



bow wave

Official Publication
Lido 14 International
Class Association

OCTOBER 2000

**2000 SR. CLASS CHAMPIONS
NICK SCANDONE & DUSTIN ARNOLD**



THE ANSWER

by John Papadopoulos, President



With the conclusion of the 2000 Sr. Class Championships and Annual Meeting this past July, the Association quietly celebrated completing its 43rd consecutive year. In that time, nearly 6200 Lido 14s have been built. Given what we know about the longevity of the Lido 14 boat, it's safe to assume that the vast majority of these Lido 14s are

sailable (with a bit of work, of course). At any time during those 43 years, the Association membership numbered in the hundreds, with the average member staying with the Association for about 5 years.

So, what should we say when one of the "other" 5900 or so Lido 14 owners contacts the Association and asks the question, "*What does the Association offer, and why should I join?*"

Since our mission is to uphold and promote strict one-design racing, it is too easy to answer this question with facts about publications offered (such as the bow wave), the right to race, the right to vote, and the invitation to travel and compete with interesting people in interesting places, etc.

Because the Association has a strong heritage of drawing upon recreational sailors or sailors who are experienced racers from larger boats, this traditional answer doesn't help very much.

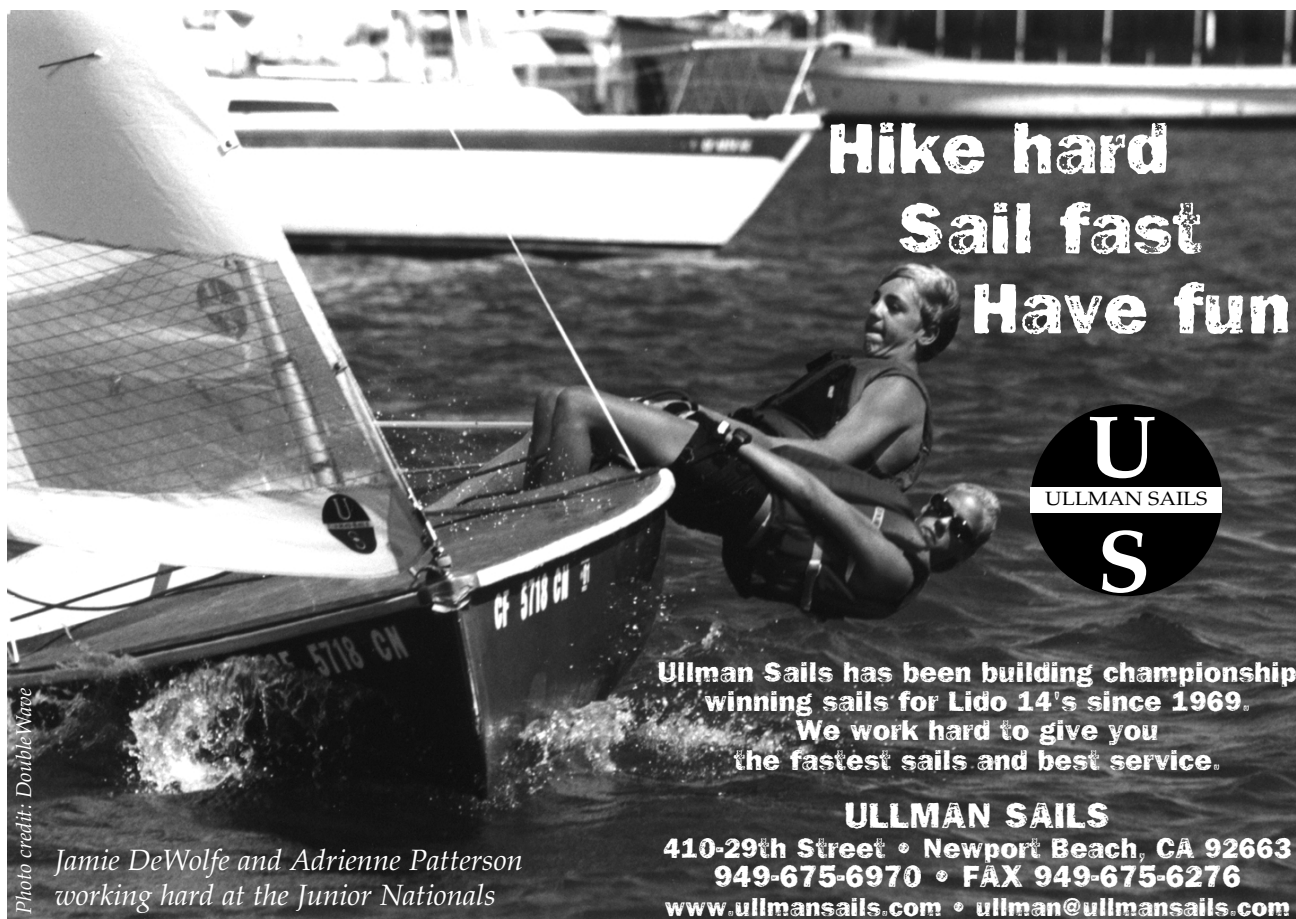
Do I have a better answer? Not just yet... but I'm working on it.

