



LIDO 14 CLASS ASSOCIATION

(A California Non-Profit Association)

ASSOCIATION BY-LAWS

as amended Sept. 2004

Web Edition

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and on the World Wide Web
www.lido14.org

ARTICLE I - OBJECT

The object of the Lido 14 Class Association (herein "Association"). shall be to promote Lido 14 Class racing under uniform rules and regulations and to maintain, rigidly and without deviation, the one-design features of the Lido 14 Class sloop.

ARTICLE II - POLICY

The policy of the Association shall be:

1. To cooperate with other yachting organizations and, in return, to insist on strict observance and compliance with the rules of the Association.
2. To keep the cost of acquisition and upkeep of Lido 14 Class sloops within modest limits without sacrificing high standards of performance and seaworthiness.
3. To promote and maintain a one-design class of Lido 14 Class sloops in which racing shall be to determine the skill of skipper and crew under uniform rules and specifications.

ARTICLE III - JURISDICTION

1. The Association has jurisdiction over all Lido 14 Class activities. Its By-Laws and rules govern all Lido 14 Class races regardless of by whom they are held, and are binding upon all members and fleets.
2. Permission must be obtained from the Association prior to eliminating or deviating from any requirement of these By-Laws in racing a Lido 14 Class sloop.
3. All events involving racing within the territorial waters of a fleet shall be sanctioned by that fleet through its elected officers.
4. All disputes between fleets, or a fleet and other yachting organizations, regarding the interpretation of this document shall be resolved by the Governing Board of the Association, and its decision shall be final.
5. The Association shall not be liable for any debts contracted by its officers, fleet officers, or members other than expenditures as authorized by the budget or upon written order of the President and Treasurer.
6. The Association reserves the right to declare ineligible any yacht which does not conform to the spirit as well as the letter of these rules, and the specifications and drawings of the Lido 14.

ARTICLE IV - FLEETS

1. The fleet is a territorial unit open to all eligible persons within its area. It elects its own officers, which must include a fleet secretary. The fleet is self-governing in all local matters not conflicting with the Association By-Laws and rules and has the authority to accept or reject applications for fleet membership.
2. The fleet may be divided into Senior and Junior Divisions. Each division shall elect its officers and be subject to its own rules, providing they do not conflict with these By-Laws.
3. A new fleet may be granted a charter upon application to the Governing Board by three (3). or more owners who must be members of the Association not within the territory of any organized fleet.
4. Fleet charters may be granted or suspended by the Governing Board but revoked only at an Annual Meeting. Reasons for suspension are:
 - (a). Failure to maintain, in good standing, a minimum membership and quota of Lido 14 Class sloops.
 - (b). Failure to file an annual report of fleet members and dues with the Association thirty (30) days prior to the Annual Meeting or as otherwise ordered by the Governing Board. Suspension of new fleets which fail to comply with a demand from the Association is mandatory.
 - (c). Failure to comply with these By-Laws, knowingly or otherwise.
5. Suspended fleets, members, and ineligible sloops shall be posted by publication, and shall be barred from all Lido 14 Class races and activities. Furthermore,
 - (a). Suspension of a fleet suspends its members
 - (b). Fleets, members, and sloops cannot be reinstated until Association requirements have been fulfilled
 - (c). Fleets suspended only for nonpayment of dues shall be reinstated upon payment of unpaid dues.
6. Each fleet is required to file an Annual Report with the Association during June of each year to renew its rights and privileges granted under its Association charter.
7. Each fleet shall hold an Annual Meeting no later than June of each year to elect fleet officers; the results of such elections shall be filed with the Association no later than two (2) weeks after said elections.
8. The amount and time of payment of fleet dues shall be fixed in fleet By-Laws.
9. No member may be suspended from a fleet except by majority vote of his/her fleet.

ARTICLE V - GOVERNING BOARD

1. The Board of Directors of this corporation shall be known as the Governing Board and shall consist of all executive officers, the immediate past president, the district secretaries, and the other directors specified in Article VI and shall serve for a term as specified therein.
2. For purposes of doing business, a quorum shall consist of five members of the Board excluding the district secretaries. A simple majority shall decide all issues except as provided in 4, below.

3. The Governing Board shall conduct all business, determine policy of the Association, and shall serve as the last court of appeals in disputes involving these By-Laws.
4. The Governing Board has the authority to enforce its decision by suspension of entire fleets or individual members. The Board shall sanction or ban races, grant or revoke fleet charters, and suspend members guilty of gross violation of rules or unsportsmanlike conduct. Its rulings shall be binding and final. A three-quarters (3/4). majority vote shall decide all issues included in this section.

ARTICLE VI - EXECUTIVE OFFICERS AND DIRECTORS

1. The executive officers and directors of the Association and their respective duties shall be as follows:

- (a). **President** — The President is the Chief Executive. The President shall:
 - (1). Preside at meetings, serve as Chairman of the Governing Board, rule on procedure and jurisdiction, summarize decisions, appoint special committees and authorize payment of all bills with approval of the Governing Board.
 - (2). Appoint a Protest Committee to hear Class Rules protests submitted to the Association
 - (b). **Vice President** — The Vice President shall:
 - (1). Officiate in the absence of the President
 - (2). Be in charge of the Class Championship Regatta.
 - (3). Initiate bidding and select the winning bids for the Class Championship Regatta and any Association sanctioned championship regatta above the District level. For the purpose of simplification, we will refer to these events as Association Championships.
 - (4). The Vice President shall provide guidance to winning bidders on the conduct of Association Championships.
 - (5). Maintain an archive of all published Notices of Race, Entry Forms, Measurement Forms, Sailing Instructions, competitor lists, trophy winners, perpetual trophy whereabouts as they pertain to Association Championships.
 - (6). Oversee the engraving and maintenance of Perpetual Trophies associated with Association Championships.
 - (7). Ensure that a Measurement Committee is established for each Association Championship.
 - (8). Serve as the liaison between the Measurement Committee, the event organizers, and any other entity that may be involved with the findings of the Measurement Committee. The Vice President shall have no authority over actual measurement procedures or findings.
 - (c). **Secretary** — The Secretary shall:
 - (1). Handle all correspondence
 - (2). Record the minutes of meetings
 - (3). Maintain an accurate and current record of members, fleets, and fleet officers.
 - (4). Notify the membership of special events, decisions affecting policy, banned races, suspended members and/or fleets, and ineligible Lido 14 Class sloops.
 - (d). **Treasurer** — The Treasurer shall:
 - (1). Maintain financial records and securities of the Association.
 - (2). Deposit funds and disburse funds only on order of the President, with the approval of the Governing Board.
 - (e). **Chief Measurer** — The Chief Measurer shall:
 - (1). Be in charge of all certified measurers on the Measurement Committee assembled for the Class Championship Regatta.
 - (2). Grant or reject all measurement certificates, maintain a record of all granted measurement certificates, issue duplicates, and answer all questions from fleet measurers regarding measurement rules.
 - (3). Interpret the rules and regulations on matters not specifically covered in the official plans and specifications. Such rulings shall be subject to approval of the Governing Board. The Chief Measurer shall not approve changes in construction specifications, sail plan, or rigging. Rulings of the Chief Measurer approved by the Board shall be included in the annual report of the Chief Measurer.
 - (4). Compile a report prior to each Governing Board meeting detailing the approved and disapproved changes that he/she has ruled on since his/her last report. Each ruling made by the Chief Measurer shall include the date of the ruling, details of the proposed change (i.e. drawings, photographs, descriptions), the Chief measurers arguments for and against the proposed change, and references to by-laws and past approved and disallowed changes that apply.
 - (5). Be in charge of all Fleet measurers. Related duties shall include publication of approved rulings to each Fleet Measurer, securing and distributing measurement equipment for fleets, overseeing the design and development of measurement equipment, writing and/or updating a measurement handbook containing recommended measurement practices, comments regarding the historical variations of Lido 14s as they pertain to measurement.
 - (6). Assemble a Measurement Committee for each Association Championship and shall act as chairperson of that committee or, in his absence, he/she shall appoint a chairperson.
 - (f). **Other directors** — There shall be a minimum of two (2) other directors and they shall evaluate and make recommendations to the Governing Board regarding:
 - (1). Changes in the By-Laws of the Association.
 - (2). Organization of special committees including publicity, nominations, activities and class race committee for the Class Championship Regatta.
 - (g). **Honorary Director**—in recognition of his service to the Lido 14 Class, Tom Schock shall permanently hold the office of Honorary Director. He may make and second motions but shall not vote or be counted in determining a quorum.
2. All officers and directors, excluding Tom Schock, shall be elected at the annual meeting of the Association for a term commencing with such annual meeting and expiring at the conclusion of the next annual meeting. Each shall be nominated, seconded, and voted upon by the fleet delegates in the order named. Candidates shall be presented by the Chairman of the nominating committee who shall be the immediate past president.
 3. An executive officer or director may resign his office by sending written notice to the Governing Board. Any such resignation shall take effect upon acceptance of the Governing Board.
 4. Any member of the Governing Board who fails to attend three (3). consecutive board meetings, without adequate excuse to the President prior to the meeting, shall be deemed to have requested resignation from the board.
 5. A vacancy occurring in any elective office, except that of President, shall be filled by appointment by the President with the approval of the Governing Board for the remainder of the un-expired term. A vacancy in the office of immediate past president shall be filled

