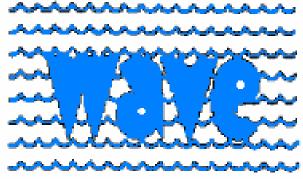
Class Association
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Starting and Racing for the weather mark at the A District 2 Championships, Sequoia Yacht Club on the San Francisco Bay at the Port of Redwood City









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Cover Photo The Class Future—Winners for today--Junior Sailors at the Lido 14 Junior Championships.

Photo courtesy of Eric Bohman

	Lido 14 Racing Calendar, Winter 2005/2006								
2005 Dates									
Nov. 13	Fall Series #3	Newport Harbor	American Legion YC						
Nov. 19&20	Turkey Day Regatta	Alamitos Bay	Alamitos Bay YC						
Dec. 3	Sunkist Series #2	Newport Harbor	Balboa YC						
2006 Dates									
Jan. 7	Sunkist Series #3	Newport Harbor	Balboa YC						
Jan. 28	Super Bowl Regatta	Oxnard, CA	Fleet 43 & Anacapa YC						
Feb. 4	Sunkist Series #4	Newport Harbor	Balboa YC						
Feb. 18&19	SCYA Midwinter Regatta	Alamitos Bay	SCYA & ABYC						
Mar. 4&5	W.D. Schock Memorial Regatta	Newport Harbor	Newport Harbor YC						
Mar. 25	Lido 14 Racing Clinic	Newport Harbor	Balboa YC						
Mar. 26	Harry Wood Memorial Regatta	Newport Harbor	Balboa YC						
April 1	Spring Invitational Regatta	Lake Mission Viejo	LMVYC						
April 22	Fleet 2 Invitational	Marina Del Rey	www.lido14fleet2.org						

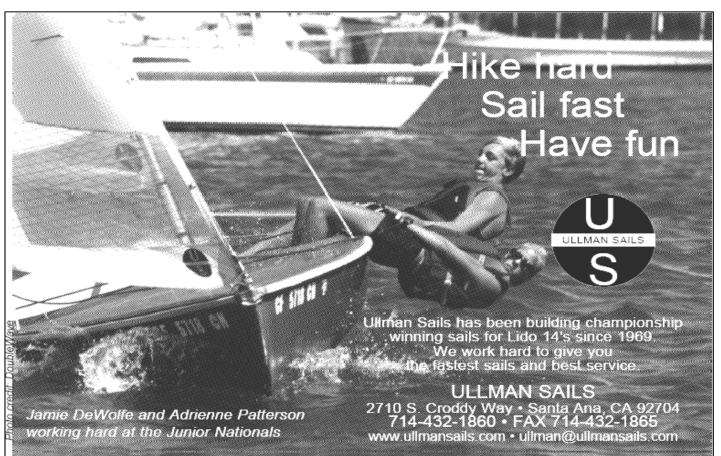
2004 Results:

1st Nationals

1st Fall Invitational 1st Pete Jefferson 1st Lake Skinner 1st Turkey Day 1st Midwinters

George Szabo - gszabo@quantumsails.com Brian Janney - bjanney@quantumsails.com www.quantumsails.com/lido14 619-226-2422





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Feedback

Dave: Congratulations on:

The improvements you have made in the Bow Wave. Introducing "Feedback". I fought for years to accept "Letters to the Editor" so that views could be aired.

Which leads right into the next topic: My own submission to "Feedback", as follows: Let's keep the decision to use only windward-leeward courses at the CCRs open. We sailed the last CCR at Huntington Lake without reaches. The result was a boring beat upwind and another boring leg downwind. What a sad use of that great sailing venue.

Here's why next year we should sail regular Huntington Lake courses:

Reaching legs at Huntington are magic. How often can you get a Lido up on a plane elsewhere?

Who says you can't pass someone on a reach? A reach is a legitimate point of sail, which every skipper must learn to master.

Jibe roundings especially (on a plane—ED) call for seamanship and boat handling not encountered in a straight downwind run. They can definitely cost a position if mishandled.

And let's not overlook those other upwind marks on the way to the windward mark. Each requires its own approach. Why should we take them out of the skill game? I know the America's entire Cup, purist's arguments for eliminating triangle courses. They shouldn't apply at Huntington Lake. Sailing-its many variable conditions are what make it unique--and fun. FUN! Ask the sailors what they prefer? Boring windward-leeward treks, or a really fun set of challenges and conditions, capped by one of those great reaching planes where the old Lido takes off. My vote is to sail regular Huntington Lake courses at the next CCR

Dave:

My wife me tells me that there is a suggestion to restrict the combined weight of the boat and crew, instead of restricting both separately. Although my wife and I are finally off the board, I would like to express my opinion on this. At first glance, it would seem that this would be an arbitrary decision that would benefit some teams and not others, but that there is no intrinsic reason to favor or disfavor the suggestion. However I think there are two reasons to not make this change:

- 1. Our "Founding Fathers" undoubtedly debated this point, and probably spent more time on it than we will. Without a strong reason to change the rule, I think we should let it stand.
- 2. If the ballast is determined by the combined weight of crew and boat, there is an incentive to tailor the boat weight to the crew weight. This is wrong! The rules should encourage everyone to build boats that are the same.

Dave Smith £ 3281

E-mail from Alan Stults & Vice President:

Kudos to Dave and others responsible for the new look of the Bow Wave!! I hope this is not just a one-time thing. Great job!

I had great photos from John. More Photos = better looking. Pass it on!

Dave Carroll, Editor

E- mail from Scott Porter scott_porter@danka.com

Hi All. We had a GREAT crowd last month. Hope you all can make it this weekend! We are on for Lido Classics racing at The American Legion Yacht Club in Newport Beach. We are at 215 Balboa Peninsula at The American Legion Post 291 in Newport Beach. We have a Hoist for launching and Trailer parking. You will have to park your car outside the gate. We will send a boat up to BYC/BCYC area to Tow boats. Pre-meeting on the docks at ALYC around 12:30 Start at 1PM out in front of Lido Island Yacht Club. Party..trophies..fun Call my cell for any needs Scott 949-279-7575

Scott is a senior member in fleet 1 but his boat # is not on record. ED

E-mail from Sidney Lee:

To: Lido 14 Class Association Board of Directors

I am passing the Lido 14 District II Secretary's Torch to Mr. Joe Davis of Fleet 62 (Fremont Sailing Club) who was voted in as new District II Secretary on Saturday evening Sept. 17, 2005 by unanimous vote

It has been an honor to hold the secretary's position for the past 3 years, and I want to thank all of you for your support.

This has come at a particularly joyous and proud time for me-this year especially.

- 1. I could report that District II is growing and healthy.
- We have seen the restart of the Sacramento Fleet. Thanks to initiative of Richard Leijonflyct and with the help of John Papadopoulos and the rest of the Lido 14 Class Association Board of Directors.
- 3. AT LAST... As you may be aware, Fleet 62 has for these past 3 years, hoped, pondered, prayed and planned that we might be able to host the District II Championship Regatta here in the San Francisco Bay Area. While we were trying to get our act together during the last few years It has been a pleasure enjoying the support from Morro Bay Fleet 59 to host the 2002, 2003, 2004 District II Championships.WELL, IT FINALLY HAPPENED. This past weekend we had a wonderful regatta at the Sequoia Yacht Club on the San Francisco Bay at the Port of Redwood City. The sailing and competition were superb. I am just overjoyed.

Although I may have had the formal responsibility for ensuring District II Championship regattas, I was not the one who did all the hard work necessary to make it happen. I therefore want to make sure that those responsible are recognized.

Race Planners: Jim Mackey, Joe Davis, Jack Navarra Race Committee: Special Thanks to Kathleen and Claude Turner They are from another fleet in the Fremont Sailing Club and worked all the races). Chuck St. Denis (wish you could have sailed, glad you helped)

Fleet Captains: Richard Leijonflycht (Fleet 8 - Sacramento) Dot Rygh (Fleet 59 - Morro Bay) Jim Mackey (Fleet 62).

Thanks to all the attendees and supportive members of the Lido 14 sailing community, and particular thanks to those that traveled from afar. It couldn't happen without you, and in the future I hope that we will be able to visit and sail with you at your venues.

<u>Thanks and More Thanks go to Seguoia Yacht Club</u> for letting us join in on their Perry Deaton Regatta. They were a perfect host and a perfect venue. We would be honored if they would invite the Lido 14 Fleet to join them again in the future.

I certainly look forward to the future of the Lido 14 Class Association. The luck of discovering the Lido 14 and enjoying the benefits of this sailing community is one of the joys of my life. Thanks Joe and Cathy Doering and others who inspired me in the beginning. I will do whatever I can to make it continue.

I know that Joe Davis will do a fine job as new District II Secretary, but he will NEED ALL OUR SUPPORT.

LIDO 14 SAILORS GOT GUSTO! Tell a friend - Let's Go Sailing!

Sidney & 4875

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(And the Sequoia Yacht Club will now receive a complimentary copy of the Bow Wave as all supporting clubs do.—ED)

Editorial

I had lots to say after the C of C but I lost the file somehow. Interesting things seem to be coming up in the "Feedback" column—lots of good comment on the last B/W cover—we'll try again this time. Schock is ordering extra B/W copies to take to boat shows, etc.

