

L¹⁴

bow

wave

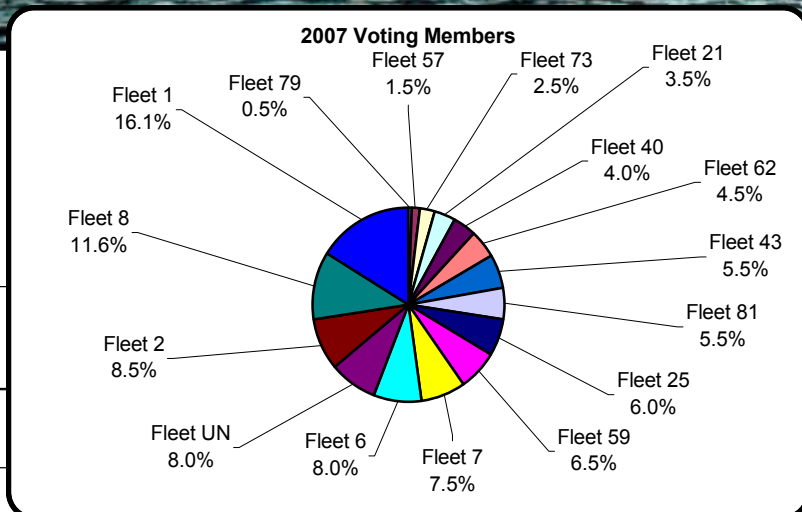
Armada of Yachts from Fleet 1 Practice on Wednesday evenings for Championships at Newport

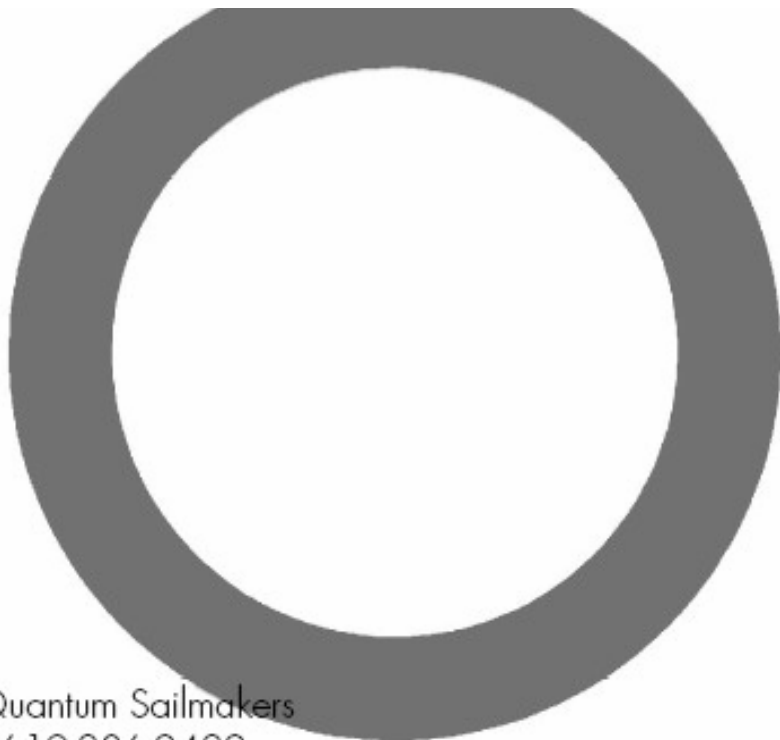


Fleet 8 takes over second place in
L¹⁴ Class Association membership
just 2 years after revival at LWSC
Resuscitated Fleet 2 is now 3rd largest

Junior Class Championships
Info Inside

Summer 2007





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1st Turkey Day
1st Midwinters
1st Howard Prairie
1st Semina Nautica
1st Labor Day, ABYC
1st Huntington A & B
1st District 2 Champs
1st Memorial Day, ABYC
1st Super Bowl Regatta
1st Mission Bay Fall Inv.
1st Morro Bay Fleet Champs

So Far, So Fast

Cover Photo: Gold *L¹⁴*'s, Silver *L¹⁴*, Gold chevrons, and maybe even a Red *L¹⁴*...Rock stars from the past and present hit the water on Wednesday night sailing at Newport. Gary Thorne (silver on the left) leading on the run hotly pursued by the golden guys (Gaudio and Papadopoulos) and the rest of the fleet. Photo credit Jeff Keenan

Lido 14 Calendar of events

June 16	Lido Classics	Newport Harbor	American Legion YC
June 23-24	Semana Nautica & District 1 Championships	Santa Barbara	Santa Barbara YC
June 29	Soda Pop Series #1	Dana Point	Dana Point YC
July 7	Fourth of July Regatta	Alamitos Bay	Alamitos Bay YC
July 7-8	High Sierra Regatta	Huntington Lake	Fresno YC
July 13	Soda Pop Series #2	Dana Point	Dana Point YC
July 22	Lido Classics	Newport Harbor	American Legion YC
July 27	Soda Pop Series#3	Dana Point	Dana Point YC
July 28th & 29th	Howard Prairie Regatta	Howard Prairie Lake	Rogue YC
Aug. 4	Lido Classics	Newport Harbor	American Legion YC
Aug. 10	Soda Pop Series#4	Dana Point	Dana Point YC
Aug. 11-12	Class Champs Tune Up Clinic & Regatta	Newport Harbor	Balboa YC
Aug. 18	Lido 14 Junior Class Championships	Dana Point	Dana Point YC
Aug 18-19	One Design Regatta	Mission Bay	Mission Bay YC
Aug. 20-22	Lido 14 Class Championships	Newport Harbor	Newport Harbor YC
Aug. 24	Soda Pop Series #5	Dana Point	Dana Point YC
Aug. 26	71st Annual Outlook Trophy	Marina Del Rey	SCCYC
Sept. 14	Sundowner Series #5	Marina Del Rey, CA	Del Rey YC
Sept. 15-16	Lido Classics @ Big Bear Lake	Big Bear Lake	American Legion YC
Sept. 23	Roy Woolsey / Fall Regatta	Newport Harbor	Lido Isle YC
Oct. 7	Lido Classics	Newport Harbor	American Legion YC
Oct. 21	Fall Series #1, #2	Dana Point	Dana Point YC
Oct. 27	Ullman B Clinic & Regatta	Newport Harbor	Balboa YC
Oct. 27-28	Fall Invitational	Mission Bay	Mission Bay YC
Oct. 28	Halloween Regatta	Alamitos Bay	Alamitos Bay YC
Nov. 3	Sunkist Series #1	Newport Harbor	Balboa YC
Nov. 4	Fall Series #3, #4	Dana Point	Dana Point YC
Nov. 11	Lido Classics	Newport Harbor	American Legion YC
Nov. 17-18	Turkey Day Regatta	Alamitos Bay	Alamitos Bay YC

BOW WAVE PUBLISHING INFO

The Bow Wave is the official publication of the Lido 14 Class Association. It is published four times annually. Photographs, anecdotes, regatta results, reports, and tall tales, too, are welcomed.

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President's Prose By Allan Stults

Hello Lido Sailors,

This is my farewell as President of this Association. With the next Bow Wave, someone else will be at the tiller for a year or so. It's been an interesting and positive experience for me. I will, of course, continue on the Board as Past President and I look forward to working with the new slate of Board members that Past President Grant Williams has put together. There will be a few new faces, but if you've been around Lido 14 racing for any length of time, they will be faces you recognize.

I spoke to Bob Yates (CCR Chair) on the phone the other day about the upcoming Nationals at Newport Harbor. This is going to be the best Lido 14 CCR ever. You don't want to miss this one! There is a party planned every night at a different Yacht Club around the harbor with food, music and speakers from a Who's Who in the sailing world. And, of course, the racing will be great. I hope to see many of you there.

Fair winds, & Good sailing,

Allan Stults  5071



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
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Past President, Grant Williams

Class Association Nominating Committee

I propose to the board the following slate of officers for 2007-08, to be presented to the membership at the Class Championships and Annual Meeting:

Past President	Allan Stults
President	Steve Shupack
Vice President	Jim Sterner
Treasurer	Tracey Kenney
Secretary	Jeff Zook
Chief Measurer	John Papadopoulos
Director	Eric Bohman
Director	Richard Leijonfycht
Director	Ron Runyon

Tom Schock will continue as honorary director.

Each nominee has agreed to continue to serve on the Lido Board and will be serving in a position they have expressed interest in.

Both Tracy and Jim have agreed to serve multiple years and become president. The others do not rule it out.

We wish to thank all those who have contributed in past years.

Coffee cup CCR participation award 25 Years ago



Regatta Reports

Dana Point Fleet Championships and Li'l Doheny Regatta, May 20 2007

Racers came from Dana Point, Newport, Mission Bay, Ventura, and Oceanside to race in this year's Li'Doheny Regatta, which also served as the Fleet Championships for Fleet 73 (Dana Point). Fleet 73 Captain Tim Fuller and his crew Christine Pai bested the rest of his Fleet to win the Fleet Championships while Ventura sailors Steve and Diane Kent

Even though we had only 9 participants it was encouraging that we had folks from Newport Beach, Mission Bay, Ventura and Oceanside. The regatta was sailed off Doheny Beach in 5-7 knots of breeze. There was also a Blues Festival going on at Doheny Beach which made it a great "musical venue" for the days racing.

Tim Fuller  73 Captain

Fleet 73 Championships at Dana Point

A Skipper & Crew	R1	R2	R3	R4	R5	T
1 st Steve & Diane Kent	1	3	2	2	1	9
2 nd ** Tim Fuller & Christine Pai	3	2	1	1	4	11
3 rd Eric Heim & Brian Bolton	2	1	3	3	3	12
4 th Bob Hartung & Adam Maes	5	5	4	6	5	25
5 th Erin Christiansen & Courtney Carrecia	7	6	7	4	2	26
6 th Roger Patterson & Fred Marks	6	4	6	7	6	28
B Skipper & Crew	R1	R2	R3	R4	R5	T
1 st Mark & Sean Hunter	1	1	1	1	1	5
2 nd Henrik Biejar & Ken Silver	3	2	2	2	3	12
3 rd Tim O'Connor & Jeff Satterwhite	2	3	3	3	2	13

** New Fleet 73 Champions

Team Robertson Dominates Harry Wood Regatta

Twenty-two teams raced in beautiful So. Cal. weather. Winds were medium to light, with a strong outgoing tide thru most of the day. All competitors were started together but were scored separately.