in the same way, except that candidates for nomination by the President or election by the members shall be drawn only from those persons who have been a previous president of the Association. In case of a vacancy in the office of President, the Vice President shall become President for the remainder of the un-expired term.

ARTICLE VII - DISTRICTS

1. A district shall be a geographical area as defined by the Governing Board.
 2. A district outside the United States of America shall be known as a "section" and the section shall have authority to grant fleet charters as well as collect and remit dues for the fleets in the section to the Association.
- (a). Section officers:**
- (1). Section President — The Section President shall be a member of the Governing Board and shall have general supervision over all Association activities in the section. He or she shall coordinate policy and decisions of the Governing Board with each fleet in the section.
 - (2). Section Vice President — The Section Vice President shall officiate during any prolonged absence of the Section President. Should the office of Section President become vacated, the Section Vice President shall become Section President for the remainder of the un-expired term.
 - (3). Section Secretary — The Section Secretary shall handle all correspondence, record the minutes of meetings and maintain an accurate record of members, fleets, and fleet officers.
 - (4). Section Treasurer — The Section Treasurer shall maintain financial records of the section and remit all dues to the Association.
 - (5). The term of office for all officers of the section shall be one (1) year.
- (b). District officers:**
- (1). District Secretary — The District Secretary shall be a member of the Governing Board and shall have general supervision over all Association activities in the district. He or she shall coordinate policy and decisions of the Governing Board with each fleet in the district.
 - (2). Alternate District Secretary — The Alternate District Secretary shall officiate during any prolonged absence of the District Secretary. Should the office of District Secretary become vacated, the Alternate District Secretary shall become district secretary for the remainder of the un-expired term.
 - (3). The District Secretary shall be elected by the mail vote of the fleets in each district. The election must be held in advance of the annual meeting of the Association and the District Secretary elected shall serve during the ensuing year. The person receiving the second greatest number of votes shall be the Alternate District Secretary immediately after the election.

ARTICLE VIII - MEETINGS

1. The annual meeting of the Association should be held in the period and vicinity of the Class Championship Regatta. Special meetings by order of the Governing Board or upon demand in writing by twenty-five percent (25%) of the fleets must be held. Time and place of all meetings must be fixed by the Governing Board.
2. Meeting notices shall be sent to the last recorded secretary of each fleet in time to permit action by delegate or proxy. If it is a special meeting, the purpose thereof must be plainly stated in such a form as to permit voting by mail. No business other than that stated can be transacted.
3. Representatives of one-half (1/2) of the fleets in good standing shall constitute a quorum at meetings. If a quorum exists at roll call, it exists throughout the session of the meeting.
4. The membership of each fleet shall select and instruct a delegate. If unable to send a delegate, the fleet shall sign and deliver to the Association Secretary, a duly authorized proxy to present the fleet's views and cast its votes at all meetings.
5. Any number of alternates or proxies may be named but the first, in the order presented, shall be the only one entitled to cast the fleet's votes. Only those alternates or proxies properly certified in writing by the proper fleet officers will be recognized.
6. Each fleet shall be entitled to cast one (1) vote for each Lido 14 Class sloop enrolled in that fleet, which has been properly recorded with the Association by an active member in good standing.
7. No fleet is entitled to more than thirty-three and one third percent (33 1/3%) of the total number of votes cast. No more than one (1) vote shall be allowed for any one (1) member no matter how many Lido 14 Class sloops he or she may own.
8. For the purpose of determining each fleet's percentage of the total vote cast, the Governing Board shall close the Membership books thirty (30) days before the annual meeting, or as ordered by the Governing Board. The membership books shall reflect those members in good standing for the membership year closing at the Annual Meeting.
9. Members may be heard, but only accredited delegates, proxies, alternates, and unattached members may vote on motions. All fleet delegates or unattached members must vote on each motion unless excused by the Chairman of the annual meeting. A majority of votes cast shall decide all questions not otherwise stipulated.
10. Chairman of the annual meeting shall cast the deciding vote in case of tie and may fix a time limit on speakers and debate on motions.
11. The order of business at the annual meeting shall be:
 - (a). Call to order
 - (b). Roll call of fleets
 - (c). Minutes of last meeting
 - (d). Report of executive officers
 - (e). Report of charters granted and revoked
 - (f). Ratification of Governing Board rulings
 - (g). Unfinished business
 - (h). New business
 - (i). Election of officers
 - (j). Adjournment

ARTICLE IX - MEMBERSHIP

1. Applications for membership in the Association shall be made through the fleet in whose jurisdiction or territory the applicant normally sails, and if no fleet has jurisdiction over such territory, then such application shall be given directly to the Association. A member of this Association not in a fleet shall be known as an unattached member.
2. A member, while in good standing in the Association, shall be eligible to race in any sanctioned race outside of his territorial fleet. However, he or she shall conform to the local fleet rules and regulations where he or she is racing. The member shall hold their "Official Certificate of Measurement" to demonstrate ownership, official measurement and membership in the Association when racing outside his or her fleet or its territorial waters.
3. Any member may only be expelled from the Association by three-quarters (3/4) vote at an annual meeting.
4. New applicants for membership shall not be considered eligible to race in the Lido 14 Class until all measurement certificates, registration forms, and paid-up dues are recorded by the fleet to which he or she belongs, if one exists, and the Association. 5. Members who are delinquent in either their fleet or Association dues shall be ineligible and disqualified from racing until such dues are paid in full. Members who race when delinquent in their dues may be suspended.
6. When a member ceases to be a Lido 14 Class sloop owner, his membership shall be retained, along with his racing eligibility, until the end of the calendar period when his dues are payable again.
7. A member cannot belong to more than one (1) fleet at one time nor can a Lido 14 Class sloop be registered in more than one (1) fleet at one time.
8. Senior division membership classification:
 - (a). Senior member — A sole owner of a properly certified and registered Lido 14 Class sloop who is nineteen (19) years of age as of December 31, or over, and is a member in good standing.
 - (b). Senior syndicate member — A part owner of a properly certified and registered Lido 14 Class sloop who is nineteen (19) years of age as of December 31, or over, and is a member in good standing. Each syndicate member must own at least an individual one third (1/3) interest in a Lido 14 Class sloop. Only one (1) syndicate member per boat may vote or have the privilege of holding office.
 - (c). Spouse member — The spouse of a senior member or a senior syndicate member.
 - (d). Senior dependent member — The dependent of a senior member or a senior syndicate member who is 18 years of age, or over.
9. Junior division membership classifications:
 - (a). Junior member — A sole owner of a properly certified and registered Lido 14 Class sloop who is under nineteen (19) years of age as of December 31 and is a member in good standing.
 - (b). Junior syndicate member — A part owner of a properly certified and registered Lido 14 Class sloop who is under nineteen (19) years of age as of December 31 and is a member in good standing. Each syndicate member must own at least an individual one third (1/3) interest in a Lido 14 Class sloop.
 - (c). Junior dependent member — The dependent of a senior or a senior syndicate member who is under nineteen (19) years of age as of December 31.
10. "Guest": A skipper who is not an Association member may be a guest of one (1) sponsoring Lido 14 fleet for three (3) Regattas or series per calendar year.
 - (a). The guest must obtain the approval from the sponsoring fleet (typically from the fleet Captain) prior to racing in the regatta.
 - (b). Guest skipper names shall be submitted to the Association Secretary within a month after the regatta.
 - (c). The boat used by a guest must conform to measurements of the Association.
 - (d). A guest may not compete in a District or Class Championship.
11. "Associate": Any person wishing to associate with Lido 14 sailors, and to be listed in the directory, and to receive the Bow Wave and other published literature. This classification has no voting or racing rights.