What I do know is that new members in this new millennium need and expect far greater service and support. They have less time for recreation and even less time to prepare for it. They need answers to questions, access to professional services, and guidance on how to become successful in sailing and racing their Lido 14.

The beauty of this is that the knowledge and experience needed to answer the questions and to provide the necessary guidance can be found right here WITHIN our membership. So, our answer will have a lot to do with how we bridge our experience, enthusiasm, and knowledge to prospective members BEFORE or immediately after they join, not long after as is usually the case. How we do that is the key.

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Jamie DeWolfe and Adrienne Patterson working hard at the Junior Nationals



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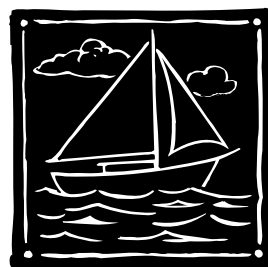
Molly McCloud

MEMBERSHIP COMMITTEE REPORT

Charters for two fleets were granted in the past few months.

In Seattle, we now have Fleet 80. This fleet sails on Lake Washington, out of the Leschi marina/facility. Though they are initially sailing with just four boats, they have three or so prospective members looking to join once they find a crew and/or their ideal boat. Much like the Anacortes fleet, Fleet 80 stores their boats on dock cradles. This makes for very quick and easy launching at the expense of ease of trailering for repairs or away regattas. Anyone interested in sailing with the Seattle fleet should contact them via their web page at www.users.uswest.net/~bm6/lido14seattle or by calling their Fleet Captain Marcia Bruya at (206) 781-5503.

Fleet 36, the Rogue Valley Fleet, has re-chartered. This fleet was active decades ago and has recently seen resurgence in Lido 14 sailing on Howard Prairie and Immigrant Lake near Ashland, OR. Fleet 36's rebirth is, in part, attributable to the efforts of the Fremont and Morro Bay fleets in promoting attendance at the Howard Prairie Regatta and more specifically to the 1999 Class Championships Regatta held on Howard Prairie Lake. Fleet 36 has approximately 8 members and continues to find new members through active scouting of Lido's in the neighborhood, etc. Located just off Interstate 5 (the "North/South Flyway" between the California and Pacific NW fleets), they are perfectly situated to attract sailors passing through. We hope that the Howard Prairie Regatta will continue to attract sailors from both the North and South. The Fleet Captain is Bill McMillan, who can be reached at (541) 482-1072.



SENIOR CLASS CHAMPIONSHIPS

By John Papadopoulos, Newport Harbor Fleet

The weather was perfect. The water was perfect. The scenery was spectacular. The Race Committee did an outstanding job. There was plenty of fun, food, and everyone went home happy. Well, O.K. I exaggerate a little bit, but the event went off quite nicely thanks to the hard work of Regatta Chair Fred Stevens and his talented staff.

If there was a theme to this year's event, it might be "Breakdown". No, not break-dance, but breakdown. We had quite a few tragedies, including a new centerboard that was dragged along the road on the way to the event, the "let's drive out the parking lot with the mast up and hit the power line" episode (which seems to happen every time a Lido 14 regatta is held on Big Bear Lake!), two (or was that three?) broken tillers, a torn jib, a bent main halyard shackle that popped open, a broken rudder, and (I think) two dismastings from broken shrouds. Wow! But the great side of the story is that lots of people came together to solve these problems quickly to get the boats back up and running ASAP. Special mention goes to Chief Measurer Joe D'Amico who very skillfully rebuilt the bottom 6 inches of the now infamous ground-down-brand-new-high-performance-centerboard using locally procured wood, dowels, lots of sweat, sawing, sanding, and shaping. Joe definitely gets the Hero Award.

Differing slightly from years past, the qualifiers consisted of three regular races with the entire fleet racing each other (as opposed to round robin flights). So, right away, everyone got to see how he or she stacked up against the competition. After the three qualifiers, Mike Pinckney and crew Jamie DeWolfe (aka Jr.) were leading (after sailing to 2nd, 3rd, and 2nd), however, everyone was looking towards Nick Scandone and Dustin Arnold who had a DNF, 1, 1 (the DNF being a broken tiller).

