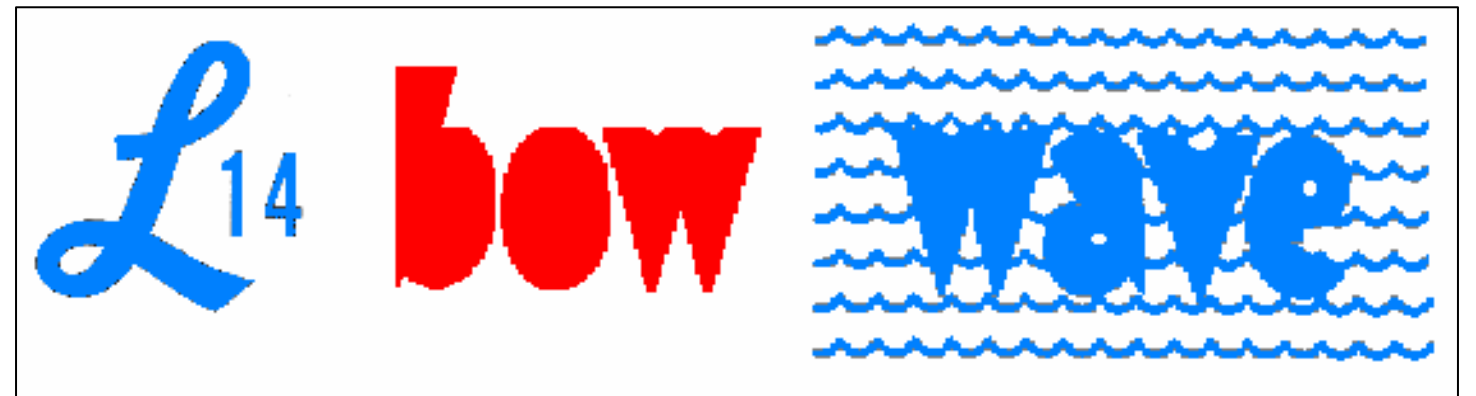




Above: inset, Siblings Mark and Sarah Ryan in holiday sailing attire at Turkey Day, ABYC
Boats in "A" fleet start race #6 on Sunday, Turkey Day Regatta.---Photos by Rich Roberts

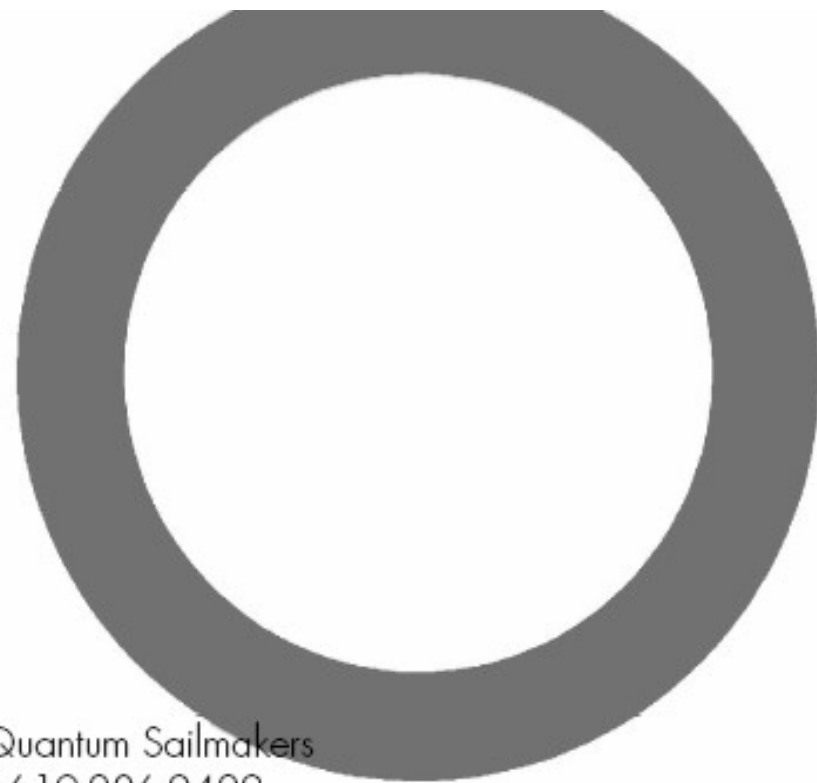
L¹⁴ Class Association
P. O. Box 1252
Newport Beach, CA 92663