ARTICLE X - DUES

1. Both Association and fleet dues must be paid before any member can be considered in good standing. Paying of dues on or before the required date, shall be the sole responsibility of each individual member. The annual dues of the Association shall be as follows:
2. Class of Membership Dues.
 - (a). Senior member \$28.00 per person
 - (b)...Senior syndicate member \$28.00 per person
 - (c). Senior dependent member \$5.00 per person
 - (d). Spouse member No Dues
 - (e). Junior member \$5.00 per person
 - (f). Junior syndicate member \$5.00 per person
 - (g). Junior dependent member No Dues
 - (h). Associate \$10 per person
 - (i). Guest No Dues
3. Fleet dues shall be determined by each fleet and retained for use by that fleet.
4. Association dues are due and payable annually on January 15 of each year and shall be collected by each fleet secretary and forwarded to the Association Secretary by March 15 of each year or as ordered by the Governing Board. Members in good standing will be issued a current membership card and a decal to be applied to the upper starboard corner of the transom on the outside thereof.
5. The Governing Board may authorize the prorating of dues to periods less than one year.

ARTICLE XI - MEASUREMENT AND REGISTRATION CERTIFICATES

1. The Association's "Official Certificate of Measurement and Registration," as issued by the Chief Measurer, shall be binding upon all organizations conducting races for the Lido 14 Class.

2. A yacht holding a valid "Official Certificate of Measurement and Registration", signed by the fleet measurer, or his proxies as witnessing the measurements, and the Chief Measurer as accepting those measurements, shall not be subject to measurement or protest on measurement unless reasonable ground can be shown to give evidence of subsequent alterations. However, a Lido 14 Class sloop is always subject to re-measurement by order of the fleet officers, the Governing Board officers, class race committee and/or the Measurement Committee at the Class Championship Regatta.
3. Fleet measurers shall be restricted in authority to the actual measurement and recording of measurements on the "Official Certificate of Measurement and Registration." Rulings on controversial changes, or changes that affect sailing characteristics, must be referred to the Chief Measurer for evaluation and presentation to the Governing Board.
4. Fleet measurers shall not measure their own boats except under supervision of a disinterested fleet or Association officer.

ARTICLE XII - ELIGIBLE SLOOPS

- 1 A sloop is eligible and considered in the Lido 14 Class only if it:
 - (a). Conforms to measurement specifications and rules as certified by an Association "Official Certificate of Measurement and Registration" form that has been signed by the fleet measurer, or his proxy, and the Chief Measurer.
 - (b). Is owned by a paid-up member of the Association.
 - (c). Has current decal located, as specified in Article X, Section 4, indicating Class dues are paid.
- 2 It shall be the responsibility of all members of the Association to insure that entrants in Lido 14 Class events are eligible to race.
- 3 Ineligible yachts and skippers shall be protested, either by notifying the race committee prior to the start of a race, or by filing a class rules protest at the conclusion of a race, races, or regatta.
- 4 Protests:
 - (a). A Yacht suspected of ineligibility may be protested for violation of class rules at any time.
 - (b). Class rules protests filed during a regatta shall conform to the filing procedures of said regatta
 - (c). Class rules protests may be filed, at any time, with the Class Secretary. Such protest shall be processed in their order of filing only after the assembly of a Protest Committee
- 5 No special dispensation of eligibility will be granted by an individual or organization to a yacht sailing in the Lido 14 Class without prior written approval of fleet officers or the class officers.
- 6 Yachts found ineligible as a result of a Class Rules protest shall, at a minimum, be scored with a disqualification (DSQ) for all races for which said yacht was protested.

ARTICLE XIII - DESIGN, CHARACTERISTICS, AND EQUIPMENT.

1. It shall be illegal to produce a mold of the Lido 14 Class sloop without specific permission and approval of the Governing Board and the W.D. Schock Corporation, which holds the Copyright #1-lu-10556.
2. Changes of the Lido 14 Class sloop, without prior approval of the Association, are illegal, and such yachts incorporating unapproved changes shall be declared ineligible for racing and membership in the Association.
3. Numbers, corresponding with the racing number on the main sail, shall be molded into the hull. These numbers shall be issued only by the W.D. Schock Corporation.
4. All measurements, equipment, and characteristics of the Lido 14 Class sloop shall comply with details listed and described on the "Official Certificate of Measurement and Registration," and as listed herein. All other changes made solely for convenience and ease of operation must be approved by the fleet measurer through the Chief Measurer and the Governing Board.
5. The rudder and centerboard may be molded and/or constructed of any material, which is reasonably homogeneous. The surface finish or reinforcing materials must be of a reasonably constant thickness over the entire board area. The tiller may be constructed of any material.
 - (a). All centerboards and rudders must be measured and must meet the specifications below, whatever their finish.
 - (b). Rudder Specifications:
 - (1). Width — 10 inches plus or minus 1/4 inch.
 - (2). Length — 24 inches plus or minus 1/4 inch from bottom of boat.
 - (3). Thickness — 3/4 inch plus or minus 1/8 inch continuous from top to within 5 inches of the bottom. The thickness measurement shall be taken at the thickest point between the leading and trailing edges.
 - (4). The angle of the rudder when fully lowered shall be limited by a minimum measurement of 27 inches between a point on the hull bottom 18 3/4 inches forward of an extension of the leading edge of the rudder and a point on the leading edge of the rudder 18 3/4 inches below an extension of the bottom line of the hull.
 - (c). Centerboard Specifications:
 - (1). Width below the hull — 12 7/8 inches plus or minus 1/4 inch to 6 inches below the pivot point with a constant taper to 11 7/8 inches plus or minus 1/4 inch at 42 inches below the pivot point.
 - (2). Length — 50 inches plus or minus 1/4 inch from the pivot point to the bottom and 60 inches maximum overall.
 - (3). Thickness — 7/8 inch plus or minus 1/8 inch continuous from top to within 8 inches of bottom. The thickness measurement shall be taken at the thickest point between the leading and trailing edges.
 - (4). Weight shall be from 11 pounds to 18 pounds.
 - (5). Fore and aft location of the centerboard:
 - a. For the hull numbers of 3450 and greater the centerboard shall be located fore and aft in the hull such that in the fully extended position the distance, measured along the hull on the centerline from the centerboard's leading edge to the transom/bottom intersection is 95 1/2 inches plus or minus 1/2 inch
 - b. For hull numbers of 3449 and smaller the pivot point is 1 7/8 inches plus or minus 1/4 inch from the centerboard's leading edge. Boats may be modified to comply (no modification may be made except to comply with paragraph (a). above). Any such modification shall be verified and recorded by the fleet measurer on the measurement certificate.
 - (6). The allowable limit of centerboard jibing is satisfied if the leading edge of the centerboard that lies within the centerboard well or slot does not move more than 1/4 inch more than the trailing edge of the board.
6. Hiking straps may be installed without restriction except that when loaded they shall not extend above or beyond the gunwale and that they, and no part thereof, shall be attached to the flotation tanks. [Ref: Approved Change 20.]