The association mailed out a bunch of solicitations to Lido parts buyers from Schock—got a few (30 or so) new members right away. More will probably dribble in later

Fleet 9 has gone inactive—too bad, I really liked to sail at King Harbor YC but they haven't been getting much in the way of younger members. The active ones members will tie up with Fleet 2.

I was going to put up an Association important dates calendar but have run out of time and room—read your by-laws—they are all there. Sign up for lodging at Huntington Lake ASAP, campsites are

scarce. This should be a great Championships—check the website Dues are due soon!

∠ Class Association

BOW WAVE PUBLISHING INFO

The Bow Wave is the official publication of the Lido14 Class Association.

It is published four times annually. Photographs, anecdotes, regatta results, reports, and tall tales, too, are welcomed.

E-mail submissions may be made to bowwave@lido14.org or to Lido4960@adelphia.net

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PRESIDENT'S REPORT:

We had a very productive meeting at the Mission Bay Yacht Club Fall Invitational. We were visited by Kathy Muenz from Fleet 57, Ohio, who reported on the wonders of sailing a Lido on Midwestern lakes.

Planning for the 2006 National Championships at Huntington Lake is well underway. Thanks to John P. for setting this up and to the fleet from ABYC for taking on the challenge.

Additional thanks are due to all the folks who put on the Lido Junior Nationals—and to Eric Bohman, who has agreed to be the Board person responsible for communications with the District Secretaries, and thereby the fleets. (in the absence of District Secretaries not present at the board meetings. ED)

We discussed the motion at the Board meeting to allow boat weight over 310 pounds to count for a credit for light crew weight. I got Tom Jenkins' idea wrong in the last **Bow Wave**. There is no proposal to allow excess crew weight to account for a light boat. Please see articles in this issue of the **Bow Wave** that further explain this idea. (The minutes, uncorrected, of the Annual Meeting are in this issue and the concept as Tom presented it, is recorded there. Other comments are in "Feedback" ED.)

While it seems a long way off, a letter is being sent to each fleet requesting sponsorship for the 2007 Class Championships. Big Bear Lake would be an ideal location, and a relatively small fleet could host. Please discuss it at your fleet meetings to see if we have any takers.

The Board will attempt an e-mail Board meeting in November or December, and will meet at ABYC during the Mid-Winters Regatta.

The joy of racing and sailing a Lido 14 is something to share. Get a friend involved in our Association. You'll be doing them a favor.

Grant Williams £ 4300



So you think your work party was tough?
Removing stumps at Fernridge Lake, Eugene, OR

LIDO 14 CLASS ASSOCIATION ANNUAL BOARD MEETING MINUTES HOWARD PRAIRIE LAKE, OREGON AUGUST 1, 2005

Class Association officers present:

Grant Williams, President

Allan Stults, Vice President

Anne Hinton, Secretary

Jeanne Smith. Treasurer

Dave Carroll, Director

Dave Carroll, Directo

Eric Bohman, Director

Tom Jenkins, Past President

- A. Meeting called to order at 7:00 P.M.
- B. Call of fleets: Ten fleet delegates present represented 113 of 150 current members. This constituted the required quorum.
 - C Minutes of last meeting:

The minutes from the annual meeting of August 10, 2004 were approved and accepted.

- D Report of executive officers:
- a.) President (Grant Williams): No report.
- b.) Vice President (Allan Stults): Allan asked for bids to host the 2006 CCR.

Dave Smith presented a bid by Fleet 6, Alamitos Bay, CA, to host the regatta to be held at Huntington Lake, CA, on July 10, 11 and 12 following the High Sierra Regatta. Motion passed unanimously.

Two suggestions were made for later consideration by the host Fleet 6. Kit

Lockwood proposed that Monday, July 10, be an informal racing day for junior skippers with adult crew.

Tom Jenkins proposed Fleets 59 and 43 hosts the Junior CCR on Monday, July 10.

- c.) Secretary (Anne Hinton): No report.
- d.) Treasurer (Jeanne Smith): The Association has \$9,429.50 cash on hand.

A complete report of the year's activity was submitted.

- e.) Chief Measurer (Chris Collins, absent): No report.
- E Report of charters granted and revoked: Fleet 8, Sacramento, CA, has been reactivated.
- F Unfinished business: A proposal by Joe D'Amico at the 2004 annual board meeting to allow a roller furling jib as approved equipment has been ruled not an approved change by the Board of Directors.
 - G New business:

Tom Jenkins proposed the following by-law change to Article XV Number 4. The total minimum weight of skipper, crew and ballast shall be three hundred (300) pounds except that the minimum shall be two hundred (200) pounds in the Junior Class Championships. Ballast carried to make up the weight shall not consist of boat "accessories" and shall not be shifted during the race. If a crew's Lido-14 is above the minimum weight of three hundred ten (310) pounds, the additional weight of the boat may be used as a credit towards the minimum weight of the crew. Crews with weight above the minimum required may NOT receive credit towards underweight boats.

A motion (was) passed to place the proposal on the agenda of the 2006 annual board meeting.

H. Election of officers: Tom Jenkins presented the following slate of 2005-2006 officers and directors. A vote was taken and the slate was accepted unanimously.

President: Grant Williams Vice President: Allan Stults Treasurer: Gabe Ferramola Secretary: Anne Hinton Chief Measurer: Chris Collins Past President: Tom Jenkins Director: Eric Bohman Director: Jim Sterner Director: Tracey Kenney

I. Meeting adjourned at 7:40 P.M.

Respectfully submitted

Anne Hinton,

Secretary

ED Note: These minutes are a preliminary copy and will not be finalized until approved at the Annual meeting in July, 2006 at the Championships in Huntington Lake.

Fleet Reports

Fleet 21, Oceanside, CA

We did it! Fleet 21 held its first race since the 1960's. On October 15th at Oceanside Harbor, under partly cloudy skies with 7 – 12 knots of wind. Six boats turned out to race five races. What a competitive, fun day of racing we had. We plan to race once a month through out the year, and during the summer months compete in the OYC Thirsty Thursday, once a week

Thanks go out to Monty Yearly, the local Schock Dealer, for his role in helping promote the race, and running an excellent race committee. I would also like to thank all the racers in our group for their motivation, ideas, effort and participation.

We ran our November race at O'Side in moderate, gusty winds of 15/17 knots and choppy wind-waves. Five boats started at 11:00 am and five races were completed by 1:00 pm. The conditions proved challenging at times. Reports were heard of boats taking on a little water, getting headed in a shift so hard that the boat would actually stop head to wind, a main sheet block being pulled out its mount, and a main sheet that rapped under the boat and around the center board. The races were exciting, fast and furious. It really was a great learning experience and a successful one to. All of the crews dealt with the unusually high winds with good boat handling skills. After the race we headed up to the Jolly Roger for awards and cool ones. Stevy and Hugh Mast donated the trophies. They have named this November race the Turkey Sloop Regatta. I think this name will stick for Novembers to come. Also a brass trophy of a dinghy under sail was donated by PC and Marolyn Van Slyke. We will award this trophy to the over all winner at the end of our season in May. The winner will get their name etched on it, keep it for a year, and hand it to the next season's winner. The Van Slyke Perpetual Trophy sounds kind of good. Once again Monty Yearly came through and handled a very professional committee. Thanks again to Monty, he is helping this fleet grow by leaps and bounds.

Also, a first for our fleet was the fact that every skipper had a lady crewmember working the front end of the boat. Thanks Gal's for a great job in the blustery conditions.

Thanks to our racers for a great November Race,

1st Hugh Mast/ Wife Stevy

2nd Larry Rowe/ Daughter Madison

3rd PC Van Slyke/Wife Marolyn

4th Tim O'Connor/Daughter Brittany

5th Carl Strecher/ Mom Sara

Tim O'Connor, Captain & Fleet 21.

Oceanside October Regatta R1 R2 R3 R4 R5 **S** Boat Skipper Crew 2 1 2 2 5 **12** Tim O'Connor Danny Koltz 2844 3 3 1 3 2 **12** Hue Mast Stevy Mast 3098 1 2 4 6 4 17 Larry Rowe Aron Rowe 113 Dan Avina 2622 7 4 3 1 3 **18** A Friend 4 5 5 4 1 **19** PC Van Slyke Marolyn Van Slyke 2006 Heidi Cadmus 5 6 6 5 6 **28** Morgan Cadmus

Fleet 8, Sacramento, CA

E- Mailed to Sharon Young:

Hello from Sacramento! The information you have is correct. We do not have a Fleet Champion, although I would give Richard the award for all his effort in getting Fleet 8 reactivated.

If the Fleets are ever listed according to age in Lidos and owners, Fleet 8 will be right up there. Lots of old boats and owners, and we're finding more out there each month. When we can get the owners to dust off their Lidos and bring them to the Port, it's great to see them rediscover how much fun the Lido is.

Getting our Lidos and some of the owners "up to speed" will take some work. I had an owner crew for me Sunday in my Lido, he has not had his Lido out for three years, he got stuck between the seat and centerboard trunk on one of our tacks. But he's back out in his Lido with Richard today.

The Lake Washington Sailing Club at the Port of Sacramento, of which Fleet 8 is also a member. We started a new annual event this summer, "The Dingy Delta Ditch Regatta". It is a 30-mile race (run) up the Deep Water Shipping Channel from Rio Vista to the Port of Sacramento. This year due to a very light Delta Breeze it took almost 6 hours to reach Sacramento. The event will always be held during a strong flood so the boats are always moving, and the breeze always kicks in the last 2 miles for a refreshing reach to the finish. No Lidos competed in this year's event, but I recorded the finish times, and all competitors felt like winners just for finishing. All the LWSC competitors agreed that the Lido 14 is perfect for the race--sit in and be comfortable.