Big Bear Regatta Revived by American Legion YC



Winter 2006/2007



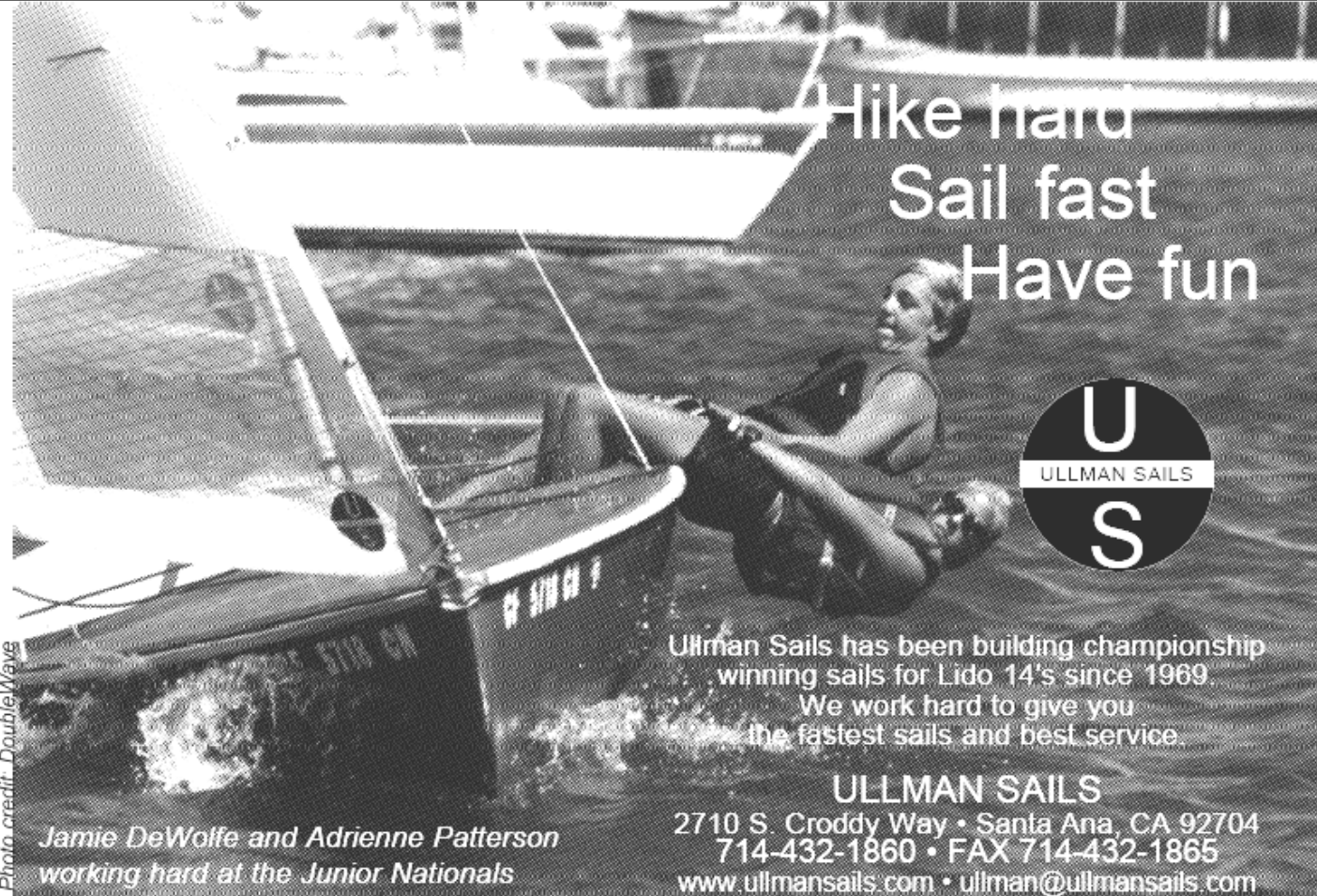
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bjanney@quantumsails.com
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1st Turkey Day
1st Midwinters
1st Howard Prairie
1st Semina Nautica
1st Labor Day, ABYC
1st Huntington A & B
1st District 2 Champs
1st Memorial Day, ABYC
1st Super Bowl Regatta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

So Far, So Fast

Front Cover Photo: Big Bear Lake--Past President Grant Williams (4300) give way below starboard tacker Moz and Sheryl Lawler from Fleet 1 and get rolled in a big way—check the ALYC website for the next photo in the sequence
<http://www.lidoclassics.com/> Photo Credit Rob Wallenburg

2007 Calendar Dates			
Date(s)	Regatta	Venue	Host
Jan. 6	Sunkist Series #3	Newport Harbor	Balboa YC
Jan. 20	Lido Classics	Newport Harbor	American Legion YC
Jan. 28	Superbowl Regatta	Ventura	Anacapa Y C
Feb. 3	Sunkist Series #4	Newport Harbor	Balboa YC
Feb. 17-18	SCYA Midwinter Regatta	Alamitos Bay	Alamitos Bay YC
Feb. 25	Lido Classics	Newport Harbor	American Legion YC
March 10-11	W.D. Schock Memorial Regatta	Newport Harbor	Newport Harbor YC
March 25	Lido Classics	Newport Harbor	American Legion YC
April 1	Harry Wood Memorial Regatta	Newport Harbor	Balboa YC
April 8	Lido Classics	Newport Harbor	American Legion YC
April	Pete Jefferson Invitational	Mission Bay	Mission Bay YC
May 5	Lido Classics	Newport Harbor	American Legion YC
May 20	Li'Doheny Outside Regatta	Dana Point	Dana Point YC
May 26-27	Memorial Day Regatta	Alamitos Bay	Alamitos Bay YC
June 2	Fleet 1 Championships	Newport Harbor	Newport Harbor YC
June 16	Lido Classics	Newport Harbor	American Legion YC
June 23-24	Semana Nautica & Dist. 1 Champs	Santa Barbara	Santa Barbara YC
June 29	Soda Pop Series #1	Dana Point	Dana Point YC
July 7	Fourth of July Regatta	Alamitos Bay	Alamitos Bay YC
July 8-9	High Sierra Regatta	Huntington Lake	Fresno YC
July 13	Soda Pop Series #2	Dana Point	Dana Point YC



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Jamie DeWolfe and Adrienne Patterson working hard at the Junior Nationals



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Fleet News, continued

Fleet 1 News


Well, we went out for the second time with Ben and Bud(the twins) and my wife and mother-in-law in the Lido. Still have the cruising jib from John P., and the bed sheet main, now 30+ years old. The wind was 10 knots, gusts to 18, so I opened up the transom traveler cars half way and tied the jib sheets together. The cooler, kid's backpacks, and the shoes stowed ahead of the seat tanks, all aboard.

With typical Mission Viejo fluky winds, we tacked four times to clear the launch area and find clean air. By this time it became apparent that the jib fairleads would be much better moved full aft to clear the backs of the two people sitting on the starboard and port seat tanks. In this way the person seated furthest aft could easily un-cleat the jib sheet with an upwards tug.

With Ben and Bud seated at the front of the tanks, Betsey and Ellis along the knees, and yours truly at the rear of the trunk we laid the mark at the dam in three tacks. You know, with all that weight, and de-tuned, she went to weather pretty well. This is when I realized there was another aspect of the Lido that I had come full circle to: Family sailing. The Lido 14 was primarily a family boat, and here I was finally really appreciating those design features that enables the Lido to be such a fun and versatile boat.

Max performance being the racers dicta, it was my sailing mantra. Now I had to consider something else: Had I "modernized" my now "classic " Lido 14 (I bought it new in '89) I would have lost some of the "family" aspects. My twins are fearless at 2-1/2 years old, even so they do get a bit nervous at really high heel angles, not withstanding we managed beautiful slow roll tacks with crew stationary and skipper balancing. The de-tuned Lido stayed flat with minimum hiking and weather helm, ergo: easy to sail! I guess old W.D. really was good at responding to the market demands of his time, which extends to this day, and this is one of the many aspects that make the Lido 14 a true classic--Family boat, One Design, something for every one. What a versatile boat.


But the reality is that sooner than we think we will have to get a 6K boat because the twins will want to sail competitively. It's hard to believe my "new" Lido is now 18 years old! Ben and Bud both grabbed the sheets and did some trimming all on their own with out prompting, it was great to see them really dig it. Classic, or 6K? Maybe the only answer is: "I'll take one of each please!"