7. The minimum weight shall be three hundred and ten (310). pounds and shall include the hull, centerboard, rudder, tiller, mast, boom and rigging but not include sails, whisker pole, cushions, and other equipment.
 - (a). Ballast required to meet the minimum weight need not be affixed to the boat, but shall be in addition to ballast required to meet the minimum crew and skipper weight and shall not be shifted during the race and shall not consist of boat accessories.
 - (b). Measurers will place upon the certificates for boats measured a statement of the weight of ballast required.
 - (c). Ballast required for boat weight may be protested in a race upon the same conditions as ballast for crew weight may be protested.
8. July 2001: Rescinded (concerning wetted surface of the boat)
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 [Ed. Refer to Article XIII.9, Approved Change #3, and Approved Change #46]
 - (b). Installations must be documented on the boat's Certificate of Measurement and Registration
10. Unique or modified hardware for the Lido 14 Class Sloop must meet the following requirements:
 - (a). Be as safe and durable as that supplied by W.D. Schock Corporation
 - (b). Be easily and inexpensively duplicated for use by other boat owners
 - (c). Not significantly lighten, or increase the speed of, the boat
 - (d). Meet all written rules and By-Laws of the Association
 - (e). Be subject to ruling by the Chief Measurer and Governing Board
11. The whisker pole may be of any material but may not be longer than six (6). feet including the mast fitting.

ARTICLE XIV - SAILS

INSIGNIA

1. The mainsail is to be marked with the approved Lido 14 Class Insignia: a script "L" and the block number "14". The identifying letters and figures are to be blue on white sails and may be white, dark blue or black on blue sails and conform to the design shown on the sail plan. The height of the "L" shall be a minimum of seventeen (17). inches and a maximum of eighteen (18). inches. The racing numbers shall be ten (10). inches in height.

RULES FOR ALL SAILS

2. Sails shall be made of woven material only, either natural or synthetic, such as cotton or Dacron. Materials incorporating plastic film such as Mylar or aromatic polyamide fibers (Kevlar). are prohibited as sail material, either in the body of the sail or as reinforcement, tabling or bolt ropes. This prohibition does not preclude the installation of windows as allowed below.
3. All sails shall be stamped on the tack of the sail by the fleet measurer with a miniature of the "L-14" insignia. The Chief Measurer shall issue these stamps to all certified fleet measurers.
 - (a). The fleet measurer shall include, within the insignia, his initials and the date the sail was measured.
 - (b). Sails not stamped with the official "L-14" stamp, dated and signed by the fleet measurer, shall be considered illegal and shall disqualify the boat from racing eligibility.
 - (c). New sails shall be measured and stamped by the fleet measurer prior to use.
4. During a member's first Lido sailing season, he or she may use only two (2). mains and two (2). jibs.
 - (a). The use of additional sails shall be limited to one (1). main and one (1). jib for any subsequent calendar years, for each member. Syndicate members owning one boat are considered as one member for the purpose of this rule.
 - (b). In the event of an emergency or special race instructions, exceptions are allowed on the approval of a local fleet officer or a member of the Governing Board.
 - (c). Spouse members and dependent members are limited to the use of the sails which are allowed for the member whose boat they are sailing.
5. Borrowed sails
 - (a). Shall not be used in the Class Championship Regatta except in emergencies when allowed at the discretion of the Chief Measurer.
 - (b). Restrictions limiting the use of borrowed sails shall be waived for all junior and women's regattas, including the Junior Class Championships
6. There shall be three (3) battens only and they shall be spaced equally in the leech of the mainsail and be not in excess of twenty-four (24) inches, thirty-six (36) inches and thirty (30) inches in length respectively from top batten to bottom batten.
 - (a). Except for said three (3) battens and the approved headboard, there shall be no other battens or means of stiffening the leech or foot of either sail.
 - (b). Batten pockets shall have not more than two (2) extra thicknesses of cloth.
7. Any means of artificially changing the shape or length of the foot, leech or luff of either jib or mainsail is prohibited.
8. The dimensions for sails as given are for maximum measurements.
 - (a). Sails over dimensions on any side are not allowable.
 - (b). Sails are subject to re-measurement and cancellation of approval at any time.
 - (c). Disregard roaches, use straight line measurements, taken to the center of the grommets located just inside the corner of the sails.
 - (d). A light pull of about five (5). pounds shall be applied to the corner that is opposite the side being measured.
 - (e). The luff of the jib shall be subjected to a direct-line pull of thirty (30). pounds while it is being measured; leeches shall be subjected to a direct-line pull of five (5). pounds.
9. A window of clear material may be placed anywhere in the bottom four (4). feet of the jib and main – including the entire area of the bottom four (4). feet.
10. Foot Reference Line – An imaginary straight line is to be drawn through the center of the tack grommet and the center of the clew grommet from the luff and leech edges of the sail. This line is to be called the "foot reference line".
 - (a). The distance of the "foot reference line" from the center of the grommet to the edge of the sail (excluding bolt rope on main). will represent the measurement from the respective grommets to the luff and leech of the sail.

- (b). A line perpendicular to the "foot reference line" will represent the measurement from the grommets to the foot of the sail.
- (c). The "foot reference line" is also to be used for measuring the round of the foot.
- 11. In measuring the round of the foot, its shape will be that of a "fair curve." This means that when a line is drawn tangent to the curve, it shall touch this "fair curve" at no more than one place.
- 12. All sails must have a royalty tag affixed. These may be purchased from the Treasurer at a price to be determined by the Governing Board; the revenue there from shall be accounted for in the General Fund.
- 13. Spinnakers are not permitted

MAIN SAIL:

- 14. The headboard of the mainsail, measured perpendicular to the luff rope, shall not exceed four (4). inches.
- 15. The tack of the mainsail shall have only one (1). grommet; the tack grommet shall be large enough to accept the hook on the top of the original Lido 14 gooseneck design.
- 16. Dimensions of the main shall not exceed the following:
 - Luff — top of the black band to the top of the mast using a 3/4 inch shackle.
 - Leech — 18 feet 1 1/4 inches maximum
 - Foot — 9 3/4 inches maximum
 - Quarter-Point Girth— 3 feet 7 inches maximum excluding bolt rope
 - Midpoint Girth— 6 feet 1 1/2 inches maximum excluding bolt rope
 - Three-Quarters-Point Girth— 8 feet 1 inch maximum excluding bolt rope
 - Round of foot — 5 inches maximum from foot reference line
 - Head grommet — 1 1/2 inches maximum from luff of sail (excluding bolt rope). and 7/8 inch maximum from top of sail to center of grommet
 - Tack grommet — 1 3/8 inches maximum from luff of sail (excluding bolt rope). and 7/8 inches maximum from foot of sail to center of grommet.
 - Clew grommet — 7/8 inch maximum from both leech and foot of sail to center of grommet
- 17. Quarter-Point Girth Measurement Procedure
 - (a). Determine the luff Quarter-Point by folding the center of the head grommet to the midpoint of the luff and marking the luff fold point.
 - (b). Determine the leech Quarter-Point by folding the center of the head grommet to the midpoint on the leech and marking the leech fold point.
 - (c). Spread the sail out flat, smoothing out the wrinkles and measure between the marked points, excluding the bolt rope. Only the tension necessary to remove wrinkles need be applied.
- 18. Midpoint Girth Measurement Procedure
 - (a). Determine the Midpoint of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the grommet at the tack. (b). Determine the Midpoint of the leech using the headboard grommet and the grommet at the clew.
 - (c). Spread the sail out flat, smoothing out the wrinkles and measure between the points, excluding the bolt rope. Only the tension necessary to remove wrinkles need be applied.
- 19. Three-Quarters-Point Girth Measurement Procedure
 - (a). Determine the luff Three-Quarters-Point by folding the center of the head grommet to the midpoint of the luff and marking the luff fold point.
 - (b). Determine the leech Three-Quarters-Point by folding the center of the head grommet to the midpoint on the leech and marking the leech fold point.
 - (c). Spread the sail out flat, smoothing out the wrinkles and measure between the marked points, excluding the bolt rope. Only the tension necessary to remove wrinkles need be applied.
- 20. The leech of the mainsail shall be inside a straight line between outside edge of the headboard and the Quarter-Point Girth measurement point.

