated.

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About DoubleWave and John Papadopoulos

DoubleWave, the leading independent supplier of parts and service in the Lido 14 community, is owned and operated by John Papadopoulos.

DoubleWave is an authorized dealer for W.D. Schock Corp., the builder of the Lido 14 but extends service and parts well beyond those of a traditional boat dealer. In many cases, DoubleWave innovates solutions to problems in both the classic and 6000 series boats and has, in several cases, become a preferred supplier of parts and technology to W.D. Schock Corporation.

Outside of DoubleWave, John is very active in many dimensions of the sport of sailboat racing – from organizing local racing to serving as an International Measurer at world championships to writing on various topics of one-design sailing.

To learn more about DoubleWave, please visit www.doublewave.com