J. Mendoza, 5116, Fleet 1

Fleet 62, Fremont, CA

Well, as outgoing District II secretary and Regatta chairman should write up something, but I just hate doing those types of things. The winner was Jack Navarra of Fleet 62. I am still here at work trying to catch up on things that I have kind of ignored last week while I was getting every thing ready for the regatta, so don't have the official results in front of me. We had good wind, no capsizes and only one mast over the side due to a broken shroud.

We had 7 boats in the A fleet and 6 boats in the B Fleet. The racing was very close as I never really saw a big separation between the first place boat and the last.

Richard Leijonflycht 4516 of the Sacramento Fleet will be the new District Secretary for the coming year.

Joe Davis 5121

ED Note: At the 2005 CCR's in The Rogue Valley, Howard Prairie Lake, Richard announced he had enticed a couple of others in the Sacramento area to revive Fleet 8. In just 2 years, at the most recent count, Fleet 8 has now the third largest Lido Fleet in our class, surpassing Mission Bay's Fleet 7 by 1 member at the end of this year.

Fleet 8 has joined in with Fleet 62 to promote the District 2 Championships, do the Turkey Shoot Regatta and find several old Lidos to personally drag to Sacramento to entice interested persons to "jump in and enjoy the ride".

I'm not too good at phonics but try pronouncing his name as:

"LAY-ON-FLICK" and you'll be close. You might have to use it in future conversations if you play boats in central California. LOOKOUT Fleet 6, here they come. The dreaded guys from the north—

THE VIKINGS!

Feedback

Fleet 62 discusses the CCR photos and sees a different transom

Jim Mackey wrote:

I don't think Stu has the transom cut down, he just has the hole filled in and the tiller comes over the top of the transom - he uses a fixed (unadjustable) bridle traveler over it. He has added a gudgeon & pintle below where the hole was. I think the transom is the classic lido shape, with the traveler track removed.

Dave replied

Yes, Stu's transom is cut down. Earlier approved changes permitted (2002) upgrading classic to the 6000 series rudder and cutting down the transom. There were no drawings or dimensions and although Stu pretty much replicated the 6000 series transom one could easily imagine a serious control and measurement problem. When I was C/M we killed the change since the tiller can be inserted through the existing hole and the 6000 series rudder simply cut to match the classic profile.

Changes Through the Ages

From Jim Mackey,

Can you send me a copy of the spreadsheet? Perhaps Richard and I can add to it a bit and I can see what some of our fleet members can fill in (particularly those with the low hull numbers). Perhaps we could send it out to the Fleet 62 email list to see if we get more input. Once we've got a pretty robust list of features, and some more hull numbers, perhaps putting it up as a Wiki (were anyone can just add their own data to it) would be a low maintenance way to let people fill in this lido database. We could also add a space for hull & deck color. And a row to figure out when did waterline stripes get added?

As I think about it, a member/fleet maintained wiki might also be a nice way to keep the Lido14 roster (member directory) up to date with current addresses and contact info (perhaps save you a bunch of work, and make it available on-line – behind some password protection of course). Richard says Rodney's Lido 229 has the number in the floor behind the CB trunk. They also have Lido 116 in their fleet I think.

Jim:

The BOD discussed the issue of tracking changes last week. John Papadoupoulos agreed it would be a good project and will work on it more. Charlie Hochart (Lido 1076) informed me that the bow tank was optional—about \$75.00 when he bout his boat new. It was standard next year he thought. I'm having trouble with too much stuff to do I'll send you a copy ASAP.

Richard says;

#484 in our fleet has neither of these. the number was on the transom. drain in transom. We have just been contacted by #116. Will check it out when we can.

Big Bare Regatta

To: Porter, Scott, Subject: Big Bare

Your results show only 9 boats but your article says 12 showed up—help me out please....

Scott says;

"It's a bit unorthodox, but you will notice that in the results 2 boats tied for 2nd and 2 boats tied for 6. I did not break out a tie-breaker for these, as they were not challenging 1st place. SO actually the results list 11 boats. The twelfth boat came up to the lake but they were ill and did not start and did not sign in. So actually it should read only 11 boats."

By the way, is the American Legion Y/C graced with a parking lot, bar, launch ramp/hoist, restrooms etc

Dave

"Great Facility at ALYC, Great Parking, Docks, dry storage, Hoist, Great Bar and Patio on the water with Live music outside every Sunday. Big hall, food almost every day. About \$ 60 Per YEAR ! to join the American Legion. Then, once a member another \$50 a year to join the Club....A Senior SCYA club, with Great Reciprocity everywhere." Scott

To John P: Is Scott a member of your fleet? Dave

"Not at present. He doesn't own a Lido 14 but he's very enthusiastic about promoting the Lido 14, running races, etc. We had him as an Associate member a few years ago to try to keep him in phase with the goings on in the Lido 14 class but he's much more casual than that and is very comfortable doing his own thing. It's almost like having a whole little fleet within the fleet - and most of the younger teams really enjoy him. To boot, he plays in a band and sometimes plays at his events."

+ John

BOW WAVE PUBLISHING INFO

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

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

Lido4960@adelphia.net

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President's Prose By Allan Stults

Hello Lido Sailors,

This will be a short message, but I did want to let you know about something new going on with the Board of Directors.


When I took on the job as President I really did wonder how I was going to make it work. With me in Oregon and except for Director Jim Sterner in Washington and couple of District Secretaries of course, the rest of the board in Southern California.

I spoke with Greg Cotton from Portland who was President in 1993-94 (one of a very few not from California). He told me he spent a lot of money on telephone bills (before the days of cheap calling plans) and several flights to California. But things have changed considerably in the past 12 years.

Our first 2 BOD meetings have been by telephone conference call, thanks to Jim Sterner who has the means available through his business. And they have been productive and successful meetings, both from my perspective and from that of the "old timers" who have many years of experience on the board. There is a fair amount of prep work over the phone, cheap these days, and by e-mail, and it's not as good as a face to face meeting, but I am pleased that it's going well.

So, when someone from the Lido 14 Association knocks on your door and asks you to serve, don't be thinkin' you live too far away. You're closer than you might think.