JIB SAIL

- 21. Sheets for the jib sail must be rigged and controlled outside the mast shrouds.
- 22. Dimensions of the jib sail shall not exceed the following:
 - Luff — 12 feet 1/4 inch maximum using a 30 pound pull
 - Leech — 10 feet 7 1/4 inches maximum
 - Foot — 6 feet 3 1/4 inches maximum
 - Head Girth — 11 inches maximum
 - Midpoint Girth— 3 feet 3 1/4 inches maximum across
 - Round of Foot — 5 inches maximum from foot reference line
 - Head grommet — 7/8 inch maximum from both luff and leech of sail to center of grommet
 - Tack grommet — 1 inch maximum from luff of sail and 7/8 inch from foot of sail to center of grommet
 - Clew grommet — 7/8 inch maximum from both leech and foot of sail to center of grommet
- 23. Head Girth Measurement Procedure
 - (a). Measure 17 1/4 inches along the leech from the midpoint of the head grommet
 - (b). Measure 17 1/4 inches along the luff from the midpoint of the head grommet
 - (c). Mark these points and measure the distance between them
- 24. Midpoint Girth Measurement Procedure
 - (a). Determine the Midpoint of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the tack grommet.
 - (b). Determine the Midpoint of the leech by folding the sail until the center of the grommet in the headboard coincides with the center of the clew grommet.

- (c). Spread the sail out flat, smoothing out the wrinkles and measure between the points. Only the tension necessary to remove wrinkles need be applied.
25. The jib must have at least five (5). hanks; one (1). near each end of the luff and three (3). evenly spaced between them.
26. No batten or headboard is permitted in the jib.

ARTICLE XV - RACING RULES

1. Except as covered in (a). below, a Lido 14 Class sloop shall be sailed by the same skipper in each race of a series of races in which it participates. The skipper and helmsman shall be one and the same person. The skipper shall be a member of the Association.
 - (a). Except for a District or Class Championship, if the same team races a Lido 14 Class sloop in every race of a regatta or series, the individual registered as the skipper on the race entry (the "Registered Skipper"). may trade places with the crew for some races provided that:
 - (1). The Registered Skipper acts as helmsman for at least half of the races
 - (2). The Registered Skipper shall be a member of the Association
 - (3). No skipper changes may be made during a race
 - (4). If either skipper is assigned to the "A" flight [Ed. See Article XV, Paragraph 11], the boat shall be entered in the "A" flight.
2. The minimum number of persons racing in a Lido 14 Class sloop shall be two (2).
3. Every race in a series of races must be completed with the same number of crew aboard as started in the first race of such series.
4. The total minimum weight of skipper, crew and ballast shall be three hundred (300). pounds except that the minimum shall be two hundred (200). pounds in the Junior Class Championships. Ballast carried to make up the weight shall not consist of boat "accessories" and shall not be shifted during the race.
5. Aug. 2002: Rescinded (concerning the rudder position while sailing)
6. The mast shall be banded with a three-quarter (3/4). inch wide black band, 16 feet 11 inches from the top of the mast, excluding the top fitting on the mast, to the top of black band on the mast.
7. The luff rope, at the tack of the sail, shall not be pulled below the top of the black band.
8. The tack of the main need not be attached to the gooseneck fitting; the downhaul line may be passed through the tack grommet for easy adjustment of the downhaul.
9. The jib must have all hanks properly attached to forestay when racing.
10. The whisker pole for the jib sail shall be attached to the mast at all times during use.
11. "A" & "B" Flight Assignment
 - (a). In the absence of other criteria expressly stated in the race announcement or sailing instructions, a skipper in a "Major Regatta" may sail as a member of the "B" Flight unless he or she is assigned to the "A" Flight. A Major Regatta is any regatta in which there are ten (10). or more boats registered in the Flight (e.g., A or B, Gold or Silver). in which the skipper is sailing. A skipper is assigned to the "A" Flight, and shall sail as a member of the "A" Flight, if:
 - (1). July 2001: Rescinded (concerning fleet champions being assigned to "A" Flight).
 - (2). Aug. 2002: The skipper has qualified for a performance trophy by finishing in one of the first ten (10). positions of the Gold Flight of the Class Championship Regatta last sailed.
 - (3). The skipper has been awarded a first place in "B" Flight competition (or Silver Flight where championship scoring is utilized). in a Major Regatta.
 - (4). The skipper has qualified for a performance trophy in first through fifth position in "A" Flight competition in a Major Regatta.
 - (b). 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 13 months have elapsed.
 - (c). Nothing herein shall prevent a skipper who has not been assigned to the "A" Flight from electing to compete in the "A" Flight provided he or she shall have actively raced a Lido 14 for sixty (60). days or more as otherwise defined in these By-Laws. An election to compete with the "A" Flight in a particular Regatta shall not preclude him or her from thereafter competing in "B" Flight competition unless he or she shall be assigned to the "A" Flight as above defined.
12. There shall be a Class Championship Regatta and a Junior Class Championship Regatta. There shall be two (2). winners of the Class Championship Regatta, one representing the Gold Flight and one representing the Silver Flight. Assignment to the Gold or Silver Flight shall be based upon a ranking system where the top one-half of all entrants are assigned to the Gold Flight and the remainder to the Silver Flight. The Current Class Champion, unless they decline by the close of Class Championship Regatta registration, shall be pre-assigned to the Gold Flight; all subsequent rankings shall be based upon the results of a series of preliminary races sailed at the Class Championship Regatta. In addition there shall be a Junior Class Champion. The Class Championship Regatta shall be open to all members irrespective of age.

ARTICLE XVI - RIGGING

1. The main sheet shall be rigged as shown on the "Official Certificate of Measurement and Registration."
2. July 2001: Rescinded (concerning rigging of main sail clew outhaul).
3. In rigging the centerboard to provide ease of control from either side, a single block may be attached to the centerboard arm, and two (2). single blocks or one (1). double block may be attached to the hull boom vang fitting. A jamb cleat may be installed on each side of the centerboard trunk. A line passing through the jamb cleat to the first block at the boom vang fitting, back through the block on the centerboard arm, down through the second boom vang fitting block and back to the other jamb cleat will provide a means of adjusting the board with ease from either side of the centerboard trunk.
4. A mast preventer may be rigged between mast and shrouds at a point six (6). inches plus or minus one half (1/2). inch below the spreaders. The preventer will be constructed of two (2). wire legs attached to the forward edge of the mast. The length of the legs shall be such that there is no distortion of the shrouds when the mast is perpendicular.

ARTICLE XVII - SANCTIONED EVENTS

1. All series or races for Lido 14 Class Championships, territorially greater than one fleet, or events for perpetual, semi-perpetual or open trophies must be sanctioned in writing to the sponsoring organization by the fleet in whose waters the event is held.