It took several general recalls in the first race before most of the fleet figured out that they were being pushed over the line by current.

Stu & Erin Robertson, current Lido 14 Class Champions, won the regatta with perfect score of five points.

The Grand Master award was won by the highest-ranking skipper over 50 years of age, which was Stu Robertson.

Phoebe Staff, with her father John as able crew, won the B fleet. Phoebe was the youngest skipper - she's 11.

On a similar note, the youngest person racing was Will Mueller - all of 3-1/2 years - while Roy Woolsey takes the honors as the oldest - he's approaching his 90th birthday! Will took a nap but it wasn't enough. He completed two races and that was enough.

The longest journey goes to Allan Stults, the 2007 Lido 14 Class Association president, who drove from Eugene, Oregon.

Bronny Joy, of Balboa Yacht Club, took hundreds of digital photos and has published many of them on her website www.joysailing.com.

Playing at Piru – A Great Weekend May 4, 5, 6

A Non-Regatta, that was a pleasure even so....Fun, no matter what! (A hooter, truly a real blowout—ED)

A clear afternoon sky greeted sailors in the afternoon of Friday, May 4th as they arrived at the Lake Piru Olive Grove campsite, in the mountains of the Los Padres National Forest. Soon boat trailers and recreational vehicles were separated, tents sprouted, and conversation around a fire pit became popular. Flags and banners were activated by brisk wind gusts, which bent tree branches and were noisy all night.

On Saturday the racing marks were in place, but at final registration wind gusts up to 25 knots were estimated. A few sailors went out, to return quickly, and one did capsize. A delay to mid afternoon was called, but the wind was little changed, and Party Time had arrived.

A festive Cinco de Mayo Mexican-themed party in the campground featured music, plenty of specially mixed Margaritas with choices of flavor, and trinkets of all kinds. The children attacked a *Piñata*, which spilled candies. Mexican hats, and elaborate costumes lent color to the event. A selected few folks were given a powerful charge of Tequila in a shot glass, making them gasp *Bottom's Up!*, *Yee Ha!*, or *????*. The evening ended with stories around the fire pit.

Sunday's wind piped up again before race time, and everyone gathered at the snack bar (Adolf measured the wind outside the snack bar at 26 kts—ED) for awards.

Awards? Yes! Each skipper received a beautiful bowl or goblet hand-made to professional standards by Event Chairman Adolf Liebe using local guava, or juniper wood. An individually numbered certificate accompanied each one. Since there was no competitive sailing, Kay Russell's ingenious race committee had trumped up a reason for each award. For example: Dave Carroll received one of the large bowls because he is (or has) a big dog, Others included Tom Estlow. the first to sign up, Peter Beale for sailing across the lake, Eric Bohman for challenging the wind, Jim Orth for coming to the event from the furthest, Tracey Kenney for having a broken mast beam, and to Tim Harris to drown his sorrows.

Lido 14 skippers included:

Peter Beale, of SCCYC sailing *Pulce*
 Tom Estlow of SCCYC sailing *Cat in the Hat*
 Dave Carroll of MBYC, sailing *PU*
 Tracey Kenney of SCCYC sailing *Shenanigans*
 Eric Bohman of AYC, sailing *T.P.G.*
 Tim Harris of CYC sailing # 6120
 Jim Orth, of Morro Bay YC, sailing #3111

Power boat for Race Supervision

Tom & Julie Mercer, of Ventura

San Fernando Valley Yacht Club and Race Committee

Adolf Liebe Event Chairman & Trophies
 PRO Kay Russell
 Lynda Lou Bouch Hospitality, Decorations & Special Items
 Harold Giedt Wood for the trophies
 Chuck Russell Host Extraordinaire

The event also included Holder 20's and a couple of Day Sailors.

Compiled by Staff Commodore Dave Osborn, SFVYC

Regatta Reports, continued

Harry Wood Regatta Scores

A	Skipper & Crew	Sail	From	R1	R2	R3	R4	R5	T
1 st	Stu & Erin Robertson	3113	MBYC	1	1	1	1	1	5
2 nd	Kurt & Anne Wiese	6240	NHYC	2	3	2	4	4	15
3 rd	Kim McRae & Judi Gorski	512	CRA	5	4	4	3	2	18
4 th	Peter & Jimmy Newbre	4017	BCYC	3	6	5	5	3	22
5 th	Mark Ryan & Bernadette McKeever	4790	Leeway	7	2	3	2	11	25
6 th	Nancy Davidson & Missy York	5127	BYC	4	5	6	7	6	28
7 th	Len Bose & Dina Corsi	4910	BYC	6	11	10	6	9	42
8 th	Renee DeCurtis & Heather Martinelli	3747	BYC	9	9	8	10	7	43
9 th	Larry Walter & Shelly Leseney	4000	CYC	10	7	9	8	10	44
10 th	Steve & Gregg Kent	2833	SSC	11	8	11	11	5	46
11 th	Tracey Kenney & Robin Tams	4430	SCCYC	8	14	7	12	8	49
12 th	Terrie Canon & Linda Polick	6087	MBYC	12	13	13	9	13	60
13 th	Chris Killian & Robin Loss	6297	BYC	14	12	12	13	12	63
14 th	Steve & Will Mueller	6255	BYC	13	10	DNS	DNS	DNS	68

B	Skipper & Crew	Sail	From	R1	R2	R3	R4	R5	T
1 st	Phoebe & John Staff	2999	CYC	2	1	2	1	2	8
2 nd	Barry & Andrea Wood	4274	ALYC	1	2	1	4	4	12
3 rd	Tom & Karmen Estlow	6195	SCCYC	3	4	4	5	1	17
4 th	Jim Jackman & Chase Bargemann	6158	BYC	4	3	7	2	3	19
5 th	Bob Hartung & Adam Maes	4602	DPYC	5	5	5	3	5	23
6 th	Roy Woolsey & Karyn Greene	4110	LIYC	6	6	3	7	6	28
7 th	Allan Stults & Bill Ostic	5071	EYC	7	7	6	6	7	33
8 th	Jim Drury & Bruce Wasson	4963	ABYC	8	8	8	8	DNF	41



Above, Award winner at Lake Piru

Butch Michel prevails at heavy air contest in the LWSC Camellia Cup Regatta

Heavy rain and wind on Saturday and really heavy wind on Sunday. All large boats were reefed and still overpowered. Races were called on Sunday and the three remaining Lidos way overpowered returned on a full plane the 1/2 mile back to the Marina.

Nine Lidos, all local except Terry Hensley from Morro Bay. Butch Michel and crew Bruce McDivitt won the Lido class trophy and the Ed Orgon trophy for the first Lido in Camellia. The Lidos did not win the Camellia Cup this year because Dave Rumbaugh in the C-15 class had three bullets and his class had more registrants. Butch and Bruce were tied with George Koch in points but they had two bullets in two of three races on Saturday so the break was in their favor.

The conditions were quite bad with all crews very cold on Saturday. On Sunday several boats of other classes were towed half submerged back to the marina. The crews were not able to stay in the water long enough to rescue their boats.

By Richard Leijonflycht *L* 4516

Camilla Cup at Lake Washington

Pos	Skipper	Club	Boat Name	Total
1 st	Butch Michel	Fleet 8	<i>Flip Flop</i>	8
2 nd	George Koch	FLYC	<i>Lidocaine</i>	8
3 rd	Charles Witcher	FLYC	<i>Double or Nothing</i>	14
4 th	Mark Dawson	US Sail	<i>Common Abnormality</i>	14
5 th	Richard Leijonflycht	LWSC	<i>Topogriegip</i>	18
6 th	Pat Sayer-Handley	LWSC		21
7 th	Rodney Neis	LWSC	<i>Happy Bottom</i>	22
8 th	Terry Hensley	Morro Bay YC		25
9 th	Michael Pascual	LWSC		29

Photo, right Terry Hensley, #4354, looks for clear air on the right side as the fleet chases Butch Michel #6166 to the weather mark



Above, Robertson, #3113, and Weiss lurk at the weather end of the line as the fleet heads for the pin in the Harry Wood regatta.

Photo credit Joy Sailing



Regatta Reports, continued

District 6, Vancouver Lake Regatta

District 6 Lido sailors came out for the traditional first travel regatta for the Pacific NW fleets – the Vancouver Lake Regatta. This annual gathering of dinghies from Oregon and Washington is always popular with Lidos, as well as Lightnings, Lasers, A-cats, and Thistles. Racing is Saturday and Sunday, with camping on the grounds for visitors, and always a great BBQ meal on Saturday night. This year a fleet of 6 Lido crews from Fleets 78 – Anacortes, 25 – Portland, and 81 – Eugene came together for the first NW regatta of the year.

Saturday morning the fleets launched at 12:00pm with bright sun and a building breeze. The first race of the day saw Garrett Johns w/ crew Toby get off to a good start. While all crews were searching to determine which side of the course was favored, Garrett showed great boat speed, sailing the lifted tacks on the W-L course. He would hold on wire to wire to take the first race. What transpired behind him was more interesting... Jim Sterner, sailing with daughter Carolyn gave close chase to Garrett around most of the course, all the while being followed closely by the other 4 boats. In the final 3rd of the beat to the finish, 3 boats worked the right side hard while Sterner hung left – all 3 passed to finish ahead of Sterner. Ron and Nicole Runyan took second, and Fred Jensen w/ his grandson Briton pulling out 3rd. This was a very close race with all competitors finishing within about 20 boat lengths of each other.

During the 20 minutes leading to the next Lido start, the whole fleet of visiting Lido crews were watching the home town Lightnings and Lasers closely to see what the local wisdom was on which side was favored... those two fleets split evenly up the beat, so we were all on our own. And so the Lido fleet also split up the first beat after a clean start. This time it was the Runyans that showed strong speed and height to hold off the close chasing fleet to take the win.

The first two races brought variable wind speeds between 4 and 8 knots. However races 3 and 4 saw the breeze freshen to 8 to 12 knots as the afternoon wore on. In race 3 and 4 the Sterners found a groove upwind that placed them first at the weather mark, and they were able to hold on to take both races. Garrett and Toby were on their tail taking 2nd in those two races.