Although not a course race, hopefully the Dingy Delta Ditch will become an event very much looked forward to by Fleets 8, 59, 62 and any other Lidos passing through Sacramento.

Rodney & 229



(This sounds like the start of a great annual fun event, brings wine, cheese, snacks, sail, and have a good time—ED)

Fleet Reports

2005 Al Morris Regatta and Fleet 25 Championships

Hosted by Willamette Sailing Club August 13 & 14, 2005

Ron and Nicole Runyan won all three races at the Al Morris Memorial Regatta hosted by Willamette Sailing Club at Yale Lake, WA. The first race on Saturday was gusty with shifts. Ron and Nicole escaped a starting line pile-up to come back for the win. The wind settled a bit for the second race and became light for the third race, which saw the wind switch 180 deg. during the second-to-last leg. Two more bullets for the Runyans! Sunday morning saw enough breeze to get boats out to the racing area, at which point the wind died. After 2.5 hrs. of drifting, napping and swimming, the RC abandoned and everyone paddled for home.

Congratulations to Ron and Nicole Runyan -

Fleet 25 Champions and. 2005 Al Morris Memorial Regatta winners

	Fleet 25 Championships								
	Skipper & Crew	Sail #	R1	R2	R3	S			
1 st	Ron & Nicole Runyan	3547	1	1	1	3			
2 nd	Carl & Lia Heisel	3731	3	3	3	9			
3 rd	Allan Stults & Terry Sellers	5071	2	6	4	12			
4 th	Steve Salas & Rusden Scott	6053	4	4	5	13			
5 th	Jim & Carolyn Sterner	5110	DNC	2	2	14			
6 th	Fred & April Jensen	4522	6	5	9	20			
7 th	Lorin Moentenich &Avis Newell	3997	7	7	6	20			
8 th	David Ispas & Richard Joyce	3391	5	8	8	21			
9 th	George Yerves & Leta Sellers	2304	8	9	7	24			

Fleet 57, Ohio, Report

Email to Sharon,

Here is the roster/pics for Fleet 57 for the upcoming Lido handbook.. The ones with the ③ are the ones that paid their Lido membership dues this past year. You might check to see if I left anybody out from the mailings roster. As a reminder, we will be electing a secretary next year. We don't have an active secretary just now but will have elections next March.

Thanks ,Kathy Muenz & 4205

CLASSIC LIDOS for SALE

Take your pick: Two boats—a late 2000 series and an early 4000 series Each boat has a smooth bottom, good rigging, good fins, and hardware.

Raceworthy sails good enough to take you to the top of the B-Fleet Both have serviceable covers—each is licensed with 2007 stickers

AND

Trailers are ready to roll with new bearings.

One is priced at \$1450; the other at \$1650 Call for details, or see these classics in San Diego LIDO 14 – SAN DIEGO 858-273-7151

FLEET 7, Mission Bay, CA NEWS

November 11, 2005

Fleet Captain's Report, Becka Carper:

U.S. Sailing offers many symposiums. A National Sailing Program will be held in Long Beach January 18-22, 2006. There are also future plans for a National Club Management Symposium.

Roger Patterson inspected the newest Lidos at the Schock factory recently. Several refinements/options have been made. A race ready new Lido will hopefully be displayed at the Pete Jefferson Invitational Regatta in the spring for all to inspect. We wonder if the Lido Class rules have cleared all the options.

YMCA sail Sat, Dec. 3rd. The children should arrive about 9:30. Roger Hinton, will arrange lunch for all.

Dave Callendar has established a Yahoo Groups email service for fleet 7, anyone can join. The address is: fleet7lido@yahoogroups.com

Sickbay:

Barbara Williams is recovering from a Gall Bladder operation—everything came out OK.

Roger Patterson is working out after arthroscopy on his torn right rotator cup. Unfortunately he also has torn a muscle that is essential to lift his arm above the shoulder—call him lefty.

Stu Robertson is well from the bruises obtained at the Championship of Champions. He still seems a bit confused and dizzy from the concussion but maybe that's normal.

Marilyn Patterson is doing great after knee replacement surgery.

Pat Tilton is finally back in the boat.

Championship Regatta info from "Lefty" Patterson:

The Forest Service is now accepting camping reservations for Huntington Lake. The High Sierra starts Saturday July 8; the Championship starts the following Monday. I have mine at Cavatee. You can get yours at www.reserveusa.com/reserve. If you snooze - you lose.

Below, Photo of Leatherlips Yacht Club, OH



Regatta Reports--Page 5

2005 Perry Deaton Regatta & District 2 Championships

Hosted by Sequoia Yacht Club, and L Fleet 62

September 17 & 18, 2005

The 2005 District II Championship was held this year on the Port of Redwood City Turning Basin during the weekend of September 17th and 18th. Eleven Boats made the trip including long distance travelers Eric and Alexa Kownacki from San Diego and the team of Richard Leijonflycht and Kathy Hebbeler on Lido 2447 representing newly reestablished Fleet 8 (Sacramento). Welcome Richard and Kathy to the Lido Fleet and thanks for restarting the Sacramento Fleet. We hope to see more of you and your fleet in the coming months.

Saturday racing started out with 8 -10 knots of wind for the first two races and built to 18-24 knots for the final two races. Both Eric and Tom jumped right into tight battles for the first two positions. In the first race both Tom and Eric were involved in a tight tacking duel back to the windward mark and sailed through the starting line. Both were disqualified for sailing through the start/finish line, which was restricted. This meant that the top two boats had huge deficits to make up for the remainder of the regatta. With the breeze piping up to 24 kts on the final race, there was a host of maintenance issues that became evident. Broken tillers, rudder heads, jib leads, and numerous other problems.

Saturday evening Sequoia Yacht Club cooked up a great rib dinner with dancing afterwards. The District 2 Annual Meeting was conducted with several rounds of cheer going to Joe Davis being elected to the new District II secretary position. Thanks Sidney for holding the office for so long and doing a great job. During the meeting there was talk of where the 2006 venue for the District 2 event would be and there is a good possibility that the Sacramento Fleet 8 will host somewhere near Sacramento!

Sunday's racing was a complete turn-around from Saturday's sailing. The breeze filled in late from a new direction (down the channel), building only 8 to 10 knots. Tom and Christina reveled in the lighter breezes and went on to sail to 4 firsts for the day capturing the Perry Deaton regatta as well as the District 2 Championships.

Eric Kownacki, who is from District 1, was unable to compete for the District II trophy, took second in the Perry Deaton regatta with Peter and Anita Rothenbuecher finishing the weekend taking home a second place in the District 2 Championships and third for the Perry Deaton. Jim Mackey and daughter Sarah finished the weekend out with a third for the Districts.

Kudos to the Sequoia Yacht Club as well as Fleet 62 for hosting a well run regatta. I hope the Lidos will be invited back

for future Perry Deaton Regattas. The sailing was exceptional.

Report by Tom Jenkins & 6244

Below:Jack Navarra (4285) trys to hang on as Team Salas and Joe Davis (5121) attack his lee side.



Above: Tom Jenkins and Christine Campolmi (6244) lead Teams Kownacki (6188), Rothenbuecher (3618) and an unidentified starboard runner to the leeward mark

THANK YOU to everyone who helped put this together Joe Davis was Race Chairman for the Lidos, Jack Navarra managed registration, Chuck St. Dennis helped on race committee, Kathleen & Claude Turner covered one of the chase boats and took the photos you see here. Russ and Lynette Breed coordinated an army of support from Sequoia Yacht Club, with excellent meals, a well run race course, and several safety boats.

I look forward to sailing with you all again next year!

Jim Mackey 2317

L.

Ed Note: I hope Jim is not offended by my offering only a portion of his article. Tom Jenkins has been very prompt in reporting (as winners are supposed to) and his article was committed to the B/W layout as soon as it arrived.

Your help with photos and support is appreciated and encouraged. Anyone interested in more should check out the Fleet 62 page on Yahoo Groups. This is a very active and lively group.

Skipper	Crew	Fleet	Sail #	R1	R2	R 3	R4	R 5	R 6	R 7	R 8	S	Fin	D 2
Tom Jenkins	Christina Campolmi	59	6244	D8Q	2	1	2	1	1	1	1	9	1	1
Eric Kownacki	Alexa Kownacki	7	6188	DSQ	1	2	1	2	2	2	2	12	2	N/A
Peter Rothenbuecher	Anita Rothenbuecher	59	3618	3	8	4	3	4	3	3	5	25	3	2
Jim Mackey	Sarah Mackey	62	5850	2	4	3	4	6	7	8	3	29	4	3
Jack Navarra	Jim Navarra	62	4285	1	3	13	8	3	5	6	4	30	5	4
Sidney Lee	Doug Hamilton	62	4875	6	7	7	6	5	8	9	8	48	6	5
Joe Davis	Harold Ho	62	5121	4	8	13	13	9	6	4	6	50	7	6
Bryan Watson	Keith O'hara	59	204	13	13	6	5	8	8	7	7	54	8	7
Chris Ducker	Erica Ducker	62	5126	5	6	5	9	DMS	DNS	DNS	DNS	64	9	8
Richard Leijonflycht	Kathy Hebbeler	8	2447	13	13	13	7	10	10	5	9	67	10	9
Larry Salas	Liz Salas	59	6051	13	13	13	13	7	4	13	13	76	11	10
Terry Hensley	Tiffany Hensley	59	4617	DMS	DNS	91	12	11						
Note: DSQ, DNS=13	-	•	-		•	-							-	•

Perry Deaton Regatta & District 2 Championships

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Regatta Reports

Halloween Regatta at ABYC

Report by Mark Ryan 4 4790

(How nice to see an article submitted by a "B". Of course if Mark keeps getting bullets in the "B" fleet he will soon be an "A". We gladly accept article s by members of any fleet. ED)

We had 10 Lido's sail: three A's and seven B's. The weather was perfect for Lido racing - a nice breeze of 8-15 knots for the 3 races. The Race Committee started the two fleets together and sent us half way down the bay for two of the three races. Chuck and Paige Tripp sailed a superior regatta and took home first for the Lido A's with a 2-1-1.