2. The method of determining the qualifications of the right to enter the Class Championship Regatta shall be set up by the Governing Board. Fleet members representing a fleet quota must be authorized as eligible to compete by that fleet.
3. Aug. 2002: Only members of the Association, who have actively raced in the Lido14 Class for a minimum of sixty (60). days prior to the Class Championship Regatta, shall be considered eligible to race in the Class Championship Regatta. Any person who has not reached their 19th birthday by December 31 of that calendar year is eligible to race in the Junior Class Championship Regatta.
4. The Class Championship Regatta shall be held in the second week of August or such other date as may be fixed by the Governing Board, provided it shall not be held in the same district for more than two (2) consecutive years and shall not be held in the same fleet location as held in the previous year unless no other fleet is willing or able to have it.
5. Aug. 2002: [Ed. Redundant to Article XV.12]
6. The W.D. Schock Trophies awarded to the Class Champion and Junior Class Champion shall be retained for the ensuing year at the winners' yacht clubs. They shall be returned to the Association at least thirty (30) days prior to the first race of the Class Championship Regatta.
7. Entrants in the Class Championship Regatta shall have an "okay to race" from the Chief Measurer, or his proxy, and the Class Championship Race Committee, prior to competition.
8. Crew in a Junior Division Championship Regatta shall be under nineteen (19). years of age as of December 31.

ARTICLE XVIII - HONOR AWARDS

1. Present and past winners of any of the following Lido 14 sailing honors shall display on their sails the insignia showing the highest honor they have ever won along with a small year numeral showing the most recent year that particular honor was won. Honors and their insignia, rank in the following order:
 - (a). Class Champion (Class Championship Regatta Gold Flight First Place): Gold L
 - (b). Class Championship Regatta Gold Flight Second Place: Two (2). gold chevrons
 - (c). Class Championship Regatta Gold Flight Third Place: One (1). gold chevron
 - (d). District Champion: Silver L
 - (e). Fleet Champion: Red L
 - (f). Junior Class Championship Regatta First Place: Green L
 - (g). Junior District or Junior Fleet Champion: Black L
2. Honor awards are made to the skipper and not the boat. It is suggested that the trophy committee for the championship in question provide in advance the appropriate honor insignia, including the year numeral and make physical presentation of the insignia to the skipper at the same time the trophy for the event is awarded.
 - (a). A skipper shall carry his highest honor insignia on the sail of any Lido 14 Class sloop he or she may own while a member of the Association. This includes a returned skipper who may have left the Association for a period of time.
 - (b). Junior honor insignia shall be the only exceptions to paragraph 2(a). A green L or black L shall be removed within two (2). years of the junior's becoming a senior.
 - (c). A skipper selling his boat or sails has the responsibility before transferring ownership of removing from the sails any honor insignia to which the new owner is not entitled.
 - (d). In a syndicate owned or family boat, if the part-owner carrying honors leaves the Association, the remaining owners shall remove the honor insignia within a reasonable time.
3. Specifications for honor insignias are as follows:
 - (a). The expressions "Gold L," "Silver L," etc. include both the script "L" and the block number "14." In size, shape and position, they are the same as the standard blue sail insignia described in Article XIV - Sails.
 - (b). Chevrons shall be vertically stacked, parallel to the leech, apex upward, approximately three (3). inches apart, below the numeral. Width of the chevron is six (6). inches, thickness of the arm is 1 1/4 inches, and angle at which the two (2). arms meet is 120 degrees.
 - (c). The "small year numeral" shall be a two-digit number signifying the year in question (i.e., 67 for 1967). The year numeral is 4 inches high, is of the same color as the honor award, and is centered approximately 3 inches below the honor award.

ARTICLE XIX - AMENDMENTS

1. The By-Laws may never be suspended but may be amended following the procedures set forth in this Article.
2. Amendments may be proposed in either of two (2). ways: they may be proposed by the Governing Board or they may be initiated by a majority vote of the delegates present at the Annual Meeting.
 - (a). Any amendment proposed by the Governing Board of which notice is duly given in accordance with paragraph 3, below, and which is enacted in accordance with paragraph 4, below, shall be effective immediately upon enactment or at such later date as is specified in the amendment.
 - (b). Any amendment, which is initiated by a majority vote of the delegates present at the Annual Meeting, must be voted on after notice has been duly given in accordance with paragraph 3, below. Following such notice, when any such amendment is enacted in accordance with paragraph 4, below, it shall be effective immediately upon enactment or at such later date as is specified in the amendment.
3. The full text of any amendment proposed in either of the two (2). ways set forth in paragraph 2, above, shall be included in the notice of the Annual Meeting or Special Meeting at which it is to be voted on, which notice shall be mailed to the general membership not later than thirty (30). days before the date of the meeting.
4. A proposed amendment of which notice has been duly given in accordance with paragraph 3, above, shall be enacted only if it receives a fifty-one percent (51%). or more majority vote of all paid members in good standing through their fleet delegates at the meeting.
5. In addition to the foregoing method of amendment, these By-Laws may be amended by the written consent of the majority of members. Fleets shall have such consent only upon vote of members at a meeting thereof or written consent of a majority of the fleet.
6. The Governing Board shall have the authority to simplify, clarify or correct the language of any article hereof or amendment hereto so long as the intent and purpose thereof remain unchanged.

APPROVED CHANGES

Approved Changes, as listed below, reflect changes made for convenience and ease of operation that have been approved by the Governing Board.

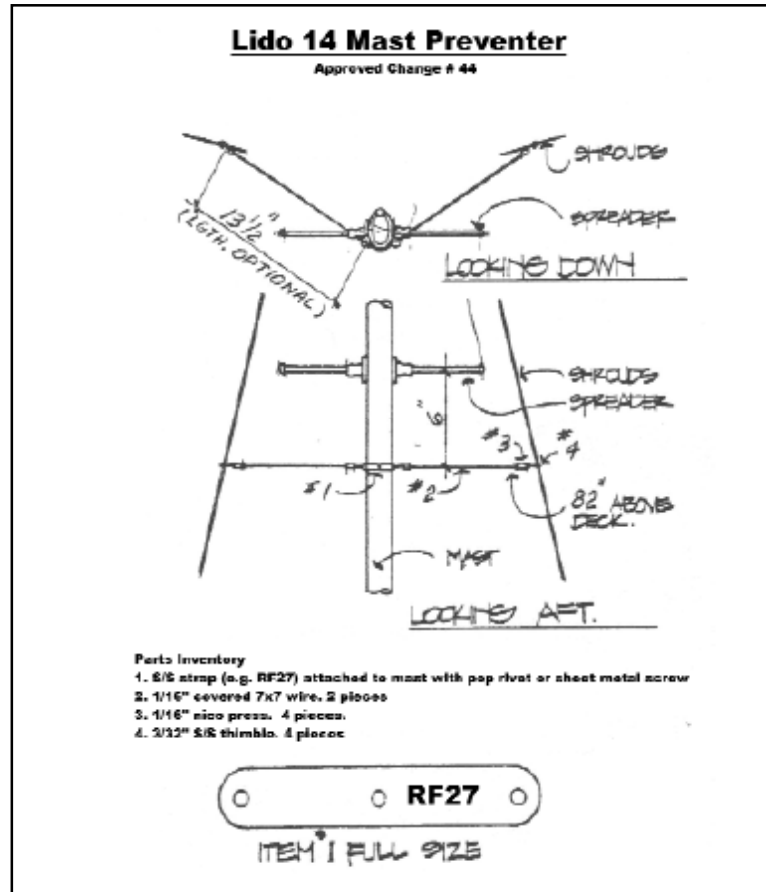
Members shall not compete with modifications to the Lido 14 unless the change(s) in question are permitted by the By-Laws, the Official Certificate of Measurement and Registration, or this list of Approved Changes.