One bit of excitement came at the start of race 4 when Sterner thought he would catch the fleet off guard with a port tack start at the pin. No chance!! Garrett was charging hard on starboard, and just after the gun Sterner had to crash tack on Garrett's lee bow with inches to spare. Other racing highlights on Saturday (besides the sun, warm air temps, and great wind) included Steve and Ginger Orsini passing through the lee of 3 boats downwind in race 2 to round the leeward mark 2nd – sweet move in what seemed like their own private breeze. Also, showing great downwind speed all day on Saturday was Class President, Allan Stults with crew, Terry Sellers on 5071 – Water Witch. Impressive in only his second season racing Lidos, is Portland resident Fred Jensen. Fred brings his experience racing in the tough Portland Laser fleet to Lidos, as well as a fast boat – sail # 4522. 4522 is the orange boat he bought from past Class Champion Tim Mulvaney (1987.) (ED note this was not the championship winning boat however.)

With four races completed, the SI's called for a throw out, leaving Garret Johns and Jim Sterner tied with 5 points.

Some of the scuttlebutt overheard that evening at dinner included: a new boat from the factory for the Orsini's? techniques for building trailer bunks; America's Cup boat builders pop out sweet Lido rudders; tips from Sterner for

hermetically sealing your boat for best off-season preservation; deep wisdom from President Stults; just how did Ron fall off his boat at CCR last year?; and some talk on how to make the 2008 CCR at Fern Ridge (Eugene, OR) the best ever!

This regatta report should end with a description of an equally fantastic Sunday. But unfortunately, mother nature did not cooperate. The wind never came in, and so the regatta stood on Saturday's results. So Jim and Carolyn Sterner won the regatta on a tie-breaker from Garrett Johns. And the Runyan's took 3rd. Racing was very close and competitive, and as always this group had a great time together. Thanks to Vancouver Lake Sailing Club for another great regatta – see you next year!

Vancouver Lake Sailing Club 38th Annual Regatta									
Pos	Sail No	Boat Name	Helm	R1	R2	R3	R4	Pts	
1	5110	Fin	Jim Sterner	6	3	1	1	5	
2	4870	Mission Impossible	Garrett Johns	1	2	3	2	5	
3	4470	Blitz	Ron Runyan	2	1	4	4	7	
4	6131		Stephen Orsini	4	4	2	3	9	
5	4522	Juiced	Fred Jensen	3	6	5	5	13	
6	5071	Water Witch	Allan Stults	6	5	6	6	17	

Fleet 7 Invitational Regatta at Mission Bay, CA

In spite of one of the best sailing venues on the west coast the attendance at the Pete Jefferson Spring Regatta has slowly dwindled until a proposal to have a combined regatta with the Snipe Fleet 495 seemed to be a practical reality to better use the club's resources and race committee and facilities. Twenty-three Lidos showed up for the event and shared the water with twenty-two Snipes.

Local Sailors Foster and Campbell commanded the bay on Saturday but unusual winds Sunday left many hung out to dry in holes and other anomalies not normally found at Mission Bay. To add to the aggravation of fluky wind a couple of @#%\$# MOTORBOATISTS circled the two fleets at high speed making the sailing in light and lumpy conditions frustrating.

Stu Robertson, sailing with new junior crew Gregg Kent collected themselves and by Race 3 put it together and did 4 bullets to capture the top award in the A's. Roger Patterson beat up the "B" fleet with Becca Carper it the front of the boat, and a single boat showed up for the "C" fleet?

Racing stopped early Sunday with dying winds and Chile was served with the awards and everyone was finished up by 4:00 for the afternoon.

Team Weise lead the pack at the weather mark in R5 at MBYC while Robertson (behind #6240) gets ready to pounce—and does before the next mark.

Photo by Dave Eberhardt



Regatta Reports, continued

2007 Pete Jefferson Invitational Regatta

A's	Skipper & Crew	Sail#	R1	R2	R3	R4	R5	R6	T
1 st	Stu Robertson & Greg	3113	-6	5	1	1	1	1	9
2 nd	Kurt & Anne Wiese	6240	-4	2	4	2	2	4	14
3 rd	Ken & Sandyi Campbell	4509	3	1	2	7	7	-11	20
4 th	Steve & Anne Schupak	6262	2	4	-9	8	3	6	23
5 th	Stephen Mueller & Dina Corsi	6255	5	8	7	4	-9	5	29
6 th	Til Fuller & Christine Pai	3696	-13	6	8	6	12	3	35
7 th	Bob Yates & Patrick Kincaid	5051	9	3	6	(DSQ)	8	9	35
8 th	Dave Carroll & Allya Miner	4960	7	10	5	10	-11	7	39
9 th	Steve & Diane Kent	2833 (DNC)	DNC	DNC	DNC	3	5	2	46
10 th	Kent Foster & Pam Fairley	4480	1	7	3	(DNC)	DNC	DNC	47
11 th	Grant & Barbara Williams	4300	8	9	11	13	6	-14	47
12 th	Eric & Tiffany Bohman	3579 (DNC)	DNC	DNC	DNC	5	4	8	53
13 th	Randy Carper & Buddy Frank	6100	11	-13	10	9	10	13	53
14 th	Stan & Susan Betts	6041	10	11	13	11	13	-15	58
15 th	Roger & Anne Hinton	3906	12	12	12	14	-15	12	62
16 th	Terri Cannon & ?	6087 (DNC)	DNC	DNC	DNC	12	14	10	72
17 th	Roger & Pat Tilton	6015	14	(DNC)	14	15	16	DNC	77
B's	Skipper	Sail#	R1	R2	R3	R4	R5	R6	T
1 st	Roger Patterson & Becca Carper	6127	1	1	1	2	1	-3	6
2 nd	Jim & Justin Jackman	6158	-5	2	2	1	3	1	9
3 rd	Jeff & Tobi Zook	3542	2	3	3	3	-4	4	15
4 th	Tom & Karmen Estlow	6195	3	-5	4	4	5	2	18
5 th	Bill Kenney & Alex Toporavsky	1967	4	4	-5	5	2	5	20
C's	Skipper	Sail#	R1	R2	R3	R4	R5	R6	T
1 st	Tom & Debby Larkin	2784 (DNC)	DNC	DNC	DNC	1	1	1	7

Daffy Duck Doings at Newport



Above, John Papadopoulos prepares the tether to AFLACK (the duck) while Dina Corsi steadies the boom in advance of a wild ride in 25+ winds. They broke a mast while the rest of the fleet chose to spectate at Balboa YC in a wild Wednesday night special.

Jazz Cup Regatta at Lake Washington SC

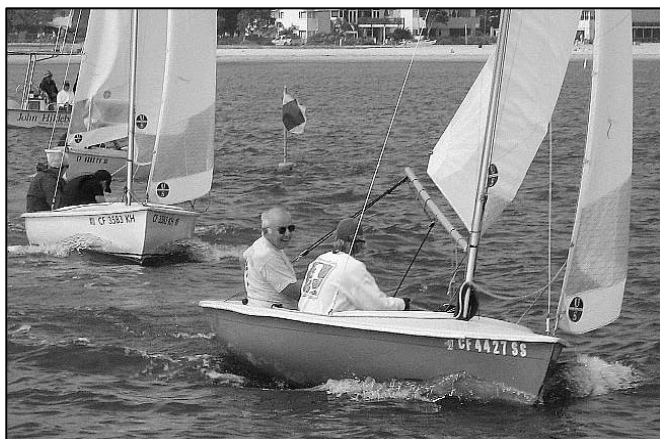
Butch Michel with crew Bruce McDevitt sailed to victory in Northern California's second Lido regatta. Butch managed to maintain consistent finishes and beat a small number of capable skippers. A few of Fleet 8 and Fleet 62's skippers plan to make the journey south to participate in this year's Lido nationals. We are looking forward to being part of Lido history and learning some of Southern California's techniques to superior boat speed. By Bruce McDevitt

Jazz Cup Regatta

Skipper & Crew	Sail #	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	T
Butch Michel & Bruce McDevitt	6166	1	-3	3	1	1	2	1	1	1	1	12
Jim Mackey & Sarah Mackey	4284	2	2	2	2	2	1	2	-3	3	3	19
George Koch & Scott Fredrickson	4567	-4	1	1	4	3	3	3	4	2	2	23
Mark & Bryan Dawson	6272	3	4	4	3	4	4	4	2	4	(DNS)	32
Michael T. Pasoual & Steve Porter	484	5	5	5	5 (DNS)	DNS	DNS	DNS	DNS	DNS	DNS	50



Above, Steve Mueller and Dina Corsi, #6255, squeeze around the leeward mark at Mission Bay while Randy Carper and the rest of the fleet line up to go around.



<<<<Left

It's easy to smile when you're in front of the fleet—Roger Patterson and Becca Carper at Mission Bay.
Photo by Dave Eberhardt

Regatta Reports continued

Fleet 2 Invitational Regatta, Marina del Rey, CA

Fleet 2, as one might expect, is the second oldest fleet in the Lido Class Association. Once located in Marina del Rey, as the South Bay Fleet, then moving to Westlake, becoming inactive and recently renewing itself in the South Coast Corinthian Yacht Club, Fleet 2 is becoming a shaker and mover in the Association—the 4th largest fleet and growing. Their annual Invitational Regatta is a one-day event held in the channel at Marina del Rey. Usually the winds are moderate and blow almost right down the channel, bounded on the 2 sides by a rock jetty and small no-sail-zone for powerboats.

HOSTING is spelled with all caps as Fleet 2 turned out with help at the hoist, free granola bars and water before the races and snacks and hamburgers to grill while the scores were being tallied. All of this for a paltry \$15 entry fee.


This weekend the breezes were a bit more than moderate and a storm in the north advanced to cause a southerly shift in the sea breeze for the after-break racing. Numerous Student Lasers from the UCLA Sailing Center and a few Lidos littered the course with centerboards up and rescue boats were busy from the first race on.

