



There are various categories that boat buyers tend to fall into: extremely low budget (i.e. low price is all that matters), family recreational day sailing (aka non racing), introductory racing, intermediate racing, and better than intermediate racing grade. There are additional categories – such as “championship quality” and “like new” restored boats; we will ignore those and focus on the family and introductory racing categories.

These categories reflect decades of experience helping people buy, sell, repair, and refurbish their Lido 14s here in Southern California -the heartland of the Lido 14

To start, a classic (i.e. pre 1995) Lido 14 on a trailer that is ready to be towed down the highway to the water and the boat is ready to be sailed the day is worth a minimum of \$1000. Note that the boat may be beat up and ugly, the trailer rusty, and the sails soft and dirty. It may mean that items like lines and cleats are barely appropriate for use. This is actually a pretty low standard and, in fact, is best if treated as a “project” boat.

Any Lido 14 offered for less than \$1000 must be considered to be a “project” - boat which means significant repair work, significant purchases to replace worn gear, etc. Experience shows that these boats frequently need between \$500 and \$1000 of work and parts to bring up to good (not great) condition.

Of course, there will always be that diamond in the rough boat that is sold for very low in price that is actually very good in quality, but those situations are far outweighed by the fact that used Lido 14s tend to be in very poor condition – and especially so if they are sold at a low price.

A majority of good (or better) condition classic Lido 14s sell for \$1200 to \$1500. These typically need some work but it's generally limited to “consumable” items like lines and rigging; items that tend to need replacing on occasion.

The next step up is a good condition boat that is known to comply with the technical specifications for racing (as regulated by the Lido 14 Class Association). These are typically worth \$2000. Why did the value increase from the \$1200 to \$1500 range to \$2000 just because it complies with the racing specifications? Because many original Lido 14s were born with equipment that does not comply with the strict technical specifications of the Lido 14 Class Association for racing. And the cost to bring them into compliance can be expensive. For example, the factory centerboard is almost always not in compliance. To repair the centerboard to bring it into compliance can easily run hundreds of dollars. The cost, in 2021, to replace the centerboard can easily exceed \$1000. So there's the non-compliant (aka ordinary) Lido 14 carries a lower valuation.

Astute readers might realize that the smart approach to getting a good (or better) boat that complies with the Lido 14 Class Association specifications is to buy two Lido 14s, pool all the best items into one boat and sell off the spare boat for recreational sailing. For those that have the time, energy, and space, this can actually be profitable.



For reference, an introductory-to-racing grade Lido 14 needs to meet the following shopping list:

1. Meets all the Lido 14 Class Association technical specifications for a Lido 14
2. The boat, when weighed per the Class Association methods, weighs 310 pounds or less
3. The boat is equipped with racing grade sails that have the royalty tag installed.
4. The boat is equipped with a whisker pole and cover
5. The overall condition of the boat is good - this encompasses everything from gelcoat condition to mast corrosion and transom wood rot.
6. The boat is equipped with cleats and blocks that are from (about) 1970 and newer.
7. Ideally, a hull number above 3450 - which is when certain production problems were resolved - but newer is also encouraged just to avoid the problems that come with old age (rotting wood, deteriorating fiberglass and gelcoat, etc.)
8. A lot of racers are unaware of the value of their boats and sell them well below market value - often around \$1500.

An intermediate level racing Lido 14 is often the same boat as the introductory-to-racing Lido 14 describe above but is “dialed in/tuned” for racing, comes with a proven race record, and – most importantly - comes with multiple sets of good quality racing sails. These are valued at \$3000 and up.

6000 Series Lido 14s, which entered production in 1995 and continued until about 2018 (or so). Over those years, a brand new 6000 series package (boat, sails, trailer, ++) ranged from about \$6000 to over \$10000 - depending on when it was built (price was lower early on) and how it was outfitted (lots of factory options). 6000 series boats are generally more valuable than classic Lido 14s simply due to their age but it must be cautioned that all 6000 series boats are not all equal and must be taken one at a time to determine their true value. Why? There were changes in the production and design over the years as the builder attempted to resolve problems - mostly regarding the centerboard system. The problems were never correctly resolved - so some newer boats, for example, are actually worse. These problems are all solvable but at a price and effort. A typical used 6000 series boat that is ready to sail and trailer on the highway is generally priced at least \$500 more than a good condition classic Lido 14. This is due, in part, to the fact that classics have been owned by multiple people and their value is more a reflection of that than the actual value of the boat whereas a 6000 series boat has generally had fewer owners and there's still a sense that it is newer and better. A well maintained 6000 series Lido 14, regardless if it meets any of the Lido 14 Class Association technical specifications, is generally worth a minimum of \$2500.