Mark and Sarah Ryan, racing for the first time in a Lido 14, took first in the Lido B fleet with three bullets.

Everyone had a good time and the Race Committee did a great job in keeping the Lido 14 and Naples Sabot racers away from each other.

	Halloween Regatta at Alamitos Bay								
A's	Skipper	Crew	Sail#	Club	R1	R2	R3	S	
1 st	Chuck Tripp	Paige Tripp	3661	ABYC	2	1	1	4	
2 nd	Bob Sherwood	Emily Sherwood	6276	ABYC	1	2	2	5	
3 rd	Marty Bookwalter	Jamie	2671	LLYC	3	3	DNC	10	
B's	Skipper	Crew	Sail#	Club	R1	R2	R3	S	
1 st	Mark Ryan	Sarah Ryan	4790	ABYC	1	1	1	3	
2 nd	Ron Clanton		2540	ABYC	3	4	3	10	
3 rd	Jim Drury	Bonnie Ryan	4963	ABYC	6	2	4	12	
4 th	Aaron Feves	Jennifer Rasmussen	3474	CBYC	4	3	5	12	
5 th	Tracy Conn	Mark Stanifer	4029	ABYC	2	5	6	13	
6 th	Scott Scarbrough	Jake Scarbrough	5085	ABYC	5	7	2	14	

Photo, Right >>> Christophe Kilian, Chris Killian, Dave Ullman (L-R)

	Results, Ullman B Regatta							
Finish	Skipper	Crew	Sail#	R1	R2	R3	S	
1 st	Chris Killian	Christophe Killian	4136	1	1	2	4	
2 nd	Bruce Fleck	Emily Boisvert		3	3	1	7	
3 rd	Tracey Kenny	Eric Boisvert	4430	2	2	3	7	
4 th	Tom Estlow	Karmen Estlow	882	5	4	5	14	
5 th	Sean Hunter	Mark Hunter	3804	4	6	6	16	
6 th	Skip Maclean	Marie Maclean	3001	8	5	4	17	
7 th	Chuck Seymour	Eric Ludwig	6157	6	7	7	20	
8 th	Dina Corsi	Ryder Nesbitt	4370	7	9/DNS	9/DNS	25	

2005 Ullman B Regatta and Clinic

Article probably by John Papadopoulos Saturday October 29, 2005 at Balboa Yacht Club

In 1971, Dave Ullman, proprietor of Ullman Sails and longstanding racer (Class Champion many times—ED) and supporter of the Lido 14 class sloop, created the Ullman B regatta to help promote B level sailors up to the A level. 34 years later, the event continues on with the same goal but with the addition of a racing clinic.

This year John Papadopoulos lead the fleet through on-shore discussions, on-the-water demonstrations and drills and, of course, racing.

Balboa Yacht Club member Chris Killian, and his son Christophe, finished first in the regatta and will have their names engraved on the Ullman B perpetual trophy. They were also awarded a tote bag compliments of Ullman Sails.



	U	S Sail	ing	20	05 (Cha	ımp	ior	ıshi	ро	f C	har	npi	ons	s, D	etro	oit,	МΙ			
Name	Fin	Pts	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17	R18	R19
M Ingham	1	59	2	4	2	5	3	3	-7	6	4	2	5	5	1	2	2	3	5	5	-13
E Cordero	2	69.6	1	1	3	1	4	1	10	3	5	5	12	3	3	1	1	-21	-21	4	11
M Wefer	3	75	4	5	1	9	2	-16	8	-14	1	3	4	1	4	11	5	2	7	1	7
B Sprout	4	112	9	14	3	3	9	5	3	2	-17	14	7	16	5	5	7	1	-21	3	6
S Robertson	5	115.12	7a	4	9	-13	1	2	11	7	13	12	6	2	9	6	13	8	-21	2	3
N Fast	6	130	7	9	-17	6	7	6	4	12	4	1	14	-18	6	13	3	6	6	12	14
B Rhoads	7	133	6	15	5	2	14	15	1	-21	3	10	1	13	8	3	4	-21	15	9	9
J Thompson	8	146	5	10	4	15	10	12	5	5	12	-17	11	9	-17	4	8	14	12	6	4
S Savage	9	149	3	3	6	7	-15	11	6	9	2	9	-16	8	13	10	14	12	11	13	12
R Tillman	10	150	8	2	14	14	6	-19	-19	1	7	13	17	6	12	7	19	4	8	11	1
P Harper	11	160	-21	19	7	12	18	4	12	17	6	18	2	4	2	8	16	-21	3	7	5
R Anderson	12	165	13	12	13	4	11	13	2	13	10	6	9	7	-16	15	11	16	2	-18	8
O Barney	13	174	11	7	19	8	16	14	15	4	9	16	8	14	15	-20	-20	5	1	10	2
A Daugherty	14	177	10	8	10	16	13	7	-17	8	8	4	10	11	11	16	6	10	-21	14	15
M Stang	15	187	17	13	8	10	5	8	13	11	15	7	-19	-20	14	14	9	7	4	16	16
C Smith	16	200	14	16	12	11	12	17	18	10	11	-20	3	19	7	9	12	9	10	-19	10
K Anderson	17	222	-21	6	11	17	17	10	20	15	-21	11	13	12	10	18	17	11	9	8	17
J Bigham	18	230	15	11	15	-18	8	9	9	16	16	15	18	10	18	12	10	15	16	17	-20
K Whitt	19	272	16	17	16	-21	-20	20	14	19	14	8	20	17	19	17	15	13	13	15	19
G Charles	20	291	12	18	18	19	19	18	16	18	18	19	15	15	-20	19	18	17	14	-20	18

Fleet Reports

Fleet 43, Ventura, CA Report

By Gordy Oliver

Our Lido Friday! Races began in earnest in April, right after the time change. We averaged over five boats on most pre holiday weekend nights and over under ten most others. We gained new members, Sam and Paul, Rob, Ceal and Judd, 2 Steves, Sue and others. Other boats joined in our start line including Lasers, Seamoos, and a 105. Our most popular theme was 'Crews Steer Only' night. We had over ten boats starting and finishing our usual windward /leeward courses in the Ventura Marina. Crews were happy to finally get the opportunity to steer and boss the skippers around! All summer conditions have been either drifting or full blow.

Ventura Yacht Club sponsored a Fleet 43 only regatta, 'The Soap Dish Regatta'. Ten boats participated in a ranging course combining all points of sail, as we sailed through the marina. It was great having a facility to house our lunch and our awards celebration.

Nationals capped our season, as 7 boats and 30 family and friends dared the drive and took part in this year's seminal event. Most of our fleet engaged in fishing, kayaking, and mountain biking and hiking at this pristine and beautiful location. Adults loved the wine tasting available down the mountain. 3 of our fleet placed in the Gold fleet, and others, (notably my crew) firmly anchored the Silver fleet. Our fleet suffered through blown out conditions with a wrecked rudder, partially cracked rudder, and broken tiller. All three boats were later placed into service after rapid repairs.

Our youngest crews were 2 Lily brothers and friend on board and about 60 pounds of ballast! They placed well in the Silver fleet. We will hope they continue their success in the Jr. Lido Nationals sponsored by our fleet, this October First.

The results were conclusive: this was a great way to end our second year of fleet existence! We made new friends in the Lido Association and in our area, while helping each other have the most fun possible. Looking forward to a shorter drive next year!

Gordy Oliver & 2166, Fleet 43 Secretary, Reporting

Fleet 25, Portland, OR Report

By Steve Salas

Fleet 25 just wrapped up racing for the year at the end of October with a real drifter – just enough wind to make some progress into the Willamette River current. Everett Hobson's grandson Jonathan took the helm with Everett as crew and stuck with Carl and Lia Heisel until the windward mark. Team Heisel broke free at that point and led the way home to close out the Fall Series. The weather is now turning to steady drizzle interrupted by heavier rain. We usually have a few nice days scattered throughout the winter but they are often windfree!

Willamette Sailing Club was trying to complete a dredging project this fall but the maze of permits and schedules of club, dredging company, government agencies and environmental testing outfits did not all fit together so that is on hold until next year – keep those centerboards up! We are looking forward to seeing more of our Fleet 81 (Fern Ridge) neighbors next year. Their home waters should be sailable after the repairs to the dam are completed and we look forward to attending events down there. Although our 2006 schedule is not set, we expect racing to start with Spring Series in early April (brrrr!). A few boats have expressed interest in attending the CCR at Huntington. It is good to see a renewed interest by our Fleet over the last few years for getting boats to biggest event on the calendar.