Five regular races with "A" and "B" classes were held and the finishing event was a "fun race" in which all started at once, and when the first boat made the weather mark the rest all turned and fled to leeward for the dock—hoping to beat the fastest "A's" in an automatically handicapping race. Tee shirt prizes were donated by Quantum Sails and awarded to the first upwind and first downwind boat. As things turned out, Mark and Sarah Ryan rounded mark 1 by a length ahead of Dave Carroll and Sue Service, and while Dave concentrated on catching the downwind boats, team Ryan concentrated on reading the course and properly rounded the reaching mark. Carroll figured out his error too late, and the Ryans collected a handful of Tee shirts for being first at both ends. All others failed to sail the course properly but arrived at the SCCYC bar first.

For the real races, Carroll and Ryan swapped wins. John Papadopoulos damaged a head stay and retired for repairs while leading the second race, then after returning to competition got foiled by a course that involved more than 2 marks and traded a solid lead for a dismal 5th place in race 4.

The "B" fleet was pretty well controlled by Kelly Cantley but Tom and Carmen Estlow picked up a win in their newly acquired #6195 just edging out Gary and Diane Schaffel.

Furthest distance traveler, Joel Graves of the Ventura fleet, was rewarded for his driving effort with trophies donated by West Marine, and the youngest skipper, 13 year old, Phoebe Staff, got a special prize besides being 3rd in the "A" fleet. Watch out for this kid, she was right in there with the top of the fleet and drives like she was lots more experienced. She can only get better.

Dave Carroll  4960

Below, Dave Carroll and Sue Service head for the finish in Race #5 at the Fleet 2 Invitational Regatta
Photo by Kevin Beyer



Lido Classics at Newport

Do you remember the regatta sailed at Big Bear last year?—this is the same bunch that hosts this monthly get-together of Lidos, and only Lidos, just across the pond from Lido Island Yacht Club.

To participate, you just bring your boat and 5 bucks to 15th Street off Newport Blvd and go to the American Legion Yacht Club. I thought American Legion was all about wars and warriors - but surprise to me they have a very nice facility complete with covered patio, dining room, and bar. There is room for a few dry stored boats on land and a few wet-stored boats at docks with a small crane at the west end.

Fastidious PRO Stan Betts would probably have a fit over their rules and sailing instructions: They still use the 2001-2004 RRS - heck I threw mine out years ago.


(Geeze Roger, "Classics" are classic—get it?—ED)

If there is a foul the penalty is a 360. If there is a protest you are cautioned to "Settle it on the water like good boys and girls".

(for those whom have honor in a honor system—ED)

The beep beep-beep pre-warning, comes 10 seconds before the warning. Hit a mark? - re-round the mark. But how many races to sail - as many as the PRO feels like. Confused? No problem - just go with the flow. We had 11 boats on the water including Dave Carroll [arriving late and missing the first race] with John Papadopoulos as crew; Roy Woolsey came out to sail, and did well indeed. (Roy is now 90—ED)

This series features a really nice bunch of folks both as competitors and as hosts of the event. We had a good time and I am sure you would, also, should you venture there. Give 'em a try.

Roger Patterson  6127

Len Bose and Dina had 4..bullets out of 6 races. Go Len & Dina 8 Roger Patterson & Fred Marks battled it out for 2nd Place and showed us how they do it at MBYC. Roy Woolsey lost the tie for third place with Dave Carroll who ended the day with a bullet in the 6th race. Renee & Janel were without a doubt the most consistent racers on the course all day. Renee grabbed the other bullet and if they had not had to leave early and DNF the last race, you all would have been in some trouble. Great job Renee & Janel. Keep coming back. Thanks to John Papadopoulos who came down to represent Fleet 1 by bringing a COOLER full of beer and drinks for everyone! John wasn't planning to race but ended up on the course crewing and having some fun.

Scott Porter, PRO, ALYC

A's	Skipper & Crew	Sail #	R1	R2	R3	R4	R5	S	Fin
	Dave Carroll & Sue Service	4960	2	2	1	1	1	7	1
	Mark & Sarah Ryan	4790	1	1	2	2	2	8	2
	Phoebe & John Staff	2999	3	5	4	3	6	21	3
	Steve Potter	6284	7	3	6	4	4	24	4
	Chris Killian	6297	5	6	3	6	7	27	5
	John Papadopoulos & Mike Sikov	6188	4	8 DNF	9 DNS	5	3	29	6
	Peter Beale	6274	6	4	5	7	8	30	7
	Bruce Fleck	4511	9 DNF	9 DNS	9 DNS	8	5	40	8
B's									
	Kelly Cantley & Anne Eggers	5036	4	3	1	2	2	12	1
	Tom & Karmen Estlow	6195	5	5	2	1	3	16	2
	Gary Schaffel	3446	2	1	7 DNF	6 DNF	1	17	3
	Joel Graves	872	1	2	3	5 DNF	5	17	4
	Don Baker	4179	3	4	4	3	4	18	5
	S. Arkel	1933	8 DNS	8 DNS	7 DNF	8 DNS	8 DNS	39	6
	Michael Sikov	4779	8 DNS	8 DNS	8 DNS	8 DNS	8 DNS	40	7

Finish	Sail #	Skipper & Crew	Club	Points
1st	4910	Len Bose & Dina Corsi	BYC	13
2nd	6127	Roger Patterson & Fred Marks	MBYC	26
3rd	4960	Dave Carroll & John Papadopoulos	MBYC/BYC	27
4th	4110	Roy Woolsey & ?	LIYC	27
5th	3747	Renee & Janel DeCurtis	KHYC	28
6th	4000	Larry Walters & Patty Hulsey	BYC	22
7th	6284	Steve & Kristina Potter	SMWYC	35
8th	3733	Guest Skipper &		39
9th	6297	Chris & Christophe Killian	BYC	44
10th	4274	Barry & Nicholas Wood	ALYC	54
11th	5036	Kelly Cantley & Brooke Phillips	SCCYC	56
12th	6157	Another Guest &		59

NOTICE FOR THE 2007 LIDO 14 CLASS ASSOCIATION ANNUAL MEETING

All Association members in good standing for the 2007 membership year are invited to attend the Lido 14 Class Association Annual Meeting that is being held in conjunction with the 2007 Class Championship Regatta.

The meeting is scheduled to be held at Balboa Yacht Club, 1801 Bayside Drive, Corona Del Mar, CA 92625 starting at start at 7:30 P.M on August 20, 2007.

Each fleet and unattached member may cast one vote on issues at hand, the weight of each fleet vote being proportional to the number of eligible members in their fleet based on the Association roster of active members in the fleet 30 days before the meeting (July 21, 2007).

Fleet captains and secretaries should review this material with their fleet members so that they may instruct the fleet delegate on voting. Fleets should act promptly in this matter to ensure fair representation of their members at the Annual Meeting.

Fleets and unattached members not intending to attend the meeting are requested to assign a proxy and to notify the Association of their selection.

This notice will be posted on the Lido 14 Class Website (www.lido14.com) to assist in its distribution to the general membership.

The agenda for the meeting is as follows:

1. Call to Order
2. Roll Call of Fleets and Unattached Members
 - a. 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
 - a. President Allan Stults
 - b. Vice President Steve Schupak
 - c. Treasurer Gabe Ferramola
 - d. Chief Measurer Eric Bohman
 - e. Secretary Tracey Kenney
5. Report of Charters Granted and Revoked
6. Ratification of Governing Board Rulings
7. Unfinished Business
 - a. Proposed bylaw amendments from 2006 Annual Meeting
8. New Business
 - a. Proposed bylaw amendments
 - b. Other New Business
9. Election of Officers
 - a. Past President presents proposed slate of officers and directors
 - i. Director 3
 - ii. Director 2
 - iii. Director 1
 - iv. Secretary
 - v. Treasurer
 - vi. Chief Measurer
 - vii. Vice President
 - viii. President
 - ix. Past President
 - b. Additional nominations will be taken from the floor
10. Adjournment

Proposed Amendments for the Lido 14 Class Association Bylaws

By John Papadopoulos, Director

March 10, 2007

Introduction

This document describes, at a conceptual level, proposals for amending the existing Lido 14 Class Association (herein "Association") Bylaws. It is left to the Governing Board to determine if conceptual level proposals can be presented to the Membership or if the more traditional form of very specifically worded changes to the existing Bylaws should be presented.

The proposals all relate to Lido 14 measurement. Accordingly, they were reviewed and discussed at length by the Chief Measurer Eric Bohman. Proposal #1 is related to the failed proposals put forth by the Governing Board in 2006. Proposal #2 is a new concept that greatly improves record keeping and reporting of a boat's measurement status. Proposal #3 depends upon Proposal #2 to provide a long desired revision to our boat ballasting rules. Lastly, proposal #4 takes a concept that has been in use by the Governing Board for over a couple of years (the notion of a measurer not attached to a fleet) and makes it permanent.

Proposal #1 – Consolidation of Equipment Measurements

- All current equipment measurement specifications shall be written into the Bylaws. This includes all measurements shown on the current Certificate of Measurement and Registration as well as equipment measurements found in the current Approved Changes list that pertain to measured items.
- The Bylaws shall state that they have precedence over any other Association documents (e.g. Certificate of Measurement and Registration).
- The Bylaws shall state that all equipment shall comply with the current Association rules unless it can be shown that any equipment in question complied the rules in effect at the time of installation (e.g. grandfathered).

Proposal #2 – Institute a non-Certificate Measurement System

- The Lido 14 Class Association shall be a non-certificate issuing class. All Association rules referring to the Certificate of Measurement and Registration shall be amended accordingly; the requirement that a boat shall be measured in order to be eligible to compete shall NOT be removed from the rules by these amendments.
- The Association shall create a standardized measurement form for recording equipment measurement data, grandfathered items, etc.
- The Association shall print Measurement Decals suitable for use on hull of the Lido 14 that provide space to write the date of issuance, the boat's hull number, and the boat's weight.
- The measurer of a boat shall record the actual measurement data (not pass/fail status), grandfathered items, and any other data deemed pertinent onto the standardized measurement form. The form shall be delivered to the Chief Measurer with a request for issuance of a Measurement Decal for the boat.
- The Chief Measurer shall review the measurement form and, at his discretion, approve the issuance of a Measurement Decal for the boat. The Chief Measurer shall fill in the date the decal is issued, the measured boat hull # and boat weight, in the spaces provided on the Decal. The Chief Measurer shall arrange for the decal to be delivered promptly to the boat owner. The Chief Measurer shall preserve the information included on the decal in a uniform manner and shall present this information and grandfathered items to the Governing Board as part of his reports.
- Decals are revocable by the Governing Board.