Good sailin',

Allan Stults5071

Chiefly Speaking By Eric Bohman

You certainly learn a lot about the Lido by being Chief Measurer. Holding this position requires that you read the By-Laws and Approved Changes with a very critical eye. Without a doubt it is helpful to have a history with the class and I'm fortunate to be surrounded on the Board with many members with a long history in the Class; however, I also believe that my limited history (3 years now) with the Class is also beneficial as I'm able to read the Class Rules with a very objective eye. This year's Board forms a nice mix of fresh new perspectives with added wisdom from years past.

Since the Annual Meeting, I've had the opportunity to work with many members of the class and help them interpret existing By-laws and Approved Changes as they relate to sail measurements, rudder and tiller issues and many other issues that are specifically addressed in the Class Rules. A couple of questions/interpretations have been presented however that have required the Board to issue both a new Approved Change and amend a current Approved Change.

The first issue which has lead to an amended Approved Change 12 deals with the 6000 series stem fitting and its lower profile configuration (i.e. the tack fitting for the jib on a 6000 Series is

2006/2007 Lido 14 Class Association Governing Board Roster			
Position	Name	Phone	Email
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Treasurer	Gabe Ferramola	(562) 493-4931 (home)	gabespar@earthlink.net gferramola@trcsolutions.com
Secretary	Tracey Kenney		tracey.kenney@ubs.com
Chief Measurer	Eric Bohman	(805) 217-1903	ebohman1@aol.com
Director	John Papadopoulos	(949) 466-0888 (cell), (949) 863-1458 (home)	jakp@mindspring.com
Director	Jim Sterner	(206) 780-2582	sigandjim@msn.com james_sterner@homedepot.com
Director	Jeff Zook	(805) 985-7654	jeff@coastalarch.com
Honorary Director	Tom Schock	(951) 277-3377 (work)	schock@wdschock.com
Past President	Grant Williams		bwiliam@san.rr.com
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District II Secretary	Joe Davis		joe.davis@harmoncinc.com
District IX Secretary	Richard A. Hoover, Sr.	(281) 996-7716	rhooversr@houston.rr.com
District IV Secretary	Rich Osborne		rich@lido14.org
District VI Secretary	Garrett Johns		gwjohns@yahoo.com
Executive Secretary	Sharon Young	(714) 437-1370	shaddowwoman@sbcglobal.net
BowWave Editor	Dave Carroll	(661) 266-0368 (home) (661) 433-2047 (cell)	lido4960@adelphia.net bowwave@lido14.org

significantly closer to the deck than the tack fitting for the jib on a Classic Lido). This has a significant effect on the trim/shape of your jib when trimmed properly and if not addressed, would require different jib designs for the 6000 series boats. Many owners of the 6000 Series Lidos have already made the change to their boats that is incorporated in the the Amendment so the Amendment simply ratifies what is already being done. The Amendment approved by the Board is the following (I've restated the Approved Change in its entirety with the Amendment in Bold):

Approved Change 12: Either a plain shackle or a swivel shackle may attach the jib sail to the deck fitting, but shall not exceed 1 1/2 inches in length for boats below #6000 or 3 1/4 inches for boats #6000 and above. **Alternatively, bow stem fittings designed for Lido 14s with hull numbers 6000 and higher may be modified to permit raising of the forestay and jib tack mounting points vertically up to the elevation provided by the bow fittings found on Lido 14 sailboats with hull numbers below 6000, in which case a 6000 series Lido 14 shall not use a shackle exceeding 1 1/2 inches in length to attach the jib sail to the deck fitting.**

The Second issue, which has lead the Board to add Approved Change 77 deals with boom vang and the rigging/configuration of boom vangs. If you read the by-laws literally (in particular, Article XIII Sections 2 and 4), no change to the boom vang is allowed. In other words, what you get from the factory can not be changed. In practicality, most everyone has modified their boom vang, whether it be adding more purchase (allowed by Approved Change (AC) 1, changing the location of the boom attachment point for the boom vang or adding double sided cleats on the centerboard or a single swivel cleat on the center board cap. Unfortunately, there is nothing in the by-laws permitting many of these modifications, even though they have all been made for convenience or ease of operation by an individual boat owner.

Approved Change 77 reads as follows:

A boom vang shall consist of blocks and tackle ***only*** and the use of any "rigid device" which supports the boom in an upright position shall be disallowed. When rigging the boom vang, the use of any line, blocks or cleats will be allowed provided that 1) the attachment point to the boom is forward of the forward boom mainsheet block, 2) the attachment point to the boat is at a point designed by WD Schock for that purpose and 3) the only location for cleating a boom vang is on the block and tackle itself, on the exterior surfaces of the centerboard trunk or on the lower aft surface of the storage cubby of the 6000 Series boom vang so that it can be adjusted from any point other than on the block and tackle itself, on the exterior surfaces of the centerboard trunk or, for 6000 Series Lido 14s, on the lower aft surface of the storage cubby shall be disallowed.

Fleet Measurers, please remember to forward new measurement certificates to me for my signature. (Hint: I'm trying to avoid a rush before the CCR). Also, please feel free to contact me at any time with any questions or concerns. My E-mail address can be found on the class web site.

I'll look forward to seeing everyone out on the water in 2007.

ED note: photo of bow fittings in **"Go Faster"** article in this issue

From Scuttlebutt 2237: 12/5/2006

"In the sport of soccer, a goal is worth one point. In the sport of baseball, a run is worth one point. In the sport of basketball, outside the ring is three points, inside the ring is two points, and a penalty shot is one point. There are not any exceptions to the points.

In the sport of sailing, the RRS do not 'fix' the number of points for scoring events worldwide. In reality, each organizing authority tinkers with the point system. For example, some organizing authorities change the number of points for DNS, DNF, or DSQ. The following rules involve point manipulation: 30.2, 30.3, 36, 44.3, 64.1, 64.3, 67, 69.1, 78.2, 86.1, 88.3 and Appendix A.

Typically scoring at most events is done in a rush and scorers typically are not experts in the rules, and do not spend the time reviewing all of the rules applicable to scoring resulting in possible incorrect results...."

This recent article regarding scoring brought several things to mind that I felt were in need of a fix—certainly for a series of races in regattas and especially for one design dingy sailors.