Stay warm! -

Steve Salas & 6053 – Fleet 25 Captain

Fle	et 25 Willam	ette Sailin	g Club
	- Summer	I (21 races	
Pos	Skipper	Sail#	S
1	Heisel	3731	28 pts.
2	Runyan	3547	34 pts.
3	Salas		45 pts.
4	Hobson		48 pts.
5	Clevenberg	3720	53 pts.
6	Jensen	4522	68 pts.
	Summerl	l (13 races)	
1	Salas	6053	19 pts.
2	Moentenich	3997	20 pts.
3	Hobson	4226	26 pts.
4	Runyan	3547	28 pts.
	Fall (1	6 races)	
1	Runyan	3547	23 pts.
2	Moentenich		26 pts.
3	Hobson	4226	28 pts.
4	Heisel	3731	29 pts.
5	Salas	6053	41 pts.

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Fleet Reports

Fleet 73 Championships At Dana Point, CA

Skipper Jeff McLaren and crew Tony Beltran on Imagine (4817) won the inaugural Lido 14, Fleet 73 Championship. The race series was held outside Dana Point Harbor on the waters just off Doheny Beach; the same venue where more than 20 Lido 14's raced at the District 1 Championships earlier this year. This venue gave the competitors plenty of room to employ any race strategy they thought helpful without worrying about the confines and traffic found when racing inside the harbor.

The winds ranged from light to moderate to heavy while sailing the 3 windward-leeward races. The fleet had a surprise when, after racing, the wind piped up to more than 15 knots making the sail (or tow) back to the safety of the harbor an adventure. We are happy to report that carnage before and after the race was kept to a minimum with only one competitor, Russ West, unable to race due to a broken part and another, R D McCarten, unable to steer left due to a split tiller.

Jeff McLaren, the winning skipper of the fleet championships, gets to proudly display a red Lido 14 insignia with the numerals "05" on his sail to signify that he is the 2005 Fleet Champion, an honor created and recognized by the Lido 14 Class Association. This honor award is carried for life unless a higher or more recent award is won.

Lido 14 A

Jeff McLaren &Tony Beltran	(4817) (4602)	1 st
Bob Hartung & Mike Helton	(4602)	2 nd

Lido 14 B

Tommy & Cloud Geissinger	(433)	1 st
R D McCarten & Tim Egelhoff	(4732)	2 nd

Many thanks to Barry Senescu, our PRO, who always does an outstanding job with our races. Jim Geissinger & Susan Helton, Race Committee; Bill Fielder & Pat Shoemaker, Mark Set Boat; Mark & Lynn Acosta with Kell & Donna Grubbs, Chase Boat & Photographer.





Skippers Jeff McLaren (4817) and Bob Hartung jockey for position at the start of the Dana Point Fleet Championships



Fleet 62--Alameda Bay Cruise, Port of Oakland



Fleet 62 at Lake Elizabeth, near Fresno, CA



Fleet 21, Sailing Clinic at Oceanside, CA

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Dave Carroll (661) 266-0368 Lido4960@adelphia.net

Regatta Reports—Championship of Champions

Page 7

Stu Sails in a Destruction Derby

As reported to Dave Carroll by Stu during the event

At the end of the summer sailing season, US Sailing sponsors an event for class champions. The idea is that after this competition the king of the hill is the winner of the *Championship of Champions*. Only one-design class champions, the best of the best, are invited to compete.

The big event was sailed in Flying Scots, at the Bayside Yacht Club in Detroit, MI. Our Champion, Stu Robertson, elected to attend and represent the Lido Class with his top crews, daughter Erin (Fern Ridge 2004) and Paul Anctil (Howard Prairie, 2005) at the shootout of the top guns.

At 5:00 AM pacific time my phone rings...Stu's voice is on the phone.

"I gotta tell you about this regatta, Dave"

What? Where are you?

"In Michigan.... We're sailing in the C of C. I didn't realize what a great handling little boat we sail until I got into one of these things.... It's like driving a barge, they won't hardly turn or anything."

What things?

"Flying Scots..."

OK so tell me about the race....

Well, in the first race it was like blowing 18-20 with gusts over 30. We got a pretty good start and partway up the weather leg something hit us... T-boned on the port side—put a 10 inch hole in the boat. I was knocked off the weather side and smacked the port rail really hard. I've never been hit by anything that hard before.

Erin got a contusion about 6 inches in diameter and Paul split his chin open big time. He was bleeding like a stuck pig, blood all over the boat. He's on blood thinners, so it wouldn't stop and we had to take him to the hospital. They stitched him up and finally got the bleeding stopped....It took 8 stiches."

Sh\$%^. What happened then?

"Everything, racing, was postponed to try to collect the wreckage...boats turned over, bent masts, general carnage. I got a pickup crew from the local club—he was really great—and we could continue racing."

What about the wreck?

"Well the kid that hit me, let's call him 'Killer', was a junior champion of something I think, got tossed out of the first race. I suggested that the committee should consider a DSQ under rule 69 since he left

the scene of the accident and continued racing without doing a 720 even. Several of those behind us asked if we needed help, but I thought we were OK. I'm going to seek redress for the incident since we couldn't continue racing."

You always think you're OK when you're really not. Usually the first sign of a concussion.... Where did this guy come from?

"I don't remember very much. I was pretty dizzy, actually I didn't even sail back to the right club to get help for Paul."

That's another sign of a concussion.

"The committee finally said they had considered the DSQ under rule 69 but didn't think it was necessary—after all, it was a high profile event and..."

And? "We don't want to make any waves—you know..."

Later, a call the next day, not at 5:00 AM. Thank you!.

"I think we did pretty good. Maybe finished 4th or 5th. Even won a race. The crew guy, Mr. X—he was really great—said he thought damage on the boat was over 4 figures. It's becoming more clear now—I think the guy who hit us was ducking another starboard tacker....Next day 'Killer' was reaching down the line on port and hit Eduardo (Codrero on starboard) so hard he knocked the anchor out of the boat. I think he (Eduardo) got redress too."

Usually, in the case of a concussion, you remember the last event last—if you ever remember it—Maybe you should see a doctor.

"Yeah, when I get back, but I gotta a lot stuff to do in Bishop and I wanna do the MBYC fall invitational. I think I'll be able to stop by Friday and I then we'll sail at Mission Bay."

Go see a doctor first...



Rub a Dub Dub... Erin, Mr. X, and Stu in the Flying Scot

ED note: Next year the event will be held in Y-Flyers in Littlerock, AK. Issues regarding the event's boat insurance are still to be resolved.

The results are on Page 6

Regatta Reports

Roy Woolsey Regatta Lido Isle Yacht Club Sept 25, 2005

Report (probably—ED) By John Papadopoulos & 6188

18 teams from 9 different clubs converged on Lido Isle Yacht Club this Sunday to race with Roy Woolsey in the Roy Woolsey Regatta. Trophies were awarded to the top three teams in both the B and A fleets with the winner also being awarded the Roy Woolsey perpetual trophy.

	Roy Woolsey Regatta at	Lido Is	sle Ya	ach	it Cl	ub			
A's	Skipper & Crew	Club	Sail#	R1	R2	R3	R4	R5	S
1st	Mark Gaudio & Nate Campbell	BCYC	5151	1	1	1	1	1	4
2nd	Bob Yates & Pat Kincaid	LIYC	5051	3	2	1	2	\checkmark	8
3rd	John Papadopoulos & Stephanie Faillers	BYC	6188	8	3	3	3	4	13
4th	Dave & Jeanne Smith	ABYC	3281	2	8	5	4	3	14
5th	Gary Thorne	BYC	4865	4	4	✓	5	2	15
6th	Bob Sherwood	ABYC	226	7	Š	4	6	5	22
7th	Chris Nesbitt	BYC	3496	6	-9	9	7	6	28
8th	Jim Jackman	BYC	6158	8	5	7	9	8	29
9th	Marcel & Shannon Hughes & Jen Dunkle	OCCSA	6266	8	7	8	8	8	31
B's						П			
1st	Larry Walter	CYC	4000	3	2	1	1	8	7
2nd	Jeff Allen & Kim Zuelsdorf	BYC	6200	1	1	Ŋ	5	2	9
3rd	Dan Rossen & Ashley Knox	SSYC	1007	8	5	2	3	3	13
4th	Roy Woolsey	LIYC	4100	\wedge	4	3	2	4	13
5th	Chris & Christophe Killian	BYC	4136	4	3	4	4	\checkmark	15
6th	Ryder Nesbitt	BYC	4370	6	70	6	7	1	20
7th	Randy Carper & Pete Labahn	MBYC	3590	2	6	B	6	6	20
8th	Tom & Karmen Estlow	SCCYC	882	19	7	7	9	9	32
9th	Greg Boudreaux	BYC	3650	18	8	8	8	8	32

Below, (L-R)

Commodore, + B fleet winners Dan Rossen, Ashley Knox, (Roy Woolsey, regatta star & still playing), Kim Zuelsdorf, Jeff Allen, Larry Walter





Above, (L/R)

Commodore, + A fleet winners, Nate Campbell, Mark Gaudio, (Roy Woolsey-honorable mention), Stephanie Faillers, John Papadopoulos, Bob Yates, Pat Kincaid

Turkey Day 2005

Hosted by Alamitos Bay Yacht Club November 19th –20th

This year's Turkey Day Regatta proved to be a heated battle, literally, temps were recorded in the 80's with light to very light breeze for winds. With the Indian Summer obviously in full force all of the 200 plus small boats, 18 different classes (24 Lidos) had to keep a keen eye open for the slightest breeze to help power the boats around the courses. Out the back door of the club, both Lidos and Sabots shared the inner harbor. Six races were completed (to my amazement), to complete the series with a throw out totaling up the scores.