- The Association shall publish a current roster of boats issued decals that includes the boat's list of grandfathered items and weight. The Association shall publish this information in the Association Handbook.
- The boat owner should [Ed. carrying the decal is not mandatory] affix the Measurement Decal to a conspicuous part of the hull of the boat.
- Only boats issued a Measurement Decal may compete in events listed in **Article XVIII - Honor Awards**.
- Failure to carry a Measurement Decal on the hull of the boat shall prohibit the use of the "heavy boat" ballast weight credit discussed in **Bylaw Amendment Proposal #3 – Modification of Ballast Weight Rules**.
- All boats shall be re-measured within a time limit to be set by the Governing Board.

Proposal #3 – Modification of Ballast Weight Rules

This proposal depends on the passing of Bylaw Amendment Proposal #3 - Eliminate the Measurement Certificate and the use of the measurement decal described therein.

It is proposed that a boat carrying a measurement decal that documents the boat weight may use any excess boat weight (above the minimum weight of 310 pounds) towards the minimum crew ballast of 300 pounds. The four combinations of boat and crew weight, and the impact of this proposal on each combination, are:

Boat	Crew	Comments
Light	Light	Ballast still required for both boat and crew.
Light	Heavy	Allowing excess crew weight to be used to ballast light boats constitutes adding movable ballast – this should not be allowed.
Heavy	Light	Allow excess boat weight to be used as crew weight. This encourages use of heavy boats which otherwise weren't racing. As the weight of the boat is documented with a decal, it will be reasonable to enforce using excess boat weight towards crew weight – simply look for actual ballast in the boat and virtual ballast on the decal.
Heavy	Heavy	There's nothing we can do for this combination

Proposal #4 – Create the position of "Certified Measurer"

The long standing Lido 14 equipment measurement system allows each fleet to elect a measurer who has virtually sole authority of measuring boats within that fleet. There were and are still no standards, documents, or training programs to educate and regulate fleet measurers. In theory the Chief Measurer plays the role of educator however he too is not required to have known measurement credentials. I propose that, in the long run, the Association should be training measurers to ensure more professional results. To that end, I propose that a new type of measurer be created...the "Certified Measurer".

- Certified Measurers shall have the authority to measure any Lido 14 equipment presented to them for measurement.
- Certified Measurers shall provide measurement services to members not attached to a fleet and shall assist the Chief Measurer in training fleet measurers and developing educational materials for measurers.
- Nominees for Certified Measurer appointments shall demonstrate, to the satisfaction of both the Chief Measurer and the Governing Board, that they are suitable for an appointment.
- Certified Measurers shall be appointed by the written approval of both the Chief Measurer and the Governing Board; Appointments are revocable by the Governing Board.
- [Ed. The Chief Measurer's position would remain as it is today and would not require Certified Measurer status however it would be a policy of the Association to encourage all candidates for Chief Measurer to either have Certified Measurer status or to have equivalent experience.]

**Minutes of Lido 14 Class Association Governing Board Email Meeting
March 15th thru March 26th 2007**

The following minutes are in regard to an email meeting held by the Governing Board that started on March 15th 2007 and ended on March 26th 2007.

Agenda:

1. Next board meeting: To be held at John Papadopoulos' home at 6:00 pm on Saturday, March 31, the day before the Harry Wood Memorial Regatta in Newport Beach.
2. Consider the Bylaw amendment proposals put forth by Director John Papadopoulos in the document titled "Proposed Amendments for the Lido 14 Class Association Bylaws" (See below).

Attendees:

All members of the Governing Board were included in the discussion

Motion

In his message sent 3/22/2007 12:19pm, Eric Bohman stated the following:

"I move that we submit the proposed by-law changes to the membership "in concept" in advance of the Annual meeting and ask the membership to be prepared at the annual meeting to vote on each concept. I think it needs to be clear to the membership that voting in favor of any combination of the Concepts will simply authorize the Board to move forward with drafting the Amendments which will then be voted on by the membership."

Second:

In his email sent 3/22/2007 1:35pm, Allan Stults replied "I'm going to second Eric's motion. I think the 3 step process, although lengthy, is the best way to proceed."

Discussion:

Five different procedures were presented that dealt, in various ways, with what and how to present the amendments to the general membership. Several were deemed inappropriate with the procedure presented by Eric Bohman garnering the most favor.

Vote:

In his email sent 3/23/2007 6:41am, Allan requested "The discussion is open and voting will end at midnight on Sunday, the 25th. If your vote is not submitted by that time, it won't count."

On 3/26/2007, President Stults tallied the votes and reported that seven votes in favor were received and that "The motion carries and the e-mail meeting is adjourned."

Minutes of Lido 14 Class Association Governing Board Meeting Saturday March 31, 2007

Held at the home of John Papadopoulos with tele-conferencing

Attendees:

President Allan Stults, VP Steve Schupak (by proxy), Chief Measurer Eric Bohman (by proxy), Director John Papadopoulos, Director Jim Sterner. Minutes taken by Director Papadopoulos.

Meeting brought to order by President Allan Stults at 6:07pm

A quorum has been established.

Minutes of Past Governing Board Meeting:

- A motion was made to accept the minutes of the February 20, 2007 Governing Board meeting. MSP.
- A motion was made to accept the minutes of the March 15, 2007 Governing Board email meeting. MSP.

2008 CCR Bid

A written bid for the hosting of the 2008 CCR was submitted by District VI. It is as follows:

March 31, 2007

Dear Lido Governing Board,

The Fleets of Lido 14 District VI submit a bid to hold the 2008 Lido 14 Class Championship Regatta. This CCR is to be hosted by Eugene Yacht Club at Fern Ridge Reservoir, Oregon. This CCR is tentatively scheduled for July 21st through July 23rd, 2008. We look forward to hearing back from you on this matter so we can begin planning for the 2008 CCR.

Jim Sterner on behalf of Lido 14 District VI

The Governing Board presented several questions:

Q: What days of the week are July 21 thru 23?

A: Monday thru Wednesday

Q: Who is the Organizing Authority for the event.

A: Eugene Yacht Club

Q: Who will be planning the regatta?

A: All active Lido 14 fleets in the District VI (Fleet 81 ~ Eugene, Fleet 25 ~ Portland, and Fleet 78 ~ Anacortes) will be sharing in the work.

Q: Are there any special items we should know about at this time?

A: The Howard Prairie Regatta, near Ashland, OR, will be the following weekend. Travelers are encouraged to race at this event too.

- A motion was made to award the hosting of the 2008 CCR to District 6. MSP

Old Business

The minutes of the January 8, 2007 Governing Board meeting have yet to be presented by the secretary.

New Business

The graphic for the 2007 CCR should be put onto the website.

Adjournment @ 6:43PM

Fleet Reports 1

Fleet 8, Sacramento, CA, Report

The Camellia Cup at Folsom Lake of April 14-15 is behind us but no one has forgotten it. Winds with 25 mph gusts and pouring cold rain on Saturday thinned out the fleet by the third race. And on Sunday, only three of those finishing Saturday launched. No rain but with at least one gust recorded at 46mph the Lidos were quickly down to two starters before the races were cancelled. The Lidos planed back to the marina intact but other fleets experienced lots of carnage. This is the first time in recent Camellia Cup history that the Lidos had a class start-and with 4 extra boats to boot! Butch Michel won in his newly acquired 6166, with George Koch in 4567 on his tail with same points taking a second, and Charles Witcher in 3978 taking third.

We are now looking forward to the Jazz Cup at Lake Washington over Memorial Day. Should be warmer!

Welcome to new members Jerry and Tammie Kingsley sailing 2378 since Jerry was 17; Blair and Sasha Wallace, accomplished Santana 20 sailors in 6193; Stacy Williams with 2063, formerly her father's boat; and past Lido Class champion Harris Hartman with spouse Amy Wandel, about to rejoin Lido competition.

So watch out SoCal, we're getting bigger and stronger!


Richard Leijonflycht  4516, Fleet 8 Secretary



I thought you guys might like to see why we can't sail in Lake Washington at present. We have mother and calf humpback whales visiting us. They are about 80 miles from salt water, probably the longest known inland incursion. LWSC clubhouse is in background on the left. (This is definitely bigger and stronger, Richard, but I don't think she will measure in—ED)

Fleet 62, Fremont, CA, Report

We will sail in the Go for the Gold regatta with our Lido on June 2/3, and I understand there are about 3-6 other Lidos that sail fairly often at that venue. So with a few more boats we should have a nice turnout. This is a very friendly place to sail on beautiful, clear-water Scott's Flat Lake at about 4000' elevation. The lake is located about 15 minutes outside of Nevada City (2.5-3 hrs from SF Bay). There is good camping on site, and nice hotels in Nevada City and Grass Valley. Hope to see you there!

Ned Nicolls  4136 --if I recall correctly
(You're correct, Ned—ED)

Fleet 62 Report...continued

With my broken knee and travel, I've made only about 1 board meeting in 6 months. I'm working in Seattle (very long hours) and just got home 1st time in 3 weeks. At this point it looks more than likely I'll be moving to Seattle. We need a new Lido fleet captain to step up. Any volunteers?

Jim Mackey  4284

(Sorry to hear about your problems Jim, you've been an asset to Fleet 62. If you have to move, maybe you can try to revitalize the Seattle Fleet —ED)

Fleet 21, Oceanside, CA report

We completed the third race in our Fleet Champ series on Saturday. What a beautiful day we had. Imagine sunny sky's, flat water conditions and seven to twelve knots of steady, slightly shifting wind. A perfect day for racing. Add to that, ten Lido's and a fairly tight starting line. We were in for some real fun. We had very competitive starts and very tightly grouped mark roundings. There were boats in front that have never been until today. And boats in the back of the pack that rarely get in that position. I can tell you that it is a bit lonely in the back of the fleet. The boats changed up positions numerous times during the races. And to top the day off we where honored to have brand new racers and veterans alike in the same fleet. Over all it was very competitive and sportsman like and a great amount of fun.

We were fortunate to have Tim Fuller, Captain of Fleet 73, Dana Point, bring his boat down and show us how to race. Tim and I are trying to get our fleets together for some cross-town fun. And it seems to be working.

