

2005 LIDO 14 CLASS CHAMPIONSHIP REGATTA MEASUREMENT CHECKLIST

SKIPPER'S NAME

Hull #

BOAT OWNER'S NAME (if different from skipper)

Sail #

This checklist is to be completed by your fleet measurer and submitted at Registration/Check-In. If you do not have a fleet measurer, you may have your checklist completed by any fleet measurer, the Chief Measurer, or their proxies. Those that cannot locate an eligible measurer shall make an appointment with the Chief Measurer to have their checklist completed at the Championship Regatta. Chief Measurer Chris Collins can be reached at (661) 433-3834 or ctcollins@sbcglobal.com.

Check off each box to show compliance.

Document Verifications:

- Official Certificate of Measurement and Registration is complete and dated _____
- 2005 Lido 14 Class Association boat decal is on the boat transom

Sail Verifications:

- Measurement ink mark, measurer initials, and measurement date on each sail
- Lido 14 Royalty tags attached
- Honor Awards attached to mainsail(s)
- Correct sail number attached to the mainsail(s)

Boat/Equipment Verifications:

Referring to the Measurement Guide on the back of this checklist, verify compliance of the following items to the Class measurement rules. Record the boat weight and centerboard fore/aft position.

- | | |
|---|---|
| <input type="checkbox"/> Boat Weight (_____ pounds) | <input type="checkbox"/> Whisker Pole |
| <input type="checkbox"/> Mast Fore/Aft Position | <input type="checkbox"/> Mainsheet Bridle/Traveler Height |
| <input type="checkbox"/> Jib Fairlead Aft Position | <input type="checkbox"/> Centerboard Depth |
| <input type="checkbox"/> Jib Fairlead Span | <input type="checkbox"/> Centerboard Thickness |
| <input type="checkbox"/> Rudder Angle | <input type="checkbox"/> Centerboard Gybe |
| <input type="checkbox"/> Rudder Depth/Length | <input type="checkbox"/> Centerboard Fore/Aft Position (_____ inches) |
| <input type="checkbox"/> Rudder Thickness | <input type="checkbox"/> Centerboard Pivot Point Position (see back) |

My designated representative or I have made the above verifications

Signature of Fleet Measurer or his/her Representative

Fleet #

Name of Fleet Measurer or his/her Representative (Print)

Date

Measurement Guide

Boat Weight. Minimum of 310 pounds. *Article XIII.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.* Include permanently affixed boat ballast and equipment. An item is considered permanently affixed if tools are required to remove it from the boat. Boat, including floatation/interior air spaces, must be dry when weighed. Account for lifting sling weight.

Whisker Pole. Maximum of 72". *Article XIII.11. The whisker pole may be of any material but may not be longer than six (6) feet including the mast fitting.* Attach pole to fitting on mast. Hold the pole over the bow, perpendicular to the mast. Measure from the mast's leading edge to the extreme outboard end of the pole while pushing the pole against the mast.

Mast Position. 48 $\frac{3}{4}$ " to 49 $\frac{1}{4}$ ". Measure the distance from the centerline of the clevis pin that attaches the forestay adjuster/turnbuckle to the bow to the leading edge of the mast (at the height of the mast pivot bolt.)

Jib Fairlead Aft Position. Minimum of 95". Measure the distance from the centerline of the clevis pin that attaches the forestay adjuster/turnbuckle to the bow to the forward inside surface of the jib fairlead.

Jib Fairlead Span. Minimum of 64 $\frac{3}{4}$ ". Measure between the outside surfaces of the jib fairleads where the jib sheets bear.

Mainsheet Bridle/Traveler Height. Maximum of 22". Only applies to boats equipped with a mainsheet bridle (fixed) or traveler (adjustable). Travelers shall be adjusted to allow the apex of the bridle to rise to its maximum possible height. With upward tension applied to the bridle, measure the distance is from the lower corner of the transom/hull to the apex of bridle where the bridle connects (typically with a knot) to the mainsheet.

Rudder Angle. Maximum of 27". *Article XIII.5(b)(2). 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 $\frac{3}{4}$ inches forward of an extension of the leading edge of the rudder and a point on the leading edge of the rudder 18 $\frac{3}{4}$ inches below an extension of the bottom line of the hull.* Use an approved angle measurement tool or measure the triangle manually as described in the rule. Note that the point referred to in the rule is most likely in the open space between the rudder and the hull.

Rudder Depth/Length. 23 $\frac{3}{4}$ " to 24 $\frac{1}{4}$ ". The upper point of the rudder depth measurement is the intersection of the lines representing the rudder's leading edge and the bottom of the hull. The lower point is at the intersection of the line representing the leading edge and a line perpendicular to the leading edge tangent to the rudder tip.

Rudder Thickness. 5/8" to 7/8". Measured at thickest portion of foil from top to within 5" of bottom of rudder.

Centerboard Depth. 47 $\frac{1}{2}$ " to 48 $\frac{1}{2}$ ". With the centerboard in its fully extended position (see Fully Extended Position note in Centerboard Fore/Aft section below), measure from the bottom of the hull to the most distant portion of the centerboard's bottom (tip.)

Centerboard Thickness. 3/4" to 1", measured at the thickest portion of the foil, from the top of the centerboard to within 8" of the bottom (tip) except for the area up to 2" forward of the trailing edge and up to 3" below the intersection of the arm (if one exists) and the top of the board. This supplemental area can be 1 $\frac{1}{8}$ " thick.

Centerboard Gybe. Maximum of $\frac{1}{4}$ ". *Article XIII.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.* Gybe on a Lido 14 centerboard is a result of the shape of the head of the centerboard. Gybe is ideally measured while the boat is hoisted about 5' into the air to best replicate the boards motions in the water but optionally performed with the boat on its side. Extend the centerboard into its fully extended "upwind" position. Place masking tape across the centerboard slot immediately in front and behind the centerboard. Using a narrow tipped pen, mark a reference point on the leading and trailing edge of the board. With the boat stabilized, push the centerboard into its port tack and starboard tack positions, marking the range of motion of the reference marks onto the strips of tape. When pushing the centerboard into position, use one point of contact and apply just enough force to make the centerboard travel up against the opposing side of the centerboard slot. Do not attempt to twist or warp the centerboard. Remove the two pieces of tape and measure the difference in the front span versus the aft span. This is the gybe amount being measured for compliance.

Centerboard Fore/Aft and Pivot Point Positions. *Article XIII.5(c)(5). Fore and aft location of the centerboard. 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 $\frac{1}{2}$ inches plus or minus $\frac{1}{2}$ inch. For hull numbers of 3449 and smaller the pivot point is 1 $\frac{7}{8}$ inches plus or minus $\frac{1}{4}$ inch from the centerboard's leading edge...* For all boats, measure and record the centerboard's fore/aft position. For hull numbers below 3450 that do not meet the fore/aft position specification, verify that their centerboard hangers are straight and inside their centerboard trunk wall slots, and verify that the location of the centerboard pivot point meets the above specification. Fully Extended Position: for boats that don't have a positive centerboard stop, measure with the centerboard leading edge at an angle of approximately 90° to the hull.