Each boat carried her position in the qualifiers into the Championship Series as though it was a single race. So Mike carried in a 1st, Tom & Bette Jenkins a 2nd, Nick & Dustin a 10th, and so on. Of course, the fleet was split down the middle into Gold and Silver flights. The top Silver teams going into the Championship series were Dave & Jeanne Smith (Alamitos Bay fleet), Joe D'Amico & Ruth Pence (N. Olympic fleet), and Steve Mueller & Stephen Madison (Newport Harbor fleet).

I should note that the winds on the qualifying day were fairly stiff. Hiking hard was normal!

On Tuesday, the winds lightened slightly and became shiftier. There were definitely some weird things going on and around that lake...40 degree lifts right up the middle of the course, for example! So it was really obvious who was hot and who was not because the hot ones sailed well despite the weirdness. As you can see from the race-by-race results, Nick Scandone and Dustin Arnold carried their qualifier's momentum forward with no finish less than 3rd for the rest of the regatta. Though they won by six points, the scores don't speak about the sizable gains and losses that were had by any number of boats on any given race.

2000 SR. CLASS CHAMPIONSHIPS ON BIG BEAR LAKE



Overall, there were five or six teams that seriously challenged for the lead on two or more races.

All in all, it was clear that Nick and Dustin earned their reward. For Nick, it is his second Championship title in three years. For Dustin, it's his first. Congratulations to both of you on a regatta well sailed!

In the Silver Fleet, Steve Mueller and Stephen Madison, relatively new Lido 14 sailors, almost stole the show; but experience paid out in the end as Dave and Jeanne Smith pulled out a 1-point win.

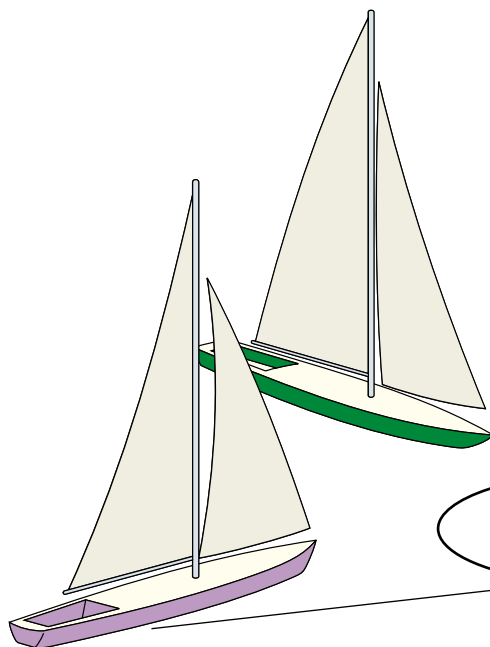
At the awards ceremony, Mark Schrier, the regatta PRO, presented some additional awards for teams displaying achievement and special technique above the norm. His story telling and creativity on his "trophy" selection (all acquired, apparently, from the local toy store) were outstanding and really gave a humorous ending to the event.

Lastly, we need to mention the winners of the "other" perpetual trophies. In a real squeaker, Joe



2000 SR. CLASS CHAMPIONSHIPS ON BIG BEAR LAKE

Daubenberger almost literally inched out Joe D'Amico for the Longest Journey Award (the actual difference was 2.8 miles over a journey of about 1270). Tom and Bette Jenkins won the first Family to Finish for the second year in a row. Typically, a family tends to win over and over. I suspect we'll be seeing the Jenkins' name on this one a few more times. Bob Yates took home the Grand Master Trophy for being the first skipper over 50. He'll be the first to tell you that he doesn't feel 50. And lastly, the Team Trophy went to the combination of Scandone/Arnold/Tilton & Tilton.



Starboard!

Gold Fleet Results (F=DNF, S=DNS)

Place	Skipper & Crew Name	Q	R1	R2	R3	R4	R5	Final
1	Nick Scandone & Dustin Arnold	(10)	3	2	1	1	2	9
2	Bob Yates & Pat Kincaid	3	2	(16/F)	4	2	4	15
3	Stu Robertson & Cameron Biehl	(7)	5	1	3	6	3	18
4	Tony Beltran & Adam Himelson	6	1	3	8	4	(16/O)	22
5	John Papadopoulos & Derek Roess	5	9	(11)	5	5	1	25
6	Tom & Bette Jenkins	2	6	(12)	2	9	8	27
7	Ken & Sandyi Campbell	4	(10)	5	6	8	5	28
8	Don Barrus & Dave Porter	8	4	6	(10)	3	10	31
9	Mike Pinckney & Jamie DeWolfe	1	7	4	(16/F)	11	13	36
10	Fred & Fred Stevens	(11)	8	7	7	7	9	38
11	Roger Patterson & Stephanie Carroll	(15)	12	8	9	10	6	45
12	Grant & Barbara Williams	(12)	11	9	9	12	12	53
13	David & Barbara Carroll	13	13	10	12	(15)	7	55
14	Joe Daubenberger & Jon Piskula	9	(14)	13	13	13	11	59
15	Tracy Conn & Mark Stanifer	14	(15)	14	11	14	14	67