The following is a more details look at the value of the various components of a Lido 14

Lido 14 Trailer (by itself)

- Excellent (Like new Pacific or Zieman Galvanized Lido 14 trailer with WD Schock built bunks): \$1250+ ^[L]_[SEP]
- Very Good (Pacific or Zieman Galvanized Lido 14 trailer with WD Schock built bunks that are in very good condition (that's an issue unto itself) and all the other components (axle, bearings, lights, etc) are in very good operating condition: \$1000 ^[L]_[SEP]
- Good (Trailer is design specifically for the Lido 14, which means athwartship bunks spaced properly, good balance to the package (i.e. proper tongue weight), fully maintained, all components in very good working condition (e.g. bearings, tires, lights), safety chain). Typically these are the "classic" Lido 14 trailer manufactured by WD Schock: \$600 ^[L]_[SEP]
- Fair (Any trailer that, regardless of condition, has incorrect bunks or is incorrectly balanced or hold the boat too high (interfering with launching of the boat on a shallow angle boat launch ramp or getting easy access to the interior of the boat when standing outside the boat). This is often the case with newer trailers that are primarily designed for holding small power boats. \$250-\$500 ^[L]_[SEP]
- Poor (Only good enough to transport your boat 10s of miles to get it home. Needs maintenance work on every element AND is of a design and condition that it could be brought back up to a better condition): \$250 ^[L]_[SEP]

Classic Lido 14 Components

- Unless otherwise stated, this list presumes that the parts are original equipment from WD Schock Corporation. ^[L]_[SEP]

Classic Lido 14 kick up rudder housing

- Excellent (literally like new): \$200+ ^[L]_[SEP]
- Good (no damage, minor corrosion and wear): \$125 ^[L]_[SEP]
- Fair (wear and tear or corrosion): \$100 ^[L]_[SEP]
- Poor (Any cracks or repairs, heavy wear, corrosion, etc.): TBD ^[L]_[SEP]

Classic Lido 14 rudder foil (Fiberglass):

- Excellent (like new, straight, clean edges): \$200-\$300 ^[L]_[SEP]
- Good (minor cosmetic issues): \$75-\$100 ^[L]_[SEP]
- Poor (cracking along kickup-slot, warped, chipped, etc.): <\$50 ^[L]_[SEP]

Classic Lido 14 rudder foil (Mahogany):

- Excellent (Good varnish, straight, etc.): \$100 ^[L]_[SEP]
- Good (minor cosmetic issues): \$75 ^[L]_[SEP]
- Poor (warped, needs sanding/varnishing): <\$25 ^[L]_[SEP]

Classic Lido 14 Tiller (Solid Oak)

- Excellent (like new): \$75 ^[L]_[SEP]



- Good (minor cosmetic issues): \$50 [L] [SEP]
- Poor (any cracking or delaminating): \$0 [L] [SEP]

Classic Lido 14 Centerboard (Fiberglass): \$0-\$400 depending on condition

Classic Lido 14 Centerboard (Mahogany): \$0-\$200 depending on condition

Sails

- New racing sails (Main and jib with jib sheets and storage bags): \$1200+ [L] [SEP]
- New cruising sails (Main and jib with jib sheets and storage bags): \$950 [L] [SEP]
- Lightly used racing sails (crinkly cloth, always rolled and stored indoors, little bolt rope shrinkage): \$400-\$600 [L] [SEP]
- Lightly used cruising sails (crinkly cloth, always store indoors, little bolt rope shrinkage): \$250-\$400 [L] [SEP]
- Worn (no crinkling of cloth, bolt rope is contracted, but otherwise cloth is not damaged or soiled): \$175-\$250 [L] [SEP]
- Note that new sail numbers to install on used sails to match your boat number are about \$6 per digit. To have a sail loft change out the numbers may run \$10/digit. [L] [SEP]
- Lido 14 Class Association rules require that honor insignia (e.g. Gold, silver, red, pink, green) be removed from the sail before they are given/sold to someone else. The standard blue Lido 14 insignia are typically \$30 to \$40 a pair. If you purchase a sail made with white or clear sail material that has an insignia other than blue, you should require that the seller replace the insignia at no cost or, at a minimum, remove the non-blue insignia for you. [L] [SEP]