Welcome to the A flight Nancy Davidson and Missy York sailing 5127. The two BYC ladies posed the best score of the B flight winning by 3 points and moving themselves into the A division. Dan Rossen, Peter Beale, Scott Scarbrough, and Tracy Conn rounded out the top five B flight boats with close scores and good racing had by all.

In the A flight, it was the usual suspects sailing with the addition of John Papadopoulos with trusty crew Stephanie Faillers making their comeback into the fleet, it was good to see another Gold 'L' out on the course again, and it will be good to have these two back out on the course for 2006. The big surprise was Bob Yates with Pat Kincaid (who called themselves the unguided missile on Saturday), coming back to post two bullets on Sunday. Tom Jenkins and Christina Campolmi in 6244. Stu Robertson in the venerable 3113 with Candice Chick sailing as crew, Kurt and Anne Weise in the show stopper yellow boat, with Eric and Tiffany Bohman in the tan machine rounded out the top boats.

The next event on the calendar is the SUPER Bowl Regatta, on January 28th in Oxnard hosted by Fleet 43 and Anacapa Yacht Club, Hope to see you all there.

Report by Tom Jenkins & 6244

			ABYC Turkey	Day							
	Sail #	Skipper	Crew	Club	R1	R2	R3	R4	R5	R6	s
1 A	6244	Tom Jenkins	Christina Campolmi	Morro Bay YC	1	K	1	3	2	4	11
2 A	3113	Stu Robertson	Candice Chick	MBYC	2	2	7	2	5	2	13
3 A	6240	Kurt Weise	Anne Weiss	NHYC	3	1	3	4	8	3	14
4 A	3579	Eric Bohman	Tiffany Bohman		5	8	4	1	4	5	19
5 A	6188	John Papadopoulos	Stephanie Faillers	BYC	6	3	2	10	3	8	22
6 A	5051	Bob Yates	Patrick Kincaid	NHYC	8	7	DSQ	6	1	1	23
7 A	3281	Dave Smith	Jeanne Smith	ABYC	4	6	6	8	6	7	29
8 A	2833	Steve Kent	Diane Kent	BYC	12	9	5	7	10	6	37
9 A	4310	Grant Hill	Connor Hill	ABYC	7	5	DMC	8	9	10	39
10 A	4960	Dave Carroll	Noel Naff	MBYC	11	11	DMC	5	7	11	45
11 A	6276	Bob Sherwood	Emilly Sherwood	ABYC	9	10	DMC	DNC	11	9	52
12 A	4532	Mike O'Neill	Megan O'Neill		10	12	DHC.	DNC	DNC	DNC	61
1 B	5127	Nancy Davidson	Missy York	BYC	Z	1	2	2	1	1	7
2 B	1007	Dan Rossen	Ashelu Long	SSYC	1	4	1	1	3	\nearrow	10
3 B	6274	Peter Beale	Eric	SCCYC	3	2	3	3	\nearrow	4	15
4 B	5085	Scott Scarbrough		ABYC	5	5	7	18/	5	2	24
5 B	4029	Tracy Conn	Mark Stanifer	ABYC	9	8	6	5	2	6	27
6 B	3650	Grag Boudreaux	Seppi	BYC	8	9	DMC	7	8	3	35
7 B	4511	Bruce Fleck	Sue Service	SCCYC	14	10	9	4	11	5	39
8 B	4630	Sheila Eberly	Carl Eberly	ABYC	7	12	8	11	4	9	39
9 B	882	Tom Estlow	Karmen Estlow	SCCYC	36	7	4	8	10	10	39
10 B	5088	Billy Burdge	Don Burdge	ABYC	6	6	DIAC.	10	9	8	39
11 B	4648	John Bergan		HYC	12	3	DIAC	6	6	DNC	40
12 B	262	Gary Speck	Don Baker	SCCYC	4	11	5	DMC	DNC	DNC	46

Fleet Reports

Fremont Sailing Club

Lido & Fleet 62 Report by Jim Mackey

There is a lot to report this month. We've wrapped up another successful sailing season which saw a good number of new Lido owners come on out to sail with us. We really had some great racing, all sorts of wind conditions, and I think everyone learned from each other. Personally I've had a blast sailing with all of you. It has been a lot of fun and we've enjoyed the competition and each other's company all year. I think we only had 2 Lido capsizes all year (I was one of them), and no damaging collisions, so it's been a safe year as well. I really like how most of our fleet are families (of all ages) sailing together, and/or getting kids, new to sailing, to come out and crew. I think this family and kids level of participation really is one of the best things about the Lido fleet.

For the Fall series, we edged out Dick Moser by one point, for the season championship, we collected 5 bullets for the 9 race Fall series while Dick took home 4. It's great to go neck and neck on every race with such an evenly matched competitor. Sidney Lee, Harold Ho, and Hans Wolff followed us for the next 3 positions.

We've got a big fleet of active Lido sailors – 14 boats raced with us at least once this year (15 counting Joe Davis who only sailed at Districts), which is more than any other FSC fleet. The challenge seems to be getting our sailors to come out more regularly.

Our top 4 finishers for the year were the only 4 sailors who participated regularly, by sailing at least once in all 3 seasons. Seven of our fleet members participated in only one of the season's races, and another 3 missed all three races of one season. The number one factor for top rankings for the season and the year seems to be "just showing up" consistently. Plenty of folks have finished ahead of me all year, but few have come to the regattas as consistently. Though if I can learn to count laps, sail the designated course, and start on time, I may show improvement.

It's also been nice to see how often folks just come down to the lake and pick-up a crew for an unexpected sail (though I can often find crews for folks in advance if you let me know or let everyone know with an E-vite reply). We only had 5 Lidos sail in the fall series. I just don't know how to get more of our Lidos coming out regularly. I am open to any suggestions.

Our District II Championship was the best I've seen, with 11 Lidos on the water, great competition at every level, plenty of wind for 8 fun races, and terrific hospitality. I've emailed the regatta report, so I won't repeat the blow-by-blow here. Sequoia Yacht Club and the race committee (including Chuck St. Dennis and Kathleen & Claude Turner) did a superb job. The BBQ was great, with excellent food, great stories of the day's sail and past adventures, and sailors dancing to the CD Sarah burned for the occasion.

Thanks to Helga and Hans Wolff for organizing the annual Alameda Estuary Cruise. What a wonderful day

on the water. We had quite a fleet with Doug's big boat as our safety boat, Chuck's Catalina 22, Aad's Lightning, Paul Morinishi's Flying Scot, in Lidos were Hans & Helga, Sidney, Harold, Me, and Steve brought his Banshee - did I miss anvone? With crew we probably had 50 people having lunch together at Quinn's. The winds were mild but kept us going a good clip and we sailed just about out to the Bay before heading back downwind for lunch. Hans & Helga invented a new form of Sailing Poker, we played on the cruise, and Brigid brought an armory of squirt guns to keep everyone cool and add to the fun (I hope we didn't get anyone too wet).

Lake Elizabeth will soon be lowered and closed to boating till spring - May I think? I know I'll be sailing a couple times a month till then and looking for boats to join me. The mid-winter series doesn't start till December (Richmond on the first Sunday on the month, Lake Merritt on the second Saturday or Sunday – I don't have the schedule yet). All of you who came to Districts know that the Port of Redwood City is an excellent sailing venue that couldn't be closer - just across the Bridge (15 minutes from Fremont). If anyone is interested in some informal racing, practices, tune-up drills, or just going for a cruise there, I'm happy to organize something if others promise to come. I'm there 10:00-1:30 most Saturdays anyway helping teach young El Toro sailors and would love to bring my boat to sail with other Lidos, FJs or Open Class - just give me a

Nov 13th in Sacramento the Lake Washington Sailing Club hosts the Turkey Shoot -prizes are frozen turkeys - that's a possibility if the forecast calls for a little wind.

Perhaps I'll see if Belvedere's a Great Pumpkin is open to outsiders, or go sail with the Cal Sailing Club in Berkley some Sunday. Watch the Fleet 62 e-mail list for ideas, or post your own suggestions and comments.

Respectfully Submitted.

111	
	2005 Year Results
	(Total of 27 Races with 9 Throw

(Total of 27 Races with 9 Throw outs)									
Skipper	Spring	Summer	Fall	S	Fin				
Jim Mackey	11	6	7	24	1				
Sidney Lee	43	11	16	70	2				
Harold Ho	24	26	24	74	3				
Hans Wolff	40	15	30	85	4				
Jack Navarra	9	DNC/48	DNC/ 36	93	5				
Butch Michel	10	DNC/ 48	DNC/ 36	94	6				
Dick Moser	48	DNC/ 48	8	104	7				
Chris Ducker	38	36	DNC/ 36	110	8				
Simon Chan	49	26	DNC/ 36	111	9				
Mat Neuman	DNC/ 60	27	DNC/ 36	123	10				
Mark Green	43	DNC/ 48	DNC/ 36	127	11				
Chuck St. Denis	44	DNC/ 48	DNC/ 36	128	12				
Malcolm Morgan	DNC/ 60	38	DNC/ 36	134	13				
Dan Breeden	58	DNC/ 48	DNC/ 36	142	14				

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Fleet Reports

Fleet 81 2005 Waldo Lake Camp/Sail/Race

August 27, 2005

"As good as it gets!" describes our Waldo Lake sailing. Located in the Willamette National Forest, this natural volcanic/glacier formed mountain lake at 5414 ft. elevation boasts the 2nd clearest & cleanest water in the world with 120-foot deep visibility through cobalt blue water. Forested peaks surround the lake with many rock islands just off shore. "Idyllic" personifies this Oregon Beauty!