A long time ago—before the 720 rule was even thought of—I seem to remember the rules for scoring where I was sailing were:

DNF = number of finishers +1

DNS = number of starters +1

DSQ= number of finishers +2

So, as I recall, it was better to retire than take a DSQ if you committed a foul. This penalty encouraged learning the rules, and not committing a foul. Now we are not only allowed to exonerate ourselves by taking a 720 penalty, we can do this and still protest the incident. Besides that, a DSQ scores the same as a non-finisher, thus encouraging going to the room and taking your chances rather than honestly taking your lumps. Finally, the current scoring system allows throw-outs of bad races, including DSQ's.

I personally feel that the scoring system has gone soft, encourages fouls and protests of situations that are clearly violations of the rules. The 720 penalty is usually fair, but having it both ways seems ambivalent and reduces the effect of the rule. Tossing out a bad race might be a good idea—especially if there is a breakdown--but tossing out a DSQ serves as an invitation and enticement to push the rules, not to encourage fair sailing.

Dave Carroll—

That's my 2 cents worth, I'll step off the soapbox for now.

(Actually as I think of it, maybe DNS +1 was used for a DSQ—that would really be a penalty to think about.)

I have made a couple of changes in policy to try to let you all know when to get your articles in. It is just about a 2 week effort to put together the bow wave and if I want to have it out by the beginning of each season we need to have all of the info by the end of the preceding month. The printer usually takes about 7 working days to do his work and get the last minute edits done, and Sharon is usually real prompt, but since I live in the sticks delivery is usually a week after she gets it—nearly the end of the month. Photos are always welcome but some are not annotated and a lot of others are just not high enough quality for printing. I just figured out that my own pictures, which are taken on a Nikon using film are denigrated by the developer whom puts them on a digital CD disk in JPEG format. Very disappointing, because only about 10% of the CD is burned in the process. If you can get photos in TIFF format very good quality results and your digital photos, taken with your new 10 MP camera, won't be compressed to 1 MP. I hate to whine but it really behooves us to try for good quality. Recently I got a new Snipe Bulletin—they have gone to full color covers on shiny paper. Everything on a Snipe costs more anyway, but they have a bigger class and get nearly twice the dues (at least) for a basic membership. Anyway, keep those articles and photos coming in. The publication has to be paged in numbers evenly divisible by 4, so if your Feedback or Fleet Report article doesn't appear just after you sent it, it'll probably be in the next issue. Photos, technical articles , and feedback are used as fillers to get the factor of 4 in the issue.

Class President Allan Stults has had pretty good success with 2 telephone Board of Director meetings. Director Jim Sterner is volunteering the service for the conference call, and with a bit more practice we can move forward nearly as well as an in person meeting. Class Secretary Tracey Kenney had a pretty bad car accident just before the last meeting so we're short of the minutes on the first one,

but things are moving pretty well. Meeting #3 is Monday, Dec 11, and Allan Stults got the minutes together in good time—way to go Allan.

At Huntington Lake the Deer Creek campsites are all taken for the regatta weekend. Kinnikinnick, College, Catavee, and Rancheria still have sites available. Get on line with Reserve America ASAP if you want a spot. By the way, College Creek is listed as just "College" in the "search for a campsite" heading on line. If you search for College Creek you get nothing in the response. Someone ought to tell Fresno Yacht Club so they can fix their website. Hopefully College will have running water this year—better check before buying a site.

This year as I entered the parking lot at Huntington Lake we were issued a dismal flyer by members of the Lakeshore community about the forest service intending to lower the water level 15 feet--what an idea! Not to worry, enough qualified objections were made and the notion was dropped for lack of Federal Agency competency. The Boy Scout camp and the boat docks will still be intact at the water's edge and the Edison Power Company's hydro-electric turbines will still be operating at design efficiency.

In the meantime, American Legion Yacht Club sponsored their first event at Big Bear Lake in September and had a good time. The campsite and launch site were on the opposite side of the lake from the docks and the \$&%#head that runs them. They're planning another event next year. This is a fine place to sail in heavy air. An aside on ALYC is that they have a facility in Newport Harbor only a short distance from the site of the 2007 Class Championships. Membership is really cheap, so vets, get out your DD-214 and see if this helps you with a place to park at the event. The path to their website is on the Lido Events page on our website.

With any luck the 2007 Championships will be a really interesting event. I've heard that couple of former champions that have been out of the Class for a few years are giving serious thoughts about coming back and giving it a go. We'll see what happens in a couple of months.

The Lido 14 Class Association Handbook should be in your hands by the time you read this. There are a couple of changes in the format and I've added a section in front of the By-Laws summarizing important dates on the Association calendar—dates mandated by by-law. Additionally, Sharon Young, our executive secretary, has done a professional work-over on the grammar, spelling and sentence structure of the previous version of the By-Laws as published in the 2004 handbook and presented on the web page.

Dave Carroll

Subject: Bow Wave Archives on the website.

John;

Each proof of the printer's bow wave is sent to me for final viewing before printing in Acrobat pdf. Keeping archives on the website would be relatively simple if you have the space and time. Some are not exact replicas of the final issue but very close.

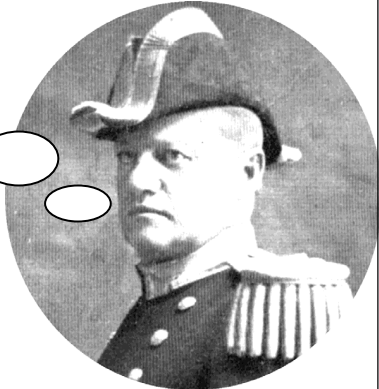
Dave

Dave;

Our website is almost always running near it's disk space limit of 100 Mega Bytes. Having said that, I'd love to start a digital archive right now and post them onto the site when I get more disk space freed up.

+John

Ahoy all you swabbies!!!
Don't forget pay your 2007
L^{ts} dues Mates, they're due
Jan. 15. Get 'em to the
Secretary of your fleet and
make sure they go to Sharon
our Exec, by March 15. If ya
don't have a Fleet, send 'em to
Sharon now.



Fleet News, continued

Fleet 21 Oceanside update

Our season began with a bang. Fleet 21 Secretary/Treasurer Carl Streicher worked diligently to organize a wonderful Racing Clinic by National Champ John Papadopoulos. John covered up wind technique, weather helm, center of pressure in relation to center of resistance dynamics, down wind performance and vang. After lunch he took to the water for a super boat-handling demonstration. He handles the Lido flawlessly. Then he hopped on the boats for one-on-one training. We learned a lot and are very motivated. Thanks to John, Carl and the 14-crew members that attended.