Silver Fleet Results

Place	Skipper & Crew Name	Q	R1	R2	R3	R4	R5	Final
1	Dave & Jeanne Smith	1	(4)	3	3	1	2	10
2	Stephen Mueller & Stephen Madison	3	1	2	(4)	4	1	11
3	Joe D'Amico & Ruth Pence	2	2	5	2	3	(7)	15
4	Jim & Justin Jackman	7	(15/S)	4	1	2	5	19
5	Jordan & Brooke Varon	5	2	6	(15/F)	8	6	27
6	Roger & Pat Tilton	4	(9)	7	9	5	4	29
7	Rich Osborne & Betsy Ronay	(13)	5	1	11	6	8	31
8	Scott & Tyler Scarborough	8	(10)	8	5	10	3	34
9	Derek Paulin & Noel Naft	6	6	10	6	(13)	10	38
10	Roger & Anne Hinton	(10)	7	9	8	7	9	40
11	Susie & Adam Denny	12	8	(13)	10	9	11	50
12	Chris & Grant Kip	11	11	11	(15/F)	11	12	56
13	John Nugent & Jim Navarra	9	12	14	7	(15/S)	15/S	57
14	Allan Stults & Bill Ostic	(14)	13	12	12	12	13	62

The following Lido 14 Class Association Perpetual Trophies were awarded:

W.D. Schock Trophy	Overall winner of International Division	Nick Scandone
Warren F. Pomeroy Memorial	Winner of First Gold Flight Race	Tony Beltran
President's Trophy	Winner of Second Gold Flight Race	Stu Robertson
Governing Board Trophy	Winner of Third Gold Flight Race	Nick Scandone
Longest Journey Trophy	Skipper that Travels the Furthest	Joe Daubenberger
Fleet 2 Trophy	Winner of Silver Flight	Dave Smith
First Lady Perpetual Trophy	First Woman Wkipper in Overall Standings	Susie Denny
Jim Tyler Trophy	First Family to Finish	Tom & Bette Jenkins
Grand Master Trophy	First skipper 50 years or Older	Bob Yates
Team Trophy	Team with Lowest Team Score	Scandone/Arnold/Tilton/Tilton

Sponsor: Lido 14 Fleet 6 (Alamitos Bay, CA)

Regatta Chair: Fred Stevens

Principal Race Officer: Mark Schryer

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SKINNER LAKE REGATTA

By Roger Patterson, Mission Bay Fleet

Your fearless leader and his support-all bride led forth once again at Skinner Lake on June 24 and 25. Our boat count was up to 21 (larger than 1999); the added faces led to more fun. In an effort to provide better rest room facilities and full hookups, the camping was taken to individual campsites grouped together in the park. The penalty for this change was smaller cook fires and the need to do some table carrying and returning. Next year - back to a group campsite.

Your Regatta Chair and bride brought steak and chicken dinner with all the fixings for all participants. The dinner chitchat among the group Saturday Night started at 5:30 p.m. and continued well into the late evening. It was a fun time.

The first day of racing featured excellent breeze and challenging boat-management type sailing. If you were clever, from time to time you saw a rooster tail bubble up at the back of your boat. We sailed three races, which proved to be just the right agenda for a full afternoon. Our R/C was challenged by a late arrival of a support boat on the scene (don't ask - don't tell the reason), by an R/C boat that had no reverse, and an R/C crewmember who had to be brought to shore for health reasons. But the crew pulled off the races anyway, and our thanks to Ray Wegrzyn and company for their loyal service.

The second day featured a turnaround in conditions; instead of the brisk breeze on Saturday, the competitors had their chance to show off their skill sailing in drift conditions; your Fleet Captain proved without a doubt that he had no skill in that area whatsoever allowing every boat in the fleet to go right on by. Beware, he's learned since then.

Bill Mueller, a new face at W. D. Schock Corp., was present to give support to the regatta and to provide a presence for our boat manufacturer in providing chase-boat and crew

for the R/C and in awarding trophies. Trophies were once again selected by Stan and Elise Church and paid for by W. D. Schock Corp. They were beautiful sailboats molded into colored glass....oh, to have won one. Thank you Tom Schock and Stan and Elise.

Here are the results:

A's: Bob Yates - 14; Stu Robertson - 17; Kurt Wiese - 20; Kent Foster - 22; John Henke - 29; Grant Williams - 30; Roger Patterson - 33; Dave Carroll - 40; Dave Smith - 47; Larry Salas - 55; Stephen Mueller - 56; Jonathan Carroll - 65. Handicap Winner - John Henke.