Association members wishing to change their Lido 14 (solely for the purpose of convenience and/or ease of operation) in ways not fully covered by these documents are required to submit their proposed change(s) to the Association for approval prior to use of the change(s) in completion. Change requests shall be submitted in writing to the Chief Measurer. If the Chief Measurer rules in favor of the request, he/she will then seek the approval of the Governing Board. If the Governing Board ratifies the Chief Measurer's ruling, the change is noted as an "Approved Change" and will be, from that point, legal for use.

Competing with changes that are NOT approved by the Governing Board is a violation of Association By-Laws. Violators risk suspension from the Association.

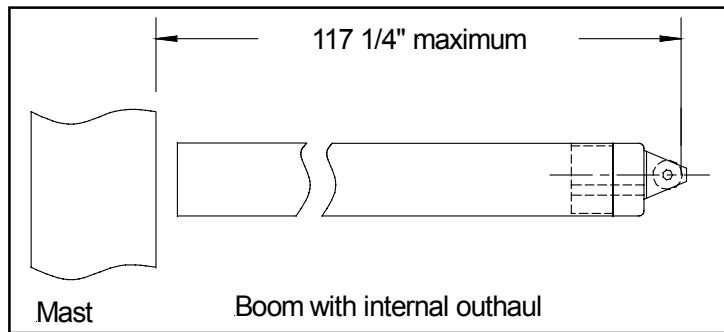
1. April 1997: The boom vang shall be rigged with maximum mechanical advantage i.e., Ratio: Force on boom/Applied by factor = any.
2. The main may be controlled by either a single or double purchase.
3. Aug. 2002: Pumping or bailing equipment is acceptable provided no hole is made in the hull to accommodate such equipment.
4. The mast may be filled with Styrofoam.
5. The mainsail outhaul may be extended forward to the boom vang fitting on the boom.
6. A shackle may be used on the end of the mainsail outhaul in lieu of the snap.
7. May 2001: Rescinded (concerning 2:1 purchase on mainsail outhaul).
8. Hardware may be substituted for safety and convenience if the substituted hardware provides the same function as the original hardware and does not provide any additional function.
9. Any type of inflatable flotation is allowed under the foredeck.
10. A preventer in the mast slot track to stop the gooseneck fitting from sliding down is permitted.
11. It is permissible to run halyards to a jamb cleat affixed to the mast, in lieu of using cleats cast to the mast hinge.
12. Either a plain shackle or a swivel shackle may attach the jib sail to the deck fitting, but shall not exceed 1 1/2 inches in length for boats below #6000 or 3 1/4 inches for boats #6000 and above.
13. The mainsail downhaul may be secured to the mast by means of a jamb cleat.
14. To increase the operation of the jib halyard, the following procedure may be used: A single block, shackle, or loop of line may be attached to the jib halyard above the cleat on the mast-deck fitting. The halyard is continued around the lower end of the cleat, run up to the block, shackle, or loop, and then back to a cleat for securing.
15. A line may be run between the bow fitting and the mast to keep jib sheets from fouling on the mast fitting so long as this line is not adjusted while racing.
16. The use of a centerboard bumper strip applied to the underside of the centerboard cap to protect the trailing edge of the centerboard is permitted.
17. The use of a sleeve or strip for protection of outhaul on the end of the boom is permitted.
18. A roller-bearing traveler is permitted.
19. Extra holes drilled in the chain plate to achieve a better adjustment of the shrouds is allowed.
20. On Lido 14's with hull numbers below #6000, the forward ends of the hiking straps may be fastened to a rigid bar, which itself is fastened to the shroud chain plate area and the centerboard trunk. On Lido 14's with hull numbers #6000 and higher, hiking straps shall be attached to the points designed for this purpose by W.D. Schock Corporation.
21. Removal of the lip at the aft end of the centerboard slot, but not in excess or behind a line representing a continuation of the slope of the inside after edge of the center board trunk, is permitted.
22. Boom vang pad eye located in bilge forward of the centerboard trunk may be moved immediately forward to prevent interference of boom vang and centerboard arm.
23. A block of wood or other material may be molded in bilge forward of centerboard trunk for use of mounting boom vang fitting, centerboard tackle and hiking straps. Blocks of wood or other material may be molded or fastened to the centerboard trunk for mounting cam cleats or other items.
24. A jamb cleat is allowable on the boom for the purpose of securing the outhaul, in lieu of the toggle.
25. A jamb cleat (or jamming block). is allowable on the boom vang in place of the toggle.
26. Fittings may be placed on the cathedral cleats to prevent jib sheets from catching.
27. Spring loaded stops are allowable on the jib fairlead slides and the main traveler track.
28. Use of shock cord on the boom vang is allowable.
29. Drilling a hole in the bow for a bowline is permissible.
30. Installation of a watertight inspection port in the vertical surfaces of the bow tank is permissible.
31. A swivel jamb cleat may be placed on the top of the centerboard trunk for raising and lowering the centerboard. This swivel jamb cleat would replace the present jamb cleat currently used by most sailors.
32. The bottom 5 inches of the rudder and bottom 8 inches of the centerboard may be virtually any shape providing all other dimensional measurements have been complied with.
33. The mast position measurement is to be taken from the leading edge of the mast (stepped). to the center of the forestay pin 49 inches plus or minus 1/4 inch. 34. Anchors are not required equipment.
35. Modifications to the centerboard trunk and deck beam braces as provided by the manufacturer and without approval of the Governing Board are illegal.
36. Aug. 1993: Rescinded (concerning restriction on tiller extension length).
37. The tension of the mast diamond stays shall be such that the stays are a straight line with the mast supported horizontally from its ends and the spreaders vertically.
38. The measurement length specified for jib fairlead and traveler track means length of track rather than the length from stop to stop.

39. A centerboard will not be considered a jibing board if the leading edge of the centerboard, that lies within the centerboard well or slot, does not move more than 1/4 inch more than the trailing edge of the board, when the board is pushed from side to side in the slot, as it would be when the boat is under sail and steered from one tack to the other tack while on a beat.
40. Centerboard Measurement—The “leading edge” is interpreted as the predominant leading edge. It is measured by laying a straight edge along the predominant leading edge to a point on the hull. From this point, a measurement is made along the hull on the centerline to the transom/bottom intersection. The dimension is 95 1/2 inches plus or minus 1/2 inch.
41. The sides of the centerboard slot at the bottom of the boat may be altered to create a minimum opening width of 1 1/8th inches. (This does not allow filling of the corrugations in the centerboard trunk.)
42. Depth of the centerboard fully down from the bottom of the hull to the centerboard end is 48 inches plus or minus 1/2 inch.
43. A 4 x 4” area may be built up at the point where the top of the fully extended centerboard comes into contact with the sides of the centerboard trunk in order to correctly align the centerboard, except as provided in Rules 41.
44. A mast preventer may be rigged between mast and shrouds.