This was our 4th annual Lido Fleet 81 outing to sail together in this rarefied Cascade Mountain air and our 1st group race. And, a truly fun race (with some mishaps) it was to Rhododendron Island beach for lunch and back to Islet Point launch. In all, 7 Lidos enjoyed sunny 85-degree weather with winds gusting to 15 knots as the boats skimmed the blue lake surface over depths of up to 420 feet.

The mishaps took place mainly with Lidos having fixed rudders at the shallow launch and boats scraping submerged rocks close to shore while under sail. The 6000 series rudders proved to be especially difficult to install under sail while older boats with swing rudders adapted easily to the circumstances. One boat attempted to sail out of the cove with only the jib (big mistake) ending up on the cove's rocky shoreline. Unfortunately, several hulls, rudders and centerboards sustained minor damage. This became a significant learning experience about shallow natural terrain navigating for novice lake cruising sailors.

In fact, this concept of beach/shallow water launching was foreign to many skippers. I've had years of enjoyment sailing to Waldo's beautiful sandy beaches in my '69 built Lido. Serious consideration should be given to the choice of boat design so as to not eliminate this great sailing option. The shallow launch and beaching aspect of the versatile Lido 14 was, undoubtedly, one of the builders original design considerations. Much of this application appears to have been lost with the advent of the 6000 series focus on racing.

The rocky shoreline and outcroppings of this natural lake make constant vigilance essential. However, the rewards of sailing on this 6,298 acre lake with its 22 miles of shoreline are without comparison. The winds typically fill-in by mid morning and stay relatively constant until sunset. A late summer visit will avoid the hordes of mosquitoes that torment campers earlier in the season.

The Rhododendron Island race winner won a West Marine gift certificate, but all participants are sure to exclaim that just being there was the best part of our outing.

Next year's camping and launch will be at the North Waldo site with its deep water harbor. Warning buoys will mark underwater rock outcroppings close to shore to help protect sailors and their equipment. Mooring anchors will be set just outside the harbor for those who prefer to rig their boats in deeper open water. And, the

2006 Waldo Lake race may be around buoyed marks. For the sake of including Lidos of all designs these race preparations are well worth the effort to enjoy sailing together on Waldo Lake

Meanwhile, adventurous sailors who crave warm sand between their toes may be found sipping a "cold one" on one of Waldo's private pristine beaches.

Respectively Submitted by Captain David Ispas - 4 Fleet 81





(This sounds like a fun event but I never could find the race results...—ED)

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Regatta Reports

Mission Bay Yacht Club Fall Invitational

Fresh from a decisive win at the District 2 Championships, Tom Jenkins and Christina Campolmi ventured south to Mission Bay to beat up on aging, injured, and feeble AARP members of fleet 7

Grant Williams persevered to a fourth with crew Barbara scheduled for gall bladder surgery early next month, while Roger Patterson, a bit off his game with a torn rotator cup on the right shoulder (scheduled for surgery Nov 3) came out last on the 3 way tiebreaker.

Class Champion Stu Robertson, badly bruised, dizzy from a concussion, and fresh out of crews after his Championship of Champions adventure at Detroit, put on his charm hat and lured a young lady from the neighboring rowing club to tend the jib for Saturday. "She thought the jib sheet was a good handhold when tacking, so every time we tacked we stopped." Sunday, he was able to get an Ohio fleet 57 skipper, whom was visiting San Diego, Kathy ("longlegs") to sit in the front seat and managed to win the first race, but Tom and Christina kept the competition behind them for the rest of the day. ED)

The Fall Invitational this year was a little light for turnout but the racing was, as always top notch. There were a total of 10 Lido A's with 3 boats sailing in the B flight. Saturday the breeze was up in the low to mid teens with all the crews hiking hard on the rails to keep the boats flat. The breeze filled early in the morning out of the South so the courses where not in their normal positions. The Snipe fleet, led by Lido 14 sailor Stan Betts as PRO, set Windward/Leeward courses which made for more action as the legs where slightly longer than the norm. Nancy Davidson and Missy York sailed an impressive straight set of bullets for Saturday's sailing, with Bill Kenney bringing home second for the day. Welcome Bill Kenney and Zeph Cearley to the Lido Fleet, we hope to see more of you two.

Stu and Tom battled for the top two spots in the A flight with Dave and Jeanne Smith sneaking in between the tacking duels. The racing within the body of the A flight was close with tight rounding s and busy legs. With the possibility for the throw-out it was anyone's regatta by the end of the day.

Sunday's two races were sailed in completely different breeze then that of Saturday. The so-called 'normal' breeze from the West / North West filled in, but only built to 8 or so knots. Again, Stan and crew did an excellent job setting up the start line and courses. Both Nancy and Tom cemented their positions in their respective fleets both bringing home first for the day.

The next regatta looks to be Turkey Day at ABYC and I hope to see a larger turnout, as we will be sailing for the take home trophies of the bird for Thanksgiving dinner.

Report by Tom Jenkins £ 6244

Lido 14 Junior Class Championships												
Skipper/Crew	R1	R 2	R3	R4	R5	R6	R7	R8	R9	R10	S	Place
Beville/Lilly	1	1	1	4	3	1	1	1	1	2	9	1
Lilly/Bigeleisen	3	2	5	3	-5	2	4	2	3	1	20	2
Lilly/Leslie	2	ĐNF	2	2	2	3	2	5	4	5	22	3
Kownacki/.Sterner	5	3	3	1	4	5	3	3	2	4	23	4
O"Neill/O'Neill	4	DNF	4	5	1	4	5	4	5	3	30	5

Junior Class Championships at Ventura, CA

Article by Eric Bohman & 3579

The smoke has cleared (figuratively and literally, after the recent fires in Ventura County) and Geno Beville and Nicholas Lilly, both from fleet 43, are the 2005 Jr. Class Champions. With a fourth and a third as their throw outs, Beville/Lilly easily won the regatta with 7 firsts and one second for a total score of 9 points.

With only three points separating second through fourth, the next three places were not determined until the final race of the ten-race regatta. Jacqueline Lilly (Fleet 43) with Tovah Bigeleisen as crew, barely edged out her brother, John Lilly (Fleet 43) and crew Steven Leslie to take second with Alexa Kownacki from Mission Bay (Fleet 7) and crew Kay Sterner (unattached) from Seattle placing fourth, only three points behind Jacqueline and only one point behind John Lilly. Finishing fifth were the brother and sister team of Colin and Katie O'Neill (Fleet 43) whose highlight of the day was winning the fifth race.

The weekend began with an, as usual, fantastic clinic given by John Papadopoulos. (By the way, both John and Stephanie deserve special recognition for all that they do for the Lido 14 Class and fleet 43 thanks both of them for their help with this year's Junior Class Championship Regatta). Saturday night, everyone was invited to the Bohman's for dinner and before all the dishes were washed an impromptu whiffle ball game began. Kay Sterner proved to have the hardest line drive of the bunch (just ask Eric Kownacki next time you see him) and carried her team to victory in the game.

On Sunday, conditions for the Championship proved to be a little frustrating. The day began with a light and variable southerly and ended with a 4 to 6 knot westerly. In all, a ten race round robin series was held (each team sailed the same boat twice) with each team discarding their worst two finishes.

The theme for this year's Championships was "We are the Future," and everyone is excited for the 2006 Jr. Class Championships.

(Thanks Eric, for a job well done! ED)

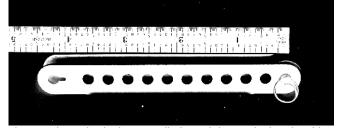
Results-Mission Bay Yacht Club Fall Invitational											
Α's	Skipper	Crew	Sail#	Club	R1	R2	R3	R4	R5	R6	S
1 st	TomJenkins	Christina Campolmi	6244	Morro Bay YC	1	1	1	<i>3</i> //	1	1	5
2 nd	Stu Robertson	Various crews	3113	MBYC		2	2	1	2	3	10
3^{rd}	Dave Smith	Jeanne Smith	3281	ABYC	2	3	3	4	/	2	14
4 th	Grant Williams	Barbara Williams	4300	MBYC	4	7	/	3	6	5	25
5 th	Bob Sherwood	Emily Sherwood	6272	ABYC	6	5	4		3	7	25
6 th	Roger Patterson	Kathy Dryden	6127	MBYC	5	4	5	6	5	1/8	25
7 th	Roger Hinton	Anne Hinton	3906	MBYC	3	8	6		8	4	29
8 th	Randy Carper	Pete LeBahn	6100	MBYC	7	6	-9	5	9	8	35
g th	Marcel Hughes	Jen Dunkle	6266	OCCSCA	1/8	9	10	7	4	9	39
10 th	Hugh Mast	Larry Rowe	113		9	1/8	7	8	10	6	40
Вs	Skipper	Crew	Sail#	Club	R1	R2	R3	R4	R5	R6	S
1 st	Nancy Davidson	Missy York	5127	BYC	1	1	1	1	1		5
2 nd	Bill Kenney	Zeph Cearley	1967	MBYC	2	//	2	2	2	2	10
3^{rd}	Sean Hunter	Mark Hunter	3804	ALYC	(Darre)	2	DNF	3	3	3	15

Technical Stuff Dialing in the 6000 Series Lido Part 4 of many

Lucky Larry had an early 6000 series boat and was confounded by problems with centerboard adjustments, lines sticking between the side of the trunk and the board head etc.