Fleet 21 has recently gained four more boat owners to put us at thirteen boats and twenty-four racers on the Fleet E mail list. We have gained exceptional membership in just a few weeks before our season opened.

Our Fleet now has a Website, <http://Fleet21.googlepages.com> that presents our goals, Schedule, crew compliment, race tech and links to the national website and racing / measurement rules.

As usual we will be running a Race a month through May.

We are growing strong and having fun down in Oceanside.

See you on the water.

Tim O'Connor

Captain, L^{ts} Fleet 21 Oceanside, Ca

Fleet 81 Fernridge OR

From the website: fernsail@yahoogroups.com

Hello Everyone:

We just heard on the news that George Yerves died tonight in a single car accident on highway 99 around 8:00 p.m. I know he touched many of our lives, and I for one am still in shock. We will miss him very much. Our love & sympathy goes out to all his loved ones & friends

Published: Sunday, October 29, 2006

Monroe man dies in one-car crash

MONROE - A 71-year-old Monroe resident died Saturday afternoon in a single-vehicle crash on Highway 99 just north of Meadowview Road, south of Junction City.

George Yerves was northbound in the right-hand lane near Milepost 115 when his vehicle drifted off the right side of the roadway. In attempting to regain the highway, he overcorrected, lost control and again went off the highway. The vehicle rolled, coming to rest on its top.

Yerves, who was using safety restraints, was pronounced dead at the scene. The accident occurred about 2:10 p.m.

Investigation by the Oregon State Police from the Springfield Area Command continues. The cause of the crash has not been confirmed but may have resulted from drowsiness while driving.

Personnel from the Lane County Sheriff's Office, Lane Rural Fire and state Department of Transportation assisted at the scene. The right-hand lane of Highway 99 remained closed for about three hours.

Eugene YC Rear Commodore Doug Smith, together with Trysail YC Commodore Jeff Longmore and fleet representatives from George's main sailing fleets, the Lido 14 and PHRFA fleet, invite you to come together for a sailors' celebration of George Yerves' life and friendship at EYC this Thursday, Nov. 9. We will raise the EYC and TYC burgees to half-mast at 6:30, the traditional start time of our Thursday races and join together in a traditional burger night... but with Doug taking the role as principal chef. George always expressed a disdain for traditional memorial services and his family is planning his real desire for a big party with all his friends for January 1 (more to come on this). But, George would never object to TWO parties... so bring your stories and your Black Russians, the food will be there for you in this time of falling leaves and regeneration, we will share our sadness but also our Soling songs...

George Sailed L^{ts} 2304 to 9th in the Silver Flight at the 2004 Championships in Fernridge—ED


Below: Happy kids, slimy kelp, and Stan Betts' winter cleanup project



John Papadoupoulos and Stephanie Faillers roll tack at Oceanside

Fleet 43 Report

11/16/06--A former member of Fleet 43 passed on this link to me:
http://sailinganarchy.com/fringe/2006/2006_odsurvey.php
Lidos, according to this Survey, bump into the Top 20 one design classes in NA. Dave, maybe we can put this article in the Bow Wave

Eric Bohman  3579 Ed Note: Check your calendar to see the details on the District 1 Championships at Santa Barbara Yacht Club organized by Fleet 43. As usual the Super Bowl regatta is in Ventura at the end of January.

ED Note: Below is the result of the Top 20 Survey. Interesting to note that 2 classes are averaged over 4 years because they apparently didn't have a national Class Championships in each of the last 3 years. If you take the *real* 3 year average we move up a couple of notches.

2006 One Design Survey

There are three new classes in this years survey of the top 20 one-design classes in North America. Before I write any more let me review the un-scientific method for determining my list of the top twenty one-design classes in North America. What I have done is taken the number of boats competing in each class NAs or Nationals for each year. The location of the championship is also included. I think this is a good measure of relative class size and activity. To rank the classes I use the average number of boats over the last three years. The numbers going back to 2000 are included for general interest. Many people will notice that some popular Jr. Classes are not on the list and would be at the top if they were. I have chosen not to include exclusively Jr. Classes in the survey. The C Scow, 29er and Lido 14 have broken into the top 20 this year displacing the Albacore, Tartan Ten and J/105 classes. The C Scow and the Lido 14 have been around for ages but the 29er is a real new kid on the block. This class is mostly a Jr. class but not exclusively. The 29er has seen great growth over the past few years but don't count on the 29er replacing the Club 420 any time soon. The Club 420 has a three year average of 124.33 but is not included in this survey since it has an age limit. The big mover this year is the E Scow class moving up to 6th from last years 17th. A 92 boat regatta will do that for a class but it wasn't the top of the list. The venerable Thistle class moved into the number one spot with a 100 boat Nationals this year. Only the Lightning class has broken into the triple digits up to this point in the survey. Generally any class that has a three year average greater than 40 makes it into the top twenty but the Albacore class just missed out this year with an average of 41.67 . Looking to next year the easiest prediction to make is that the 505 class will drop off the list. The 505 was aided by a big international showing at the North Americans before the worlds in 2004. As of next year that event is no longer counted in the three year average. It's tempting to think that some new high performance boat will move in to take the place of the 505 on the list but the truth is something different. The classes on the edge that haven't quite made the top 20 in the past are boats like the Ensign and the Rhodes 19. The closest "fast" boat at the moment is probably the Formula 18 with a three year average of 35.3 but growing. As always please send comments and or corrections to me (Roger Jolly). Comments to the forum?