B's: John Ingle - 8; Terrie Smith - 14 on a tiebreaker; Roy Davies - 14; Roger Hinton - 19; Stan Betts - 21; Derek Paulin - 33; Stan Church - 37; Todd Bryson - 39. Handicap Winner - Roy Davies.

Reservations have been made for the 2001 edition of Skinner Lake on trust that W. D. Schock will again provide sponsorship. By edict of your regatta chair, we will be camping in group site B immediately next to the water. We can have 20 entrants in this area. If you can plan your 2001 calendar this far in advance, your Fleet Captain will save you a spot; send \$20.00 to Lido 14 San Diego, P. O. Box 99603, San Diego, CA 92169.

TONY BELTRAN WITH CREW ADAM HIMELSON (4072)
LEADING MIKE PINCKNEY (2700) AND NICK SCANDONE (5123)
AT SENIOR CLASS CHAMPIONSHIPS



ANNUAL MEETING MINUTES

Big Bear Lake, July 24, 2000

Meeting called to order at 1953 hours

Fleet Roll Call:

Fleets present: 1, 6, 7, 40, 59, 62, 79, 77

Fleets absent: 9, 25, 52, 78

Quorum of Fleets present

Vice President's Report:

John Papadopoulos reported that Fleet 1 has bid to host the 2001 Class Championships at Huntington following the High Sierra Regatta.

Treasurer's Report:

Jeanne Smith reported:

Total Inflows \$5,296.50

Total Outflows \$2,721.54

Cash Balance \$7,207.43

Chief Measurer:

Joe D'Amico reported that there is a new design for the centerboard hanger for the 6000 series Lidos that will make the centerboard easier to raise and lower.

Director's Report:

Grant Williams had no report.

Charters Granted:

Seattle was granted a charter, and the Ashland fleet has been reestablished as the Rogue Valley Fleet.

Charters Revoked:

None.

Ratifications of Governing Board Rulings:

None.

Unfinished Business:

None.

New Business:

John Papadopoulos proposed seven items to be "initiated" to Proposed Amendment status at the 2000 Annual Meeting. They are as follows:

Article VI (a) "President" shall be amended as follows: In addition, the President shall appoint a Protest Committee to hear Class Rules' protests submitted to the Association.

Article VI (b) "Vice President" shall be amended as follows: The Vice President shall initiate bidding and select the winning bids for the Class Championship Regatta and any Association sanctioned championship regatta above the District level. For the purpose of simplification, we will refer to these events as Association Championships.

The Vice President shall provide guidance to winning bidders on the conduct of Association Championships. The Vice President shall maintain an archive of all published Notices of Race, Entry Forms, Measurement Forms, Sailing Instructions, competitor lists, trophy winners and perpetual trophy whereabouts as they pertain to Association Championships.

The Vice President shall oversee the engraving and maintenance of Perpetual Trophies associated with Association Championships.

The Vice President shall ensure that a Measurement Committee is established for each Association Championship; he/she shall also serve as the liaison to the Measurement Committee, the event organizers, and any other entity that may be involved with the findings of the Committee. The Vice President shall have no authority over actual measurement procedures or findings.

Article VI (e) "Chief Measurer" shall be amended as follows: The Chief Measurer shall compile a report prior to each BOD meeting detailing the approved and disapproved changes that he/she has ruled on since his/her last report.

Each ruling made by the Chief Measurer shall include the date of the ruling, details of the proposed change (i.e. drawings, photographs, descriptions), the Chief measurers arguments for and against the proposed change, and references to by-laws and past approved and disallowed changes that apply.

The Chief Measurer shall be in charge of all Fleet Measurers. Related duties shall include publication of approved rulings to each Fleet Measurer, securing and distributing measurement equipment for fleets, overseeing the design and development of measurement equipment, writing and/or updating a measurement handbook containing recommended measurement practices and comments regarding the

historical variations of Lido 14s as they pertain to measurement.

The Chief Measurer shall assemble a measurement committee for each Association Championship and shall act as chairperson of that committee or, in his absence, he/she shall appoint a chairperson.

Article XII.4 – Eligible Sloops

Section 4(a) “A Yacht suspected of ineligibility may be protested for violation of class rules at any time.”

Section 4(b) “Class rules’ protests filed during a regatta shall conform to the filing procedures of said regatta.”

Class rules’ protests may be filed, at any time, with the Class Secretary. Such protests shall be processed in their order of filing only after the assembly of a Protest Committee.

Article XII.6 shall be modified as follows:

Yachts found ineligible as a result of a Class rules’ protest shall, at a minimum, be scored with a disqualification (DSQ) for all races for which said yacht was protested.