Part of the difficulty with the board rigging was corrected by Joe D'Amico and the factory revised the design of the uphaul hanger to a "T" shape which included a block and reduced the friction of the line exiting through the single sheave through deck block at the front of the trunk. Lucky was reluctant to install the new hanger because it was expensive and required match drilling the mounting holes from the previous model. Besides that Lucky was not sure the system would work better. Instead, another possible fix was discovered.

By hanging a Harken 415 sheave in the end of an original headstay adjuster on the sheave bolt located in the upper front of the trunk the angle the line turned was reduced by 50% in 2 places and the friction caused by the single



sheave through deck was eliminated by replacing it with a Harken 368 block, having 2 sheaves and eliminating line chafe previously caused by the single through deck sheave.and the sheave inside the top ffront of the trunk.

Additional improvements were possible by going to a double purchase lifting line and replacing the large (relatively) turning block at the end of the bracket with a much smaller Harken 404 Airblock and installing a spacer to dead-end the line from the small block on the centerboard head (required for the 2:1 purchase). Of course Lucky had to pull twice as far to get the board up but the effort was significantly less. By lowering the block on the bracket toward the bottom of the boat Lucky was assured of better purchase at the end of raising the board and could actually get the board in the trunk for launching from the trailer (After he had ground out some offending material at the top of the trunk which hit the trailing edge of the board.) Lowering the board hangers to make the leading edge even with the bottom (when the board was lifted) also made for more room in the trunk for the board.

By using a clear plastic centerboard cap Lucky was able to relocate the up haul block forward to keep his line clear of the board head. Additionally the ability to see down into the trunk provided the opportunity to see what was causing the problem, maybe if Lucky installs a "fishing hole" he will be able to extricate the offending line with a suitable hook and be able to continue sailing.

Shimming the excess clearance between the board head and the trunk wall is also an important detail. Lines can't get into slots that are too small to permit entry.

Locating the pivot point. In the racer's mind there is only one position for the board—maximum aft (95") and maximum down (48 $\frac{1}{2}$ "). These dimensions have proven fast and are nearly always found on the most competitive boats. Naturally the factory doesn't strive to set these dimensions because of manufacturing tolerances. They make the setup to achieve nominal dimensions and as a result the hole in the factory board is nearly always further back and further down than the

More Technical Stuff

racer wants. If one orders a new boat for racing they should not have the centerboard installed for they will surely have holes to fill and re-drill. For the owner of a older but box stock boat the re-drilling situation might be better accomplished by having special hangers made and not weakening the board further by adding holes which are in the water and at a high



stress area. The photo below shows a modified set of hangers being installed on a 6000 series factory board. Notice that the 45 degree line on the board is the key to all solutions of the hanger pin location. In other words the pin could have been higher and further aft, or lower and further forward. The lower line represents the 48 ½" mark from the tip of the board and the keel

line of the boat. Care must be taken with these hangers to make sure the bushing for the pin is wide enough to keep the hangers tightly located (sideways) in the slot at all times.

The new series Lido rudder was revised to allow conventional pintles and gudgeons for hinges. This was perceived as a Godsend for "classic" Lido owners whom were finding the aluminum rudder casting difficult and expensive to replace. Rule changes allowed this system to be installed on the classics and used as a replacement. Unfortunately, problems were found in the new system. Rudder loads previously absorbed in the robust aluminum casting overwhelmed the lower pintles and fatigue failures began to show up. In the 2003 Championships Brian Janney and Roger Patterson both had failures which cost a race in the Gold Flight. The factory converted from the original Schaeffer hardware to Racelite hardware. To date, there have been no known failures of the Racelite system, but the wakeup call was

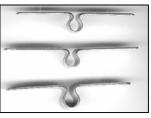
issued. The light Racelite pintles are the same diameter as the original. The material thickness of the support is 1/64" (.078" instead of .063") thicker and 1/8" wider. Medium Racelite pintles are 3/8" diameter and **MUCH** more robust. Naturally holes don't line up with the original stuff.



Original Pintle: Courtesy of Roger



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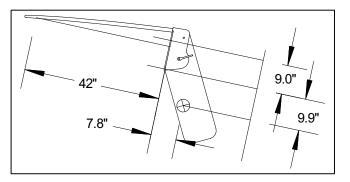
Patterson

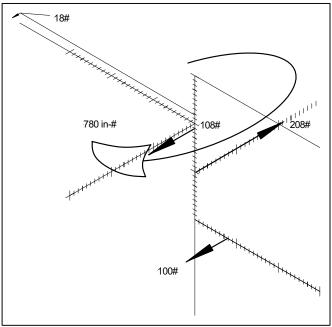
Above, 3 gudgeons...top to bottom,
Shaeffer original,
Racelite replacement
and the **big 3/8**" diameter mother
Racelite for those whom never want a failure

More Technical Stuff

and

Below, essential dimensions for the rudder loads diagram—the center of pressure is circle with the X in it





Rudder loads diagram, above.

Note that the hinges (pintles and gudgeons) have been rotated to a vertical axis parallel to the transom. The rudder side force (100#) was replaced with a moment and a force and relocated in line with the hinges. Reactions are 18 # at the end of the tiller/hiking stick. A substantial force of 208# is at the lower pintle and 108# at the upper pintle. The moment caused by the offset of the tiller from the upper pintle may vary depending how the boat is set up is relatively inconsequential in magnitude anyway.

Even though the force on the tiller at the hiking stick is only 18# and the load possible (with a Lido going at full speed upwind~10 ft/second) on the center of pressure on the rudder is 100#, and the reaction on the lower pintles is huge. This condition won't last very long as the boat will turn, but in the case of a sudden puff, or a T-bone collision at the aft part of the boat, the loads shown can be generated momentarily without the rudder stalling or ventilating. Lesser loads, from steering repeatedly, chop in heavy air, etc, will fatigue the stainless steel pintle mounting plate beginning at the hole (of course) where there is less area and a stress concentration.

Next year, with the Class Championships at Huntington Lake, a long way from a marine hardware store, swapping out the pntles might be seriously considered. Be prepared and have fun!

a Regatta Report Fleet 8 Turkey Shoot

By Richard Leijonflycht & Joe Davis

I'd like to thank all those who came to the Turkey Shoot. (especially Joe Davis who provided transportation to Jim Mackey—ED) In addition to 10 boats, we had two skippers who helped crew because they had to leave their boats behind due to last minute mechanical problems. Jim Mackey from the Fremont Sailing Club had to leave his '66 Cad. convertible and Lido near the Benecia bridge, his Cad said "this is as far as I go". Nic Odor had to leave his Lido home due to trailer electrical problems. So we actually had 12 (...intended ED) starters!

The results are shown below. The worst race score was thrown out. So the total is from 4 races. As you can see, the Turkeys went east and west (*G C Y C is in Grass Valley, CA*—ED). It looks like Fleet 8 has some catching up to do!!

Finish			points
Jerry Lewis	GCYC		7
Jeremy Glicker	GCYC		10
3. Joe Davis	FSC	fleet 62	11
George Koch	FLYC	fleet 8	12
Richard Leijonflycht	LWSC,	fleet 8	17
Chris Hernandez,	LWSC,	fleet 8	28
Mike Pascual	LWSC,	fleet 8	29
8. Howie Haag	LWSC	fleet 8	29
9. Rodney Neis	LWSC	fleet 8	33
10.Ernie Abe	LWSC	fleet 8	37

- *Gold Country Yacht Club---a bunch of ringers
- **Fremont Sailing Club
- ***Folsom Lake Yacht Club
- ****Lake Washington Sailing Club

Notes: Some sailors did not sail all races, there was at least one dsq for going through the start line, ties are broken in favor of the boat that did the best in the last race.

Turkey trophies went to the top three boats. 2nd place was tight and so was 6th. But all Lidos finished close in time so all sailed well.

Richard & Fleet 8 Secretary & Sail #2447

Sunday morning found me scrambling around to make it to the Turkey Shoot Regatta being held by the Lake Washington Sailing Club. I was to meet Jim at 7:00 and as a person who hates mornings, I was running late. I called Jim and they were already on their way to Sacramento, so I said I would catch up with them down the road. I was just about to reach the Benicia bridge and got a phone call from Jim, his car had broken down a couple of miles up the road and they were sitting on the off ramp of the freeway. From the sounds of it, it sounds like the transmission decided to take a walk and they were not going anywhere.

When we were done sailing we drove back to Fremont where I dropped my boat off and passed Sara off to her mother. Jim and I drove back to Martinez and picked up Jim's boat and delivered it and him to his house.

In all, it was a great day of sailing and I found a good deal on an old Cadillac convertible if anyone is interested.

Joe Davis 🕹 5121