2006 One Design Survey, The Top 20									
Class	2000	2001	2002	2003	2004	2005	2006	3yrAv	
1 Thistle	74(NY)	92(MI)	74(OR)	94(FL)	80(IN)	80(NJ)	100(MI)	86.67	
2 Laser	77(xx)	67(CA)	82(xx)	77(TX)	94(CT)	94(WA)	61(NS)	83	
3 MC Scow	109(IN)	75(CA)	91(WI)	55(LA)	89(IN)	74(IO)	85(NC)	82.67	
4 Lightning	92(MD)	101(VT)	110(MI)	66(CT)	103(NY)	66(WI)	71(CA)	80	
5 Sunfish	71(AL)	95(IL)	98(RI)	81(MS)	88(NY)	83(DE)	62(TX)	78	
6 E Scow	xx	79(MI)	70(WI)	39(NY)	56(MI)	48(NJ)	92(MN)	65.33	
7 Hobie 16	31(ONT)	47(CA)	68(FL)	70(DE)	71(NY)	68(CA)	56(RI)	65	
7 J/24	53(xx)	29(CA)	52(SC)	53(WI)	74(MD)	47(WA)	74(TX)	65	
9 Radial	xx	xx	xx	53(TX)	55(CT)	68(WA)	64(NS)	62.33	
10 Snipe	32(OK)	34(OR)	44(MS)	50(MA)	56(OH)	59(CA)	57(PA)	55	
11 C Scow	xx	xx	xx	xx	51(NY)	63(MN)	50(IA)	54.67	
11 Star	33(OH)	61(CT)	52(VT)	40(CA)	44(MA)	41(CA)	79(FL)	54.67	
13 J/22	63(TX)	48(NY)	60(TX)	47(NY)	NA	56(OK)	59(MN)	54	
14 Etchells	xx	48(MI)	38(CA)	55(MD)	53(CA)	NA	46(MA)	51.33	
15 Flying Scott	xx	xx	64(FL)	90(NC)	54(IL)	39(TX)	56(MA)	49.67	
16 505	45(CA)	35(ONT)	31(CA)	30(MA)	84(CA)	37(CA)	27(CA)	49.33	
17 29er	xx	xx	xx	13(CA)	37(CA)	57(CA)	50(ONT)	48	
18 Inter Club	63(NY)	49(CT)	60(MA)	63(NY)	43(MA)	40(MA)	36(NY)	46.33	
19 Vanguard15	xx	55(TX)	40(CA)	51(CT)	34(LA)	64(RI)	36(IL)	44.67	
20 Lido 14	29(CA)	38(CA)	31(WA)	27(CA)	46(OR)	38(CA)	49(CA)	44.33	

News From Fleet 7
INVASION OF THE KELP MASTERS !!!!

The crew & ersatz skippers in my Lido14 did commendable service scouring Sail Bay for the green stuff that has the amazing and little understood property of being magnetically attracted to MBYC rudders, keels and centerboards. There were confirmed reports that other boats in our annual Lido14/YMCA sailing group were also doing their part towards this noble effort. I would have to give special recognition to one crew member who had thoughtfully put the kelp in a bag to bring home to her mother. Surely, it's the beginning of a family holiday tradition. Those who chose not to bring their booty home were kind enough to plank the bottom deck of my boat with beautiful green slippery leaves, also known as anti-non-skid. The remaining kelp was transported in a ballistic fashion to share with others in our fleet. We were kindly thanked by a wet exchange from incoming plastic bailers filled with water.


This level of fun can only be fueled and maintained by copious amounts of pizza, a thought not lost on my crew as they queried me every 3.5 minutes regarding the time remaining until lunch. My pizza guy was running a little late, but a quick call to his home-base confirmed his imminent arrival. Arrive he did and suddenly, although quite briefly, eclipsed Santa Claus in popularity. It should be noted that this year we also had an additional treat with cookies provided to all of the children by Alexa Kownacki. Every year the Lido14 fleet shares this day on the water with 40 of the children in the PRYDE program from Mission Bay YMCA. Every year it seems like even more fun than the previous year.

We had excellent sailing conditions, very light to begin and increasing breezily by 1300. This year we had help from other one designs: Eric & Alexa Kownacki with their Santana20 and Dan & Donna Gravatt with their Lightning. The participating Lido14's were: Stan Betts, Dave Callender, Buddy Frank, Roger Hinton, Aaron & Augie Sturm, Roger Tilton, and Grant Williams.

Stan also gave a pre sailing safety orientation before all of the children donned their pfd's. Safety was also the purpose of the chase boat 'Jimmy Elms' ably manned by Kent & Pam Foster with attending event photographer Edna Johnson. Also on board recording the event was media guy Clark Dawson of Sandiegoseaandsky.

Susan Betts used her calligraphic arts to enter each child's name on an individual Sailor Certificate which was presented to every child after the event and attested to the sailing skills that they had developed that day. The YMCA provided two supervisors, Leslie Keil & Shannon Duncan, with bus driver Vicky. Our Fleet Captain Barbara Williams helped them coordinate the shore-side activities that included herding almost 60 hungry lunchtime sailors.


Did I forget to thank anyone? I hope not, but Mission Bay Yacht Club deserves many **KUDOS** for making all of this possible. The enjoyment of this event is intended for the children in the PRYDE program, but I know that many of us get as much fun out of this as do the children. If you want to be part of this event next year plan to join us on Saturday Dec. 1, 2007.

Thank you all::
Roger Hinton  3906



Above: top left, Stan Betts, Roger Hinton
and a buncha kids from YMCA at Mission Bay YC

Making a Go-Faster Lido—a project for the winter months

By Dave Carroll  4960

A couple of months ago I tried to put together a talk at the Saturday night dinner during Mission Bay Invitational about making a winning Lido—unfortunately circumstances prevented the talk, but I will outline the process in the following article. To be sure, it takes a winning driver and crew to make a good boat go at the front of the pack, but in this closely matched class you need all the help you can get to sail at the front of the fleet. Dave Ullman once said "There aren't any fast Lidos, some are just slower than others."

Years ago I asked Ed Rodriguez what he thought about finding a fast hull. Ed said "A fast hull will be faster downwind." After a few seconds of thought I concluded this was indeed the best test.

Downwind the board is up, no tricky steering on puffs is required, the sailmaker, and sail trim is not a real issue—just drag. So if you want to get the low-down on your hull, go out someday with a sailing buddy in another Lido and set the rigs up the same. Equalize crew weights and sails as much as possible and find a long stretch of water for a run downwind. Trade boats, sails and other things to make sure the hull is the thing that's being tested. In the meantime, you might find out a thing or two about downwind technique as well as the hull test.

Fifty plus years of Lido manufacturing have brought about a couple of changes in fabrication, molds have been replaced, and the boat you have might have some other thing in it's history that has nothing to do with the factory—like sitting on a trailer for a year while it's full of water. My first new Lido (#42XX) didn't fit very well on the dolly that had been built for #545. The aft portion of the hull was a couple of inches shallower at the end of the centerboard trunk. The new boat was lighter and faster. Hull weight is important since it is not moveable and just contributes to the wavemaking drag. If you can't get your boat weight under 320 pounds rigged for racing you probably should look for another hull.