Disallowed Proposed Change #25

Shrouds shall have plastic covering along their entire length except that reasonable amount may be removed from the ends of each shroud for the purpose of attaching end fittings. In addition, a maximum of 3/8 inches of plastic covering may be removed from the middle area of the shroud for the purpose of flying one set of tell-tails.

Disallowed Proposed Change #36

I suggest that this item be stricken, as it appears to approve a “limited swinging spreader.”

Grant Williams made a motion to accept all seven proposals to be initiated. The majority carried this.

Rich Osborne of Fleet 78 made a motion to abolish the by-law requiring that the fleet champion of each fleet must race in the A fleet. This motion was unanimously carried.

Election of Officers:

Roger Tilton presented the slate as follows:

President:	John Papadopoulos
Vice President:	Grant Williams
Chief Measurer:	Joe D’Amico
Director:	Tom Jenkins
Director:	Joe Doering
Secretary:	Kit Lockwood
Treasurer:	Fred Stevens

Nominations from the floor:

Roger Patterson nominated Dave Carroll in opposition to Joe Doering as Director. Call for a vote on the slate with Dave Carroll as an additional Director. Motion carried.

Slate for newly elected officers reads as follows:

President:	John Papadopoulos
Vice President:	Grant Williams
Chief Measurer:	Joe D’Amico
Director:	Tom Jenkins
Director:	Joe Doering
Director:	Dave Carroll
Secretary:	Kit Lockwood
Treasurer:	Fred Stevens

Meeting adjourned at 2055.

Bette Jenkins, Proxy to Class Secretary Kit Lockwood

TOM JENKINS ROUNDING THE WEATHER MARK
AT SENIOR CLASS CHAMPIONSHIPS



THE LIDO 14 RUDDER

By John Papadopoulos

Perhaps because of its station, the life of the rudder is often ignored. Most of us, me included, often rationalize that the rudder is small and inconsequential to the overall performance of the boat. Unfortunately, this is simply not the case. As we all know, there are some very distinct differences between ordinary Lido 14 equipment and that which is optimized for racing performance. For the rudder, these differences include: the angle at which the rudder hangs (a more vertical rudder reduces drag and “helm”), its weight (a lower weight reduces moment of inertia and increases steering sensitivity), its depth (deeper correlates to more lift), foil shape (which dictates drag and lift), and surface preparation (which dictates drag, too).

As designed by W.D. Schock, the rudder angles away from the transom, leading to substantial drag and helm when you turn the tiller. This is not good because it slows the boat and makes for a very mushy feeling on the tiller. The problem is that we get so used to the feeling, that we don’t know what we’re missing. If you doubt me, go sailing on a higher performance dinghy and then switch over to a Lido 14 immediately afterwards and see how much difference there is in the tug on the tiller! Given the chance, most top sailors would opt to get rid of this drag and helm. The normal solution is to make the leading edge of the rudder vertical, or perhaps slightly aft or forward of vertical, depending upon the sailing conditions, crew weight, etc. Given that we are very much limited by the Class By-laws on the angle of the rudder (relative to the bottom of the hull), we are only left with the option of bringing the rudder as vertical as permitted (i.e. minimize the rudder angle). Typically, only minor adjustments (that you should be able to make at home) to the actual rudder foil are needed to bring the rudder to the optimum location. The more challenging problem, in my opinion, is in making repeatable and accurate angle measurements while you try to set your rudder angle.

The Class By-laws specify the angle between the leading edge of the rudder and the bottom of the hull by describing the lengths of the sides of a triangle that

fit the specified angle snugly. Accordingly, the best method to measure the angle is to fabricate a matching triangle template and set your rudder’s angle so that it is snug against the template. If you don’t remember your geometry, here is a way to make a quite precise template. Take a piece of cardboard (about 3' x 3') and draw a straight line exactly 27" long (the hypotenuse of the triangle). Using a long ruler, scribe circles with radii of 18.75" about each end of the straight line. Pick a point where the circles intersect each other and draw straight lines from that point to the ends of the hypotenuse. Viola...the template is formed by the straight lines. Cut the template out and go to town!

The next best approach is to use a tape measure and estimate the apex of the angle formed between the rudder’s leading edge (use the predominant edge of the board, not just the portion near the transom) and the bottom of the hull near the transom. Once you have identified the apex point (it’s usually in the air space between the transom and the rudder!), you can complete the measurements prescribed along the rudder and the hull. This technique really requires two people and a watchful eye while holding the measurement tape at the apex point.

As always, refer to the Class Handbook or your measurement certificate on the maximum forward angle permitted.

Next, and perhaps more interesting, are the topics of weight and drag.