OYC's Tom Manok, Greg Keys, Craig Jones and Loe Powell ran a very professional race committee from the comfort of the Yacht Bellisima. They really helped us make this a successful event and we thank them for their hard work.

After the five races we were invited up to the Oceanside Yacht Club for stories, cold drinks and of course awards.

On behalf of the Fleet I would like to thank Tom Manok, his crew and OYC for a great committee and use of the Club. Hugh Mast for his administrative work in writing the Notice of Race, Sailing Rules and the use of his custom made starting flags. Tim Fuller for his pro-activeness in promoting participation with in the two fleets. Most of all I would like to thank the racers for coming out in force and giving it all they had.

Tim O'Conner, Captain,  Fleet 21

Oceanside, Fleet 21 Championships			
Skipper & Crew	Sail #	total	final
Hugh & Stevy Mast/Slater	3850	40	22
Tim O'Conner/Danny Kolts	2844	44	29
Larry Rowe/Jim Green	3331	78	56
Carl & Bradley Streicher	3028	84	59
M.Harberson/Berr VanEss	3906	114	81

ED note: In a mind-boggling Microsoft Word table the above results were extracted from the finals of the Fleet 21 Championship series. A lot of races were sailed and there were 4 throw-outs. A bunch (Six I think) of other skippers and crews in the series were omitted from this report because I couldn't figure the rest out accurately. Sorry 'bout that.

Fleet Reports 2

Fleet 2, Marina del Rey, CA, Report

By Steve Potter

Kelly, Brooke, Kris and I made it to Newport for The Lido Classics this past Sunday but, as always, the Newport sailors were very gracious for our participation. Scott ran a great afternoon of racing and all had fun. Best of all, the wind was pretty dang good, although shifts hit quickly as did the puffs and lulls. Barry Wood borrowed John P's boat and sailed with his grandson in preparation for next Sunday's Harry Wood Regatta. There's four generations of folklore. This will be held on the Class Championship venue and, if it's placed like last year, will teach you a ton about the currents. (Remember the lesson comes after the test—ED)

John Papadopoulos came down to take some pictures and contribute some beer—no kidding. John needed to be at the airport by 4:30 and opted not to sail. We knew that Dave Carroll was stuck in traffic, would be late, and needed crew. Lo and behold, the two of them (John and Dave) showed up on the course, trying to claw their way back into race one from a very late start. (We were DNC in the first race 'cause we didn't even know where the line was. We were just trying to get on the course—ED). They won the last race very impressively (with 400+ lb of beef on the rail we couldn't be overcome by a mere 12 kt. breeze—ED). Roger Patterson came up from Mission Bay and that guy is pretty fast. Roy Woolsey was on fire! At one point he encouraged Kris to hike a bit harder and get her ponytail wet. Len Bose is going really fast with his newly purchased boat #4910. Parking got tight a lot earlier so it may be a bit tougher to travel to as the summer approaches, but it sure is fun. (Bring lots of \$ coins to fill the meters, which are in every available parking space near the club, to avoid the wrath of the meter maids hovering around like vultures with tickets and pen in hand).

Kelly and Brooke really wreaked havoc on one start sending at least five of us over early and showed really good speed upwind at times and, consistently, downwind. Kris and I couldn't hold on to finding our selves in first in the first two races and then took our "start early" pills and were OCS the next 3 of 4 races!

Marina del Rey, Lido Fleet 2, Seasonal Hi-Point Award: At the Fleet meeting we agreed on a schedule for the Season Hi-Point. The goal is to encourage participation and sustain it and rewards making a point to make the Hi-Point events.

What a great Invitational Regatta! Many thanks to Tracey for all her efforts, we missed her on the water.

What a great job by Phoebe Staff. A bullet in the B Fleet at Harry Wood and then the top MdR boat at one of the biggest events we hold. You are also the leader in the MdR Hi-point. Congratulations also to Kelly Cantley, you have worked so hard to achieve a win. That it came on a weekend that included your first race win along with your first regatta win is amazing.

From Steve and Kim: a report on #1933:

"We had a blast, capsize, broken halyard and all! SCCYC always does a great job of organizing and hospitality on events, and I always enjoy being part of them. Sparkle's turned in his application to Kelly for membership, and for anyone who hadn't heard, we bought 1933 and will be getting it into slightly better shape so we can come out and race with you all." (For any that may recall, Mr. Potter wrote an article last year about his first Lido adventure sailing #1933 at Newport. This classic relic has now been passed on to new members and is getting attention repairs and love from its new owners—ED)

Thanks to Tom Estlow, our website improves every day. It's been fun to watch.

Steve Potter  6284

Fleet 1, Newport Beach, CA, Report

It seems everything is ducky in Newport Beach these days. The upcoming Class Championships and the efforts of Len Bose and Balboa Yacht Club have totally "kicked it up a notch" for their Wednesday night racing. Talk about the close racing and the "Duck" abounded at the Alamitos Bay Memorial Regatta. Numerous past Champions have been out regularly so it really sounds like fun and competitive.

So what about this Duck? It is the rage in Newport Beach and seems to be a great attraction. Our understanding is the Fleet awards the Duck to another member who shows an uncharacteristic lack of judgment at which point that Fleet member must ignominiously tow the Duck around the course. It appears the Duck has been named AFLAC. Instead of the required call of "PROTEST"—"AFLAC" is hailed—read on for more.

The start of the June series began last night with 8-11 knot westerly breeze with 14 teams at the starting line off M Mark. As people were rigging their boats last night a quite hush came over the lot. The man in the tie-die had entered the building. Yes, the Class Champion Team, Stu and Erin Robertson were present and the game stakes were clicked up one more notch.

Team Gaudio/Swain was our race committee with mark set crew Team Chavez. The course was promptly set and the racing started on schedule. With Gaudio starting the night;

"All right! We are doing it for real tonight, 3 minute starts ready?" Marks laughter along with the train whistle made the event that much more fun. Dan Rossen came up to the race committee and asked for the "DUCK" informing the committee that he is a "Richard" and after the last over early he wanted the "DUCK"

Nominees for the DUCK were:

Staff Commodore Allen fell out of his boat before the start.

"It was me or the boat, so I took one for the boat".

Mark Gaudio, when questioned by John Papadopoulos about over early's retorted.

"OK JOHN YOU GET THE DUCK!"

Then you had to see the look on Johnny Currents face when he went into a gibe and found himself stuck on the leeward side, priceless.


We learned a couple of things last night. Team Fradkin/Schock are on fire, Mark Gaudio is an outstanding coach, Team Killian will be back in A Fleet soon.

After sailing the two twice around's and two windward/leewards in a good breeze it was time to head back to the bar. A number of prospects were brought to my attention on who should receive the DUCK.

Freshly wetted Staff Commodore Allen, or even maybe the Gaudio/Papadopoulos conversion. But after all the votes came in the DUCK went to Team Yates/Kincaid for the port starboard at the finish line of race three. We will have the Duck cleaned up and ready team Yates/Kincaid before the next event.

Now that the Duck is taken care of it's time for dinner and a large group gathers at the BBQ. This is just like the TV commercial—A \$35.00 cleat for the centerboard, \$18.00 for refreshments for the fleet, having dinner with your closest competitors PRICELESS! The feel good quote of the night came from long time lido sailor Alan Oleson as he approached our table after dinner; "What you guys are doing with the Lido Fleet IS GREAT! REALLY GREAT it reminds me of the day that "...."

Isn't this what a sailing club is all about? Thanks for the story Alan! You left us all with big smiles on our faces and that felt good.

By Len Bose, Fleet 1 Captain,  4910

Fleet Reports 3

More from Fleet 1

6-2-07 Newport Beach, CA Fleet 1 Championships hosted by the Newport Harbor Yacht Club produced 14 Teams, five races with overcast skies and a 6-8 southwesterly. With the yachting season in full swing our numbers were down but like they say "Its quality not quantity". Looking over the entry list, Team Wiese and Papadopoulos/Brandt had to be the favorites going into the event?

In the first race the line was good with the left side of the course showing more pressure. Team Papadopoulos/Brandt took the pin, squeezed out and crossed the fleet while Team Fradkin/Schock stayed on starboard and went left. At the first cross it was "FRADMAN", I like to call him "Johnny Current", anyway the mojo was all over the Fradkin/Schock team this weekend with four first places and a third. When I asked John how he did it his reply was simple "I don't know". I know how he did it, old "Johnny Current did not miss a shift. In B fleet we had a good battle going with new fleet members David Camerini and Jane Hartly butting heads with Team Killian. The Killian team, like in the Americas Cup, decided to make a helmsmen change before the event allowing rising junior sailor Christopher to take the tiller. After crossing the finish line the third race, in second place overall, one proud daddy was heard "Did you see that!"

Below front view, L-R Bob Yates, Pat Kincaid, John Fradkin, Ruth Schock, Team Killian, Team Weise, Marcel Hughes, Jennifer Dunkle



Fleet 7 Report

At our last meeting, the members of Fleet 7, Mission Bay, San Diego, voted to commend and congratulate the Editor of the Bow Wave, Dave Carroll, for the outstanding job he is doing.

It was agreed that both the Bow Wave and Handbook look great this year. The pictures are wonderful and the articles cover a variety of topics from racing to boat repair issues. Dave's fine article about remembering past Lido Sailors and lessons he had learned was a perfect example of Dave's outstanding journalism. Three cheers and a hooray for Dave!

Barbara Williams, *L*¹ Fleet 7, Captain

Thanks guys, by the way, did you know Roger and Marilyn Patterson are Great Grandparents? Super crew Kathy and Husband Will Dryden are now the proud parents of Aubrey Dryden as of June 4 2007. ED

Right--Who is Johnny Current? This is the view that Fleet 1 saw in all but one race of the Championships (got as 3rd in R5) or a total of 7 pts—next closest was team Weise at 12pts. Actually, these sailors are NOT beginners. John has been around for quite a while, crewing for Gary Thorne in the late '80s, and Ruth

Pauling Schock sailed *L*¹ 4072 as an "A" in the Mid '80's, later moving into the front part of Jim Grubbs' Snipe and sailing at the top of the fleet in many tough competitions.

Fleet 59 Report ?