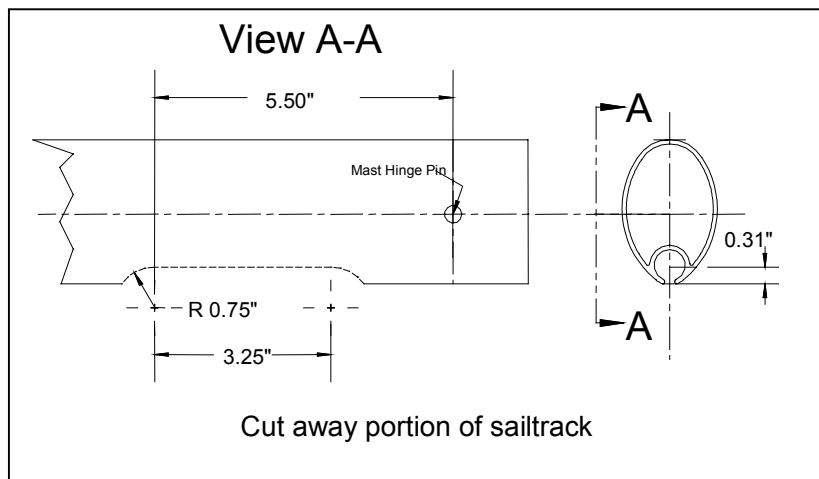
45. Snap connectors on the ends of the whisker pole.
46. Aug. 2002: Rescinded: (concerning optional self bailing equipment). [Ed. See Article XIII.9].
47. Seat cushions and/or padding may be used as boat ballast if securely attached while racing. These items are not to be considered nor used as personal flotation devices.
48. Due to the danger and cost of broken booms the internal reinforcement of the boom shall be allowed. The reinforcing material can be metal or wood not to exceed 30 inches in length. It is recommended that the reinforcement be placed so as to span an equal distance on either side of the boom vang bail, or attachment.
49. Jan. 1993: Repair or prevention of persistent cracks in gunwale is allowed.
50. Installation of fabric or plastic bail on booms for main sheet support.
51. A guard strip may be installed on the bow to protect the gel coat.
52. A patch or strip of stainless steel, aluminum or other material may be placed on the front of the mast behind the thrompkin to protect the mast from wear caused by the whisker pole.
53. A hook or similar device may be used to hold the whisker pole when not in use.
54. The centerboard thickness may be increased up to 1 1/8 inches in the area up to 2 inches forward of the trailing edge of the board, and up to 3 inches below the intersection of the arm and the top of the board.
55. The JSI-B Johnson Spar mast is a legal substitute for the W.D. Schock Lido 14 mast.
56. All Lido 14 parts may be of any color finish or anodization.
57. Sails with polyester (Mylar) thread and film may be used in non-championship regattas at the discretion of the host fleet.
58. Nov. 1995: Revised May 2001: Any fitting or approved change for Lido 14's with hull number #6000 and higher may be used on Lido 14's with hull numbers below #6000 provided that there is no change in basic measurements, under water configurations, sail plan, or other features which affect boat speed. [Ed. See Article XIII.10].
59. Feb. 1996 & May 1998: Electronic compasses are OK use if that is their only function
60. Feb. 1997: It is permissible to store the whisker pole on the boom when not in use.

- 61. Feb. 1997: For Lido 14's with hull numbers #6000 and higher, a view port is allowed in the centerboard cap.
- 62. Feb. 1997: 6000 series boats may use a bull's eye fairlead for the bow line
- 63. Feb. 1997: 6000 series boats may use plastic halyard cleats
- 64. Feb. 1997: 6000 Series boats may use 2:1 purchase on centerboard retraction line
- 65. Feb. 1997: 6000 Series boats may reconfigure the centerboard shock cord
- 66. Feb. 1997: 6000 Series boats install a positive stop for centerboard down position
- 67. July 1998. Rescinded May 2002: (concerning cutting down of transom)
- 68. Aug. 1998: Telescoping tiller extensions are permitted
- 69. Aug. 1998: An insert (e.g. wood). may be placed between the inner and outer centerboard trunks on the 6000 series boats at the point where the seats meet the trunk in order to restrict side to side movement of the inner trunk.
- 70. Aug. 1998: The minimum width of the centerboard slot shall be 1 1/8"
- 71. May 2001: It is acceptable to remove material from the post 6000 Series mast butt [ed. the bottom end of the mast extrusion is no longer measured—the hinge determines the height of the mast above the deck.]
- 72. May 2001: The "Classic Lido" mast butt fitting is allowed for use on all Lido 14s
- 73. July 2001: A roller fitting (Ronstan RF 453 or equivalent). may replace the stock cast boom end fitting, and be attached to the end of the boom to guide a single outhaul line from the clew of the mainsail either around or to the inside of the boom. Blocks and line may be attached to the outhaul in any combination to gain mechanical advantage. The angle of the line from the clew to the end of the boom must be essentially the same as with the stock factory fitting, and all rigging must be within or attached to the boom



Measurement of boom maximum length with sheave at aft end for internal outhaul per Approved Change 73

- 74. July 2001: Shrouds shall have plastic covering along their entire length except that a reasonable amount may be removed from the ends of each shroud for the purpose of attaching end fittings. In addition, a maximum of 3/8 inches of plastic covering may be removed from the middle area of the shroud for the purpose of flying one set of tell-tails.
- 75. April 2004: The lower portion of a 6000 series mast sailtrack may cut away as shown to allow the lowering the mast to the transom with the mast pin in the tabernacle fitting without striking the coaming.



76. Sept, 2004: **A factory provided** whisker pole storage tube may be installed in the forward bulkhead of any 6000 series Lido 14 that was manufactured prior to the factory design change that includes a whisker pole storage tube in the stock boat. The tube must be installed in the forward bulkhead and according to factory specifications that are provided with the kit.. [Ed note: the factory kit is designed to maintain the watertight integrity of the inner liner and maintain hull floatation in the event of a capsize. This feature was stipulated by the Chief Measurer and ratified by the Board of Directors to make this allowance.]



DISALLOWED CHANGES

1. Rubber strips covering the centerboard well opening on the bottom of the hull.
2. Mast stay release mechanism allowing the boom to pivot farther forward going downwind.
3. Re-rigging the mainsheet with multiple blocks on the end of the boom and transom.
4. The use of shims, wedges and rollers to prevent centerboard side-play, except as provided in Approved Changes 41 & 43.
5. Double transoms to accommodate outboard motors.
6. Filling of the corrugations or any portion of the centerboard trunk.
7. Adjustable luff ropes in jib sails not sewn to luff rope at one or both ends.
8. Use of block or cord preventer on whisker pole.
9. Use of shock cord to hold tiller in center of boat while sailing.
10. Telescoping and/or adjustable whisker pole.
11. Running halyards through fairlead and then to a jam cleat.
12. Use of an outhaul winch.
13. Use of a snap shackle at the jib tack.
14. Attach any restraining device to clew grommet on main other than outhaul.
15. Changing of hull number.
16. The running of halyards through holes or fairleads in the deck.
17. The addition of additional hardware to the jib fairlead track.
18. Use of the whisker pole as a reaching outrigger, on the same side as the boom.
19. Use of a double block or two (2) single blocks on the centerboard arm.
20. Straight traveler track (track must conform to the curvature of the transom).
21. Removal of the cathedral cleats.
22. Jam cleats on each side of the boat to operate and adjust the traveler slide for mainsheet.
23. Use of Proctor tapered mast.
24. Small winch on top of centerboard cap to aid in controlling the jib sheets rather than use of jam cleats.
25. July 2001: Moved to Approved Change #75 (concerning plastic coating on shrouds).
26. Removal of wooden tray. (classic boats only).
27. Installation of shock cord to hold boom forward while running.
28. Boom mounted mainsheet jam cleat.
29. Running the centerboard shock cord inside the centerboard trunk instead of outside the centerboard trunk on any Lido 14's with hull numbers below #6000.
30. Placement of two (2). windows on either the mainsail or the jib sail.
31. Paint on the bottom of the boat that may result in less friction than the clean smooth gel coat that is on the boat when it arrives new from the factory.
32. Rescinded (concerning the use of "cam cleats").
33. The use of clear plastic centerboard caps.
34. Aug. 1995: Rescinded (concerning addition of a downhaul block at the mainsail tack).
35. A change in the jib sail design providing a continuous flap to attach the jib sail to the foresail and fastened by a series of snaps.
36. July 2001: Rescinded (concerning limited swinging spreader)
37. Alterations of the centerboard trunk to make it longer or higher.
38. Rescinded (concerning the use of a ratchet block for main sheet control).
39. Use of more than one (1) gudgeon on mast for whisker pole attachment.
40. Use of the thru-hull operated knot meter.
41. Moving the jib fairlead track and stops at the ends of the metal track controlling the jib fairlead, and re-bolting the stops to the gunwale to permit additional forward or aft movement of the fairlead along the 18 inch metal track is not allowed.
42. A split or double mainsheet.