With regard to weight, there is no limit (minimum or maximum) on the weight of the rudder! Wow!!! Though true, we have to be very careful here because the absence of a rudder weight rule should only be applied to the foil portion of the rudder. To assume that the lack of a rudder weight specification implies that one can modify the entire rudder assembly is erroneous...the rules do not support that argument. So don’t cut up a stock Classic rudder casting to save weight! Note that a typical fiberglass Classic rudder foil weighs 5.5 lbs. By building one with lighter materials (i.e. foam or wood core), as much as 2

pounds can be eliminated. Though this represents less than 1% of the total weight of the boat, the overall benefit is significant because the weight is taken from the extreme end of the boat, thereby making the boat more agile and responsive in waves and choppy water. For the Classic Lido, one can achieve even greater weight savings by installing a 6000 series rudder system. In the process of converting, the rudder casting is discarded and replaced with a more petite fitting that is significantly lighter. In addition, the 6000 series tiller is lighter, too! But wait...the news isn't all good. To install a 6000 series rudder system on a Classic Lido 14, you will need to cut down the transom to provide clearance for the tiller, and you will have to install a rope traveler system, too. Again, be very careful with regards to the Class rules because the material removed from the transom **MUST** be compensated for by an equal amount of weight carried in the stern of the boat (see Approved Change 60). If you do spend the time and money to make the conversion, you will save a few extra pounds and you'll have a system that is smoother operating, and less prone to breaking!

Without lift from the rudder, the whole boat will be out of balance (i.e. sails vs. foils), leading to more drag and less pointing capability. To achieve maximum lift, you need a rudder foil that is shaped to provide maximum lift, and you need to maximize the surface area under water, too (to get the maximum amount of foil working for you). However, with maximum area comes maximum drag. For the Lido 14, it does well to find a foil shape that treats lift and drag roughly equal, with a slight preference for less drag vs. more lift. A good all around foil shape that most racing sailboats use is known as the "NACA 0008" shape. Not surprisingly, the stock foils from W.D. Schock are actually pretty close to the NACA 0008 shape, so don't worry too much about that unless you are building a foil from scratch.

Aside from the overall shape of the foil, the drag it induces (the more drag induced, the slower you go) is mostly a result of the final preparation of the surface of the foil. Simply put, fair the foil so there are no dips, hills, warps, valleys, etc. Then polish the surface until it is **VERY** smooth to the touch and has a glassy, mirror-like finish! Note that small dips and valleys in the final finish are not as important as ridges and defects that poke outward from the foil. Why? In simple terms, water gets trapped in the dips and valleys and tends to fill them in, whereas ridges trip up the flow of water and cause turbulence. If you have a brand new foil, the surface finish should be darn close to ideal except, perhaps, at the leading and trailing edges.

One other major source of drag is the vortex created by water flowing past the tip of the rudder. As water flows past the deepest part of the foil, it tends to create a tornado-like vortex that "hangs" off the tip, slowing you down in the process. On jet aircraft, little winglets are often installed on the tips of the wings to help reduce or eliminate this vortex. Since we can't add winglets, the next best approach is to design the tip of the rudder so that it tends to inhibit the formation of the vortex in the first place. One design

SUSIE DENNY AND HER CREW AT SENIOR CLASS CHAMPIONSHIP



that seems to take care of this calls for making the bottom end of the rudder (i.e. the tip) parallel to the water surface. This “chopped tip” design eliminates what otherwise looks like an irregular feature to the water flowing by. Hyperbolic tip shapes are also good solutions; however, Class rules on the foil dimensions make it difficult to achieve good results.

Whether you are building a rudder foil from scratch or fairing out a stock one, you will need to pay close attention to the shape of the leading and trailing edges. First, you should create a fine trailing edge. How the water launches off the trailing edge of the board plays a major role in the proper functioning of the foil. Foils with too wide a trailing edge often hum or oscillate as the water “falls” around the trailing edge one way then the next. Making a very sharp trailing edge may produce optimum sailing results; however, they are too fragile to maintain. I personally think a trailing edge that is about 1/16" is about as thin as one should strive for on the Lido in order to keep the maintenance/repair on the edge to a manageable amount. The leading edge should resemble a parabolic shape, not a semicircle.

Lastly, finish off your newly faired out foil by making sure that it is securely fitted to the boat to ensure that it turns with little effort so that you can feel the boat’s every little twist and turn. A responsive tiller/rudder lets you feel the behavior of the boat. If you can’t feel what the boat is telling you, you’re sailing partially blind.

If you’re interested in learning more about foils, please contact me for reference material, etc.

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HIGH SIERRA REGATTA

By Roger Patterson, Mission Bay Fleet

MBYC sent three representatives to the Fresno Yacht Club sponsored High Sierra Regatta. After a couple of summers of disappointments, the sailing conditions this year at the lake were outstanding. About 14 knots at the start line tailing off to about seven at the weather marks. There were 9 As and 18 Bs participating.