The Good, The Bad, the Mediocre:

The turkey vultures began circling overhead after they heard Bob Kizziar say, "You guys are dead meat today." This, of course, elicited fear and trembling amongst the normally fearless Lido sailors but nonetheless they went forth to do battle.

Unfortunately for Bob, however, as the races progressed the vultures began to eye him as their target. First it was the Rothenbuechers coming in first, then the Salases, then the Ryghs and finally the Lockwoods. Jim Orth and Brian Watson and the turkey vultures continually hounded the Kizziars and at the end of the day the Lockwoods had won the fleet championships. After the races I asked the Lockwoods how they had pulled it off and in a rare moment of candor Kit Lockwood smiled and said, "We cheated."

Lawrence of The Facts

Below, the cheatin' and the beaten from fleet 59



Fleet 43 News, Ventura CA

Please make a note and pass on to your Fleet members the following message:

On May 29, Fleet 43, the organizers of the 2007 District 1 Championships, made the following announcement.

"The District 1 Championships have been rescheduled and relocated to September 8 & 9 at Lake Casitas, California.

Originally scheduled for June 23 at Santa Barbara Yacht Club (in conjunction with their Semana Nautica Regatta), we determined that a conflict with a major sailing event in So. California creating a participation problem for the Championships."

Lake Casitas is located near Ventura, Ojai, and Santa Barbara. It offers camping and other amenities. You can learn more about the lake by visiting <http://www.lakecasitas.info/>

"Fleet 43 hopes to combine a couple of races around the island with buoy races. A notice of race will follow in the near future."

We're sorry for the inconvenience but believe the rescheduling will lead to a better turnout.

Eric Bohman *L*¹ 3579



Championship News

OUR FIFTY YEAR CELEBRATION

The Class Championships are our only Lido 14 anniversary celebration. If you miss this one, there won't be another one until 2057. Can you wait that long?

Yes, plans for the Lido 14 Golden Anniversary Class Championships are moving ahead.

- Over twenty sailors have already registered
- The Dunes Motor Home Park is filling spaces
- Interesting historical data on the Lido is being compiled for presentation
- Outstanding sailors from past years are coming to the event
- Parties, burger bashes and banquets are planned
- Publicity is going out to numerous publications
- Skilled race officials have committed to run the sailing event
- The sailing venue is planned to offer exciting action for all of the sailors
- And, finally, there is still time to enter at a discount rate.

Now is the time to officially enter the most significant and exciting event in the long history of the Lido 14, the Golden Anniversary Class Championships, and relive the fifty exciting years of sailing competitions, great social activity, and long lived friendships all centered around our favorite boat, the Lido 14.

The success of the Lido is unique. Not many Classes last as long, or provide as many good times and exciting sailing as the Lido. This event will be no exception. Four exceptional Yacht Clubs are hosting portions of the event. They are Lido Isle Yacht Club, Newport Harbor Yacht Club, Balboa Yacht Club and Bahia Corinthian Yacht Club. We have an experienced group of hardworking committee members from the local area contributing their skills to make this a premier event in the history of the Lido. We have several returning Class Champions to teach and assist sailors coming to the event. The Class history will be on display in a manner never before seen. Well known sailors will be there to help us celebrate. The meals and entertainment should delight everyone in attendance. It should be the party of the half-century. You should be there.

Sailing should be stellar. The "Turning Basin" is being stretched to allow the maximum amount of space for the competitors. The winds are usually consistent at about 6 to 10 knots. The sailing officers are all experienced US Sailing officials. Vicki Sodaro is the PRO, and Kirk Brown is coming back from the Americas Cup to be Chief Judge. Did you ever want to sail in a "real" high level event? Now is your chance. Sailing will be close-in and very exciting, and the press will be there to immortalize the action.

The event package provides "twenty four-seven" care and excitement. To make life easy and to add to the fun, we are working hard to match up visiting sailors with the locals for housing and friendship during the event. Also, we will have some locals to provide child care if you need it. What could be easier, or, more fun?

So, what happens next? Go back to the last Bow Wave and carefully read all of the carefully written information, and submit your application. Then get your boat in working condition and get a Measurer to approve it. Finally, make your plans to come to Newport Beach on August 19th for the sailing event of a lifetime. You won't regret it.

You're still undecided?

Contact bobyates@roadrunner.com

Lido 14 Junior Class Championships Saturday, August 18, 2007, Dana Point, CA

Junior Racers! Come out and represent your Lido 14 Fleet and your home harbor at the 2007 Lido 14 Junior Class Championships.

Lido 14 Fleet 73 and Dana Point Yacht Club proudly host the 2007 event in concert with the 50th Anniversary Class Championships. The racing venues in Dana Point are ideal for Lido 14's and Dana Point Yacht Club's hospitality is legendary.

We expect a fleet of 15 to 20 challengers from all areas of Southern California and beyond. All races will be held on Saturday, August 18 and the champion will be crowned at a trophy awards party immediately following the race. There will be lots of hardware to hand out and something for all competitors to take home.

Junior sailors from Lido 14 Fleets and Yacht Club Junior programs should consider competing. This race is open to all Juniors who are members or guests of the Lido 14 Class Association. Any skipper or crew who will not reach their 19th birthday by December 31st 2006 may race in this event, whether or not a current member of the Lido 14 Class Association. Fleet 73 will endeavor to make a few boats available for competitors who may be unable to bring their own, on a first come-first served basis.

The Races will be held inside Dana Point Harbor or outside the harbor west of Doheny Beach, depending on the weather and wind conditions at the time. Chase boats will be provided. Spectator viewing may be available for either location.

The Notice of Race and Entry Forms will be available soon on the Lido 14 Class website (lido14.org) and Dana Point Yacht Club, Fleet 73 website (dpyc.org). For further information please contact:

Bob Hartung Tel: (949) 300-0686 (cell)

E-Mail: robert.hartung@cox.net

Dana Point Yacht Club
24399 Dana Drive
Dana Point, CA 912629

Tel: (949) 496-2900 (DPYC)

Below, Lidos Starting in the Turning Basin at Newport



Feedback

Dave; I'm fixing a few things on my lido this weekend and don't want to rig it up, sail and all, just to do this one simple thing. What should the height of the boom from the bottom of the mast be? In other words, how long is the dowel that gets inserted into the mast and keeps falling out when driving down the road?

James *L*⁴⁴⁸¹

*Your gooseneck should be as high as required to be able to pull the sail to the black band and no higher. The band is a required measurement point for the luff of the mainsail when racing (you can't legally sail with the luff past the band) even though the classic masthead won't allow as much hoist as the 6000 series. If your main has all the wrinkles out way above the band you might move the gooseneck up a bit and get more room to let your crew get across the boat. If your gooseneck falls out when trailing put a sheet metal screw in the luff groove **above** the gooseneck to capture it.*

Don't use an old handbook or certificate and measure from the hinge bolt. The 6000 series has a longer dimension because the tabernacle is different than the classic boats. The current certificate uses the top of the extrusion as the basis (baseline) of all mast measurements. Also the certificate uses the tip of the centerboard as the baseline for centerboard measurements.

The proposed by-law changes for 2007 are intended to get in synch with this concept, making it unnecessary to remove the centerboard to certify the boat measurements. Using the Lido Measurements Checklist (handbook p.40) The top of the 3/4 inch "black band" is 203" (16' 11") +/- 1/4" from the top of the extruded part of the mast (i.e. excluding the cap on top). If you find measuring is tricky single handed just tape the bitter end of the measuring tape down to the mast near the head and go south. Also note for the dowel, subtract the portion of the gooseneck from bottom of the hook to the butt fitting. I find that a good dowel stands up to heavy vang use better than a sheet metal screw below the gooseneck and won't fall out if the upper screw has the assembly captured.

The mast band is also required by the rules. Electrical tape is satisfactory for the band, but you might be able to find something with better adhesive at an automotive paint store or a stationery store. Paint won't stay on very long because the anodized finish on the mast is too hard for paint to stick well.

Hey "Mr. Marshmallow"--Great article in the spring Bow-wave. Two full pages of print w/ no pictures is usually longer than I am in the bathroom. But, I couldn't put "Still Getting Your Ticket Punched" down until I finished.

Mike *L*⁴⁵²²

Thanks about the B/W article—maybe should I change the paper to a softer kind? Pass this on to your fleet.



Hey Dave; My mast fell down when a shroud broke. Here are some pictures of the mast that I took earlier today to give you an idea of what is going on. I like the idea of welding a smaller piece of mast to my existing mast. What would you think about simply cutting three or four inches off of my existing mast, re-drilling, and then taking in the slack in the shrouds?

Welding will be expensive and will cause the mast to lose it's heat treat, making it softer. Besides that you would have to cart the whole mess to a welder. The idea of cutting it down would make the boat illegal for racing and also lower the boom (which is plenty low already) and make the standing rigging non-standard and more difficult to replace (most boat shops know what the Lido's standing rigging lengths are) so I'm going to suggest that you splice a short piece of used mast on near the butt using pop rivets and a piece of flat stock in place of your broken mast butt. The mast does not have sufficient wall thickness to withstand the loads from the mast bolt and the hole will elongate. You can buy a pop riveter pretty cheaply compared to the cost of a welding job.

All of your input with this project has been very helpful, and I appreciate it. Sounds good. I'll try the rivet and splice first and if I don't like the result then I'll take it over to the welder dude. Maybe I'll drill a 3/8" hole as well to avoid any bending since I need a new bolt anyway after my (mis)-adventure. I also riveted a sleeve onto the boom to fix it, and re-glassed the centerboard.

I took the boat out today for the first time – great to be out again, the only problem was that there is a lot of play between the centerboard and the centerboard trunk. Any suggestions for taking some of that away?

The allowed changes in the last section of the Lido Handbook permit you to shim the centerboard trunk within certain specifications. Join the class, read the book.

Thanks for all of your help. *L*^{Stephen}



Dave; I have a centerboard with a flat and messed up leading edge. I am thinking about ways that it might be repaired without globbing on tons of bond and trying to grind it off again neatly.

Try thinking about using some kind of a mold to get a consistent shape, like an extruded aluminum angle or such. Then you just wax it up and stuff some bondo in it and pull it off with a pretty good surface already

I like your idea and would like to expand on it--make a piece of wood about 18 inches long with wide groove, fill it with mish-mash ie Bondo, spray some Pam on leading edge of my good C/B, then cover that with wax paper, and press grooved wood filled with Bondo on the good C/B and let the Bondo set. That would give me a mold for Bondoing the bad board.