The participants from MBYC were Roger Patterson sailing with Stephanie Carroll, Roger and Anne Hinton, Terrie Smith, and a large group of campers. We all could have done better. Your fearless leader did fairly well in two A races with a 4 and a 5 but blew away a fairly sure 4th in the other since the R/C failed to float a sign at the weather mark directing which way to enter and exit. Roger and Anne Hinton had their moments but seemed in all races to extract pain

from joy; oh, by the way, we have new candidates for the turn-turtle award. The conditions looked a little challenging for Terri’s crew, and she commiserated from the beach.

A winners were: Tom Jenkins from Morro Bay, first; John Papadopoulos from Newport Beach, second; and Bob Yates from Lido Isle, third.

What to this writer was the big event of the day was the win in the Bs over 17 other tough entrants by 82-year-old Roy Woolsey. Your Fleet Captain had a red polo shirt available to extract from his sale-stock to present to Roy to remind him that he is in the A fleet for a good long while.

JUNIOR CLASS CHAMPIONSHIPS

By John Papadopoulos, Newport Harbor Fleet

On August 5th, Alamitos Bay YC hosted the 2000 Jr. Class Championships. Showing clear command of their Lido 14, Freddie Stevens and Scott Andrews sailed to an almost perfect score to win his second Jr. Class Championship in as many years. Freddie (not to be confused with Fred Stevens, his father) has been very active in sailing everything from the Naples Sabot (the pram indigenous to Southern California), the 29er, the Cal 20, and the CFJ. His depth of experience showed as he sailed calmly and smartly, making good use of local knowledge and tactics to win out over his peers. In a not so distant 2nd place,

Justin Law and Bobby Lenhart (both of the Newport Harbor fleet) sailed and hiked hard and were quite fast; however, it was clear that their lower combined weight put them at a disadvantage to Freddie and Scott when it came to keeping the boat flat when sailing upwind in the moderate winds.

It should be noted that Justin has won the Roy Woolsey Perpetual for being the first skipper under 15 for two years in a row. He has about three more years of eligibility!

Place	Skipper & Crew	R1	R2	R3	R4	R5	Total
1 st	Fred Stevens & Scott Andrews	(2)	1	1	1	1	4
2 nd	Justin Law & Bobby Lenhart	1	2	2	2	(3)	7
3 rd	James DeWolfe & Adrienne Patterson	(3)	3	3	3	2	11
4 th	Tyler Scarbrough & Adam Deney & Andrew McDade	4	(5)	4	4	4	16

Regatta Chair: Fred Stevens

Principal Race Officer: Mark Schryer

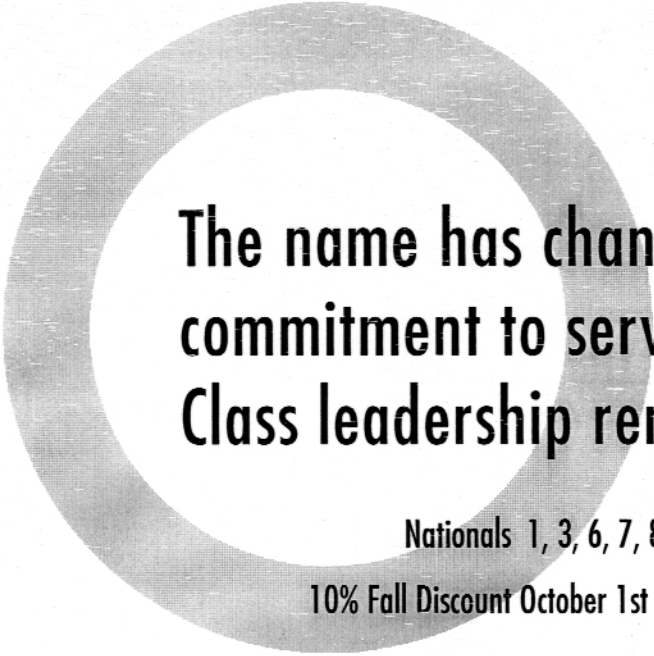
Race Committee: Noel Naft, Fred Stevens, Scott Scarbrough, Derek Paulin

P.S. The 2001 Jr. Class Championships are going to be hosted by Lido 14 Fleet 1 – Newport Harbor. Any Junior wishing to charter a Lido 14 should contact John Papadopoulos. More details will follow in coming issues of the bow wave and on the Lido 14 Web page.



FREDDIE STEVENS (R) AND SCOTT ANDREWS (L) AT THE 2000 JR. CLASS CHAMPIONSHIPS

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