Comments?

Richard *L*⁴⁵¹⁶

Don't use the Pam (it's not a parting agent) Just drape the wax paper over the L.E. and affix it with masking tape. Press N Seal also is a good parting plastic and it has it's own adhesive.

Feedback

Classic Rudder Castings

Subject: [Fleet62] Rudder casting from Craig's List.

I Found this on Craig's list tonight if anyone is interested. As always be wary of online stuff. "Classic lido 14 rudder casting, very good shape, U.S. Post Office Money Order only. \$189, includes shipping to lower 48. No foreign shipping. Can send pic."

Joe ^L 5121

Interesting! But before I'd pay \$189 for one of the old gold clunkers, I'd build my own new rudder and hardware with whatever advantages I could get with what the rules now allow! At this rate, part by part, an old un-sailable Lido with a good mast, castings, and hard to find piece of hardware like the bow fitting, ought to be worth \$1000 to just part-out!

Joe D

ED: FYI The rudderhead upgrade for the 6000 series is about \$125 whether you buy the Schock one or the CMD version. Pintles and gudgeons and assorted hardware would add another \$25. or so if you have a rudder blade that works. The original kick up rudders won't hack it though since the slot is in a major stressed area without the casting. If you have any woodworking skills you can make a wooden rudder that doesn't have a slot and glass it over. A template (undersized but it can be scaled to the correct size in a Xerox machine) is available in the Lido Owners Handbook. The net weight difference is about 6 or 7 lbs off the back end of the boat.

Hello Dave,

We have acquired an old style Lido 14, hull #4785, that needs some work and Stu Robertson suggested we contact you for some advice. The hull behind the centerboard trunk has a major depression and the hull flexes as the driver steps down during tacking. In addition, the transom corners at the rail flex during a reasonable breeze. Stu said that if we leave the boat upside down in desert temperatures, the dimple on the bottom of the hull behind the centerboard trunk may come out. We did have it upside down here in So. CA. for a month or so, but the temperatures may not have been hot enough, because the indentation is still present. Stu also said that we may be able to add some braces in PVC or wood from the seat to the top of the rail, fiber glassing these braces onto the hull. Can you advise us on the best approach to repair the depression and the transom corners so that the boat does not flex so much? Do you have any suggestions on additional measures to help the boat stay competitive? If this requires some discussion, we are happy to call you to discuss further at your convenience.

Judi Gorski and Kim McRae

Judi; The hull can be straightened by the hot sun method but you need to figure out what made it get that way.

1. If the trailer has poor bunks and the boat was left with water in it causing the deflection--what kind of trailer & bunks?
2. If the boat sling is lifting the boat by the aft end of the trunk and it has been jerked up by the hoist it could do hull damage. It's a lot better to lift from the transom.
3. Something else maybe? The other problems need discussion as well. The deck braces are allowed. Other issues may require the Chief Measurer's permission. There's too much information exchange needed to do on e-mail.

Call me at 661 266 0368 between 9AM and 9PM.

Dave

Classic Travelers

Dave; What's the deal on the new traveler system. In the old days we didn't have any way to adjust them conveniently and the block was right on the transom. On big boats we can pull the traveler to weather and it would help make the boat point better. The system on the 6000 series boats only lets you set it centered. Does it do any good?

Harris Hartman

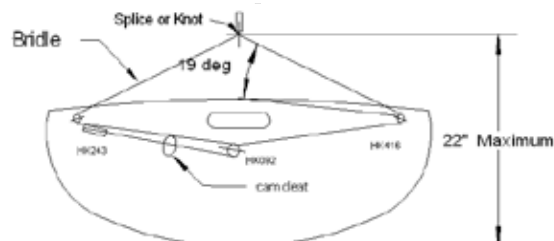
ED note: Harris won the Class Championships in 1966 and is now living in Sacramento, CA. The hyper-activity in Fleet 8 has given him the ^L bug again and he has rejoined the class. Way to go Richard!

The allowed upgrade to have a rope traveler on the classic Lido has proved to be somewhat of an enigma for me. In the good 'old days before the 6000 series hit the docks everyone had the same problem—the boat was a real one design, and the traveler just couldn't be adjusted easily on the fly. If it was really blowing you scooted to the back, pulled the pin on the weather side and guessed how much you wanted to let the stop out. After the next tack you could hopefully see if you had done right, ease the other side to match and continue the race. It was difficult to see if you had made an improvement since technique is real important in heavy air and boat speed isn't obvious from minor changes in traveler adjustments. The system I used to most advantage was shut up, quit bitching, and hike harder. The difference in angle on the sheet at the boom affects the leech tension and centering on the mainsail.

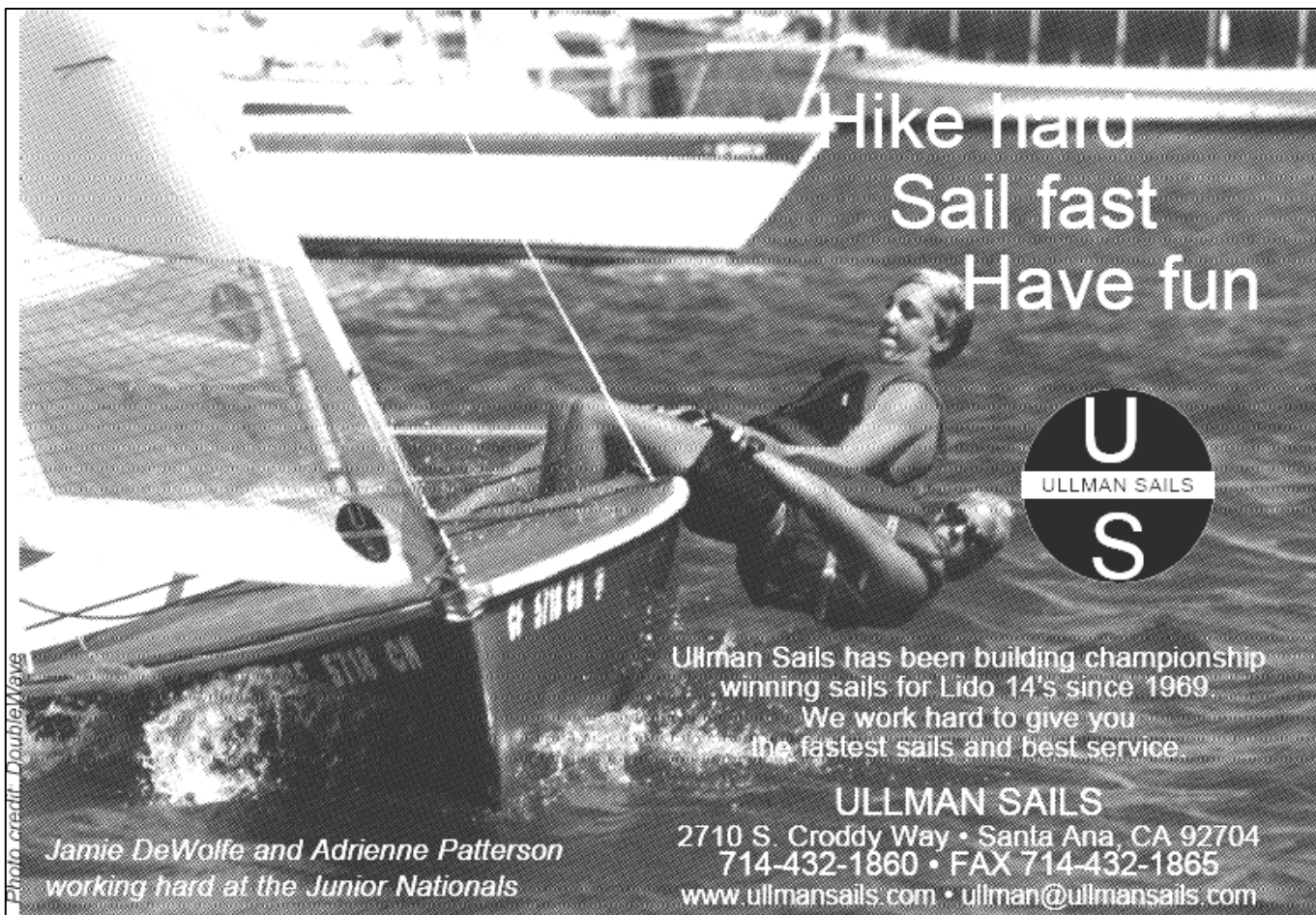
Smaller crews, not on or above the weight limit, and less than 74" tall might find this as an unattainable solution, and wish they had a traveler system that can be adjusted. Tom Jenkins, for one, uses his traveler a lot in heavy air, and goes just fine. Stu Robertson, on the other hand, is about the same height as Tommy and has a fixed traveler. He never adjusts it, and doesn't care to try. I tried an adjustable system, and found that it was fraught with friction and couldn't really be adjusted on the fly. Once I let it out, I was stuck with this decision until I got on a run. Besides that, cleats on either side of the boat for the traveler are disallowed (#22) so one must consider a system similar to the 6000 series. It became a challenge—a problem to solve.

Unfortunately the classic Lido doesn't have a convenient way to lead an adjuster line up the backside of the centerboard trunk without installing pads or something to keep the fasteners from going through the trunk into the water. Besides that, I use the hiking straps aft of the trunk in a heavy air reach and really don't want the traveler line messed up with my feet.

By using a cheek block on the transom instead of a bulls eye the friction in the system was reduced to the point that the traveler could be re-centered if the wind lightened up. A jam cleat was installed to automatically hold the adjustment line in the centered position and it was led up the starboard rail so that it could be tensioned without going aft. Easing was simply accomplished by un-cleating the line at the cleat and allowing the line to run the traveler out about 6".



So the problem is solved. How does it work? Mechanically it works well, but the Robertson method works for me.



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Jamie DeWolfe and Adrienne Patterson working hard at the Junior Nationals

Photo credit: DoubleWave



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“I want to see a boat for every goat...a L¹⁴ in every home”

“Look Ma-Maaa, somebody ate the tray”

Over 50 years of building boats could have an effect on the whole countryside!

Photo credit Gabe Ferramola