Years ago, one of my friends had an old overweight boat about the same time as I had #545 which weighed in at 345 pounds. We sailed about evenly in regattas, finishing one or 2 positions apart on a regular basis. He worked on his boat to lighten it and finally got it down to 310 pounds. Just about everything he did was illegal including drilling large lightening holes in the deck beam and the boat was not really much faster. I bought a new boat and was lots faster—he bought a newer boat and went lots faster too. The lesson to be learned here is before you spend a lot of time, money and effort on your toy to go fast, figure out if you should cast aside sentimental feelings for the old girl and/or relax, forget about winning and go cruising in the middle of the pack. There's lots worse things that can happen to you and the Lido is supposed to be a fun boat.

If you decide to press on and go for the gold, you need to talk with your crew about controls, where to place them, who is going to use them, and the right kind of hardware. Sit in the boat and think about what you do to control the board, vang, and make any other adjustments. When you're in the heat of battle on the water it's not the time to figure out the cleat is wrong, or that you can't reach a crucial control on port tack. My wife and I spent many hours working on the details of efficient operation of the boat. She couldn't be much use in vang adjustments because the crew doesn't have a good view of the mainsail. On the other hand I couldn't see the leech of the jib, so she was the best person to mess with the jib controls—including halyard. I found that moving the centerboard and vang cleats aft to allow either of us to access them was effective for us. It's an individual thing though, so get your crew on board and spend some time thinking about things before you are trying to get room at the leeward mark with 7 other boats involved. My first boat had a lot of holes in it where controls had been moved, removed, relocated, moved again until we got it right (for us).

Starting at the bow, everyone's sails have been cut for the jib tack to be located in one place. The 6000 series boat has a different bow fitting that is 1 ¾" closer to the deck—lower than the classic. An extension is needed (and allowed) to relocate the tack to the same place the jib was designed to be for a forty year development period.

Classic owners may need to repair the aluminum fitting to deal with continued wear of the holes. If the hole is less than 5/16" from wear it can be bushed up with stainless steel tubing using a ¼" flat head bolt to upset the tube in the fitting. Stainless hydraulic tubing can be obtained from Small Parts Inc. Mc-Master-Carr, Industrial Metal Supply, or other places. It'll be full hard, so you'll need to anneal it before you can upset it in the fitting.

Technical Article

Moving aft to the tabernacle, the 6000 series boats have a formed stainless steel tabernacle. The mast bolt is lower than the classic boats by 1" and the mast is longer as well. In order to have the mast free to rock back and forth freely as the classic does with it's loose rig, you are allowed to cut off ½" off the mast butt. To prevent the bolt from extruding up the mast (the mast walls are too thin to support the loads in heavy air without deforming the hole) a mast butt fitting should be installed.

For the classic boats, it is allowed to upgrade the jib halyard end to a block for the 3:1 purchase and a Harken 243 ball bearing upright block at the upper turning point. It's amazing how much easier it is to adjust the tension without the friction of the classic cleat on the tabernacle and the brass sliding brass bearing at the top. Dave Smith put a plastic stopper at the bottom of the cleat to keep the jib sheets from fouling when tacking. Most have a bag or something to cover the cleat, but I assure you this arrangement is clumsy compared to the Smith Stopper design—which also permits easy access to the halyard for adjustment. The method of fastening of the block to the tabernacle was first noted on George Szabo's old #2665.

Up the mast, 6" below the spreader, you should have a "Mast Preventer". This device was invented in the late '70's by someone in the Portland Fleet whom was financially inconvenienced by having a new mast shipped to OR. Lee Smith did a finite element analysis of the system and concluded it worked and would help keep your mast from buckling in about 3 knots more (apparent) wind. I've seen mine fully tight in huge wind gusts while on a plane downwind—I wouldn't go out without one. Your boat won't be any faster but you might finish more often. Broken masts are expensive to fix.

Further up, it is allowed to change the shroud and forestay anchors to stainless steel tangs on all masts. The addition of these fittings allows the rigging to swing more freely and reduces fatigue cycles on the shrouds for a longer life. As long as we are talking about shrouds, I use 1/8" wire in mine rather than the original 3/32" stuff. Roger Patterson started doing this after his mast fell over at Big Bear. I scoffed at the idea originally but later I thought about it a bit more and figured the stretch (and stress too) was reduced nearly 50%. This would allow raking the mast a bit further forward going downwind without worrying about it falling over in a heavy air run. Stu Robertson uses big rigging wire too, and it doesn't seem to slow him down a bit.

As the 6000 series appeared it had a different masthead fitting with sheaves that would allow the use of spectra line instead of the 1/16" wire halyard in the classics. Not a big deal, except that spectra is lighter and the mainsail is easier to rig with the reduced friction of the sheaves. I use a special home made replacement fabricated with aluminum tubing and Harken type 415 ball bearing sheaves. On my used 6000 series boat the original fitting corroded to the point the plastic sheaves wouldn't roll. If you park near salt water wash off the masthead and check it's operation occasionally. It's not any faster but you might not make a start if your mainsail won't go up.

At the bottom of the mainsail is the boom. A reinforced boom is a lot stiffer and stronger than the standard one. Besides that, when on a fast reach you have more vang control and better acceleration in the puffs. It just might get you by a competitor without a stiffened boom. Unfortunately the allowed change in the Lido Handbook suggests that the stiffener be placed centered about the vang fitting. This is not the best location from a force and moment calculation. The forward end of the stiffener should be between 18 and 19 inches inside the boom for best results and performance.

In 2002 (after the championships) internal outhauls were allowed on the boom. There is less clutter and windage, easier for the crew to adjust if placed correctly, and far less friction by using a sheave on the end instead of the line turning on the aluminum casting. The boom length and turning point is restricted by rule.

The jib leads should be placed as far forward and as far inward as the rules allow. The classic skippers are far better off without the jib tracks to sit on. If your butt hurts when hiking hard you probably won't hike as hard—butt pads can be added too, 'nuff said. The best feature is that the fixed lead allows the crew a more positive action when cleating and uncleating the jib sheets. The first 6000 series boats had the jib fairleads put on the deck with #8 screws. Occasionally these bent and some even broke off causing a **HUGE** problem to remove. If you are thinking about moving the ones on your 6000 series it is prudent to rotate the fairlead so the screws line up with the line of force (you can check your Harken rigging guide for an explanation of this force vector if it's not obvious in the photo).

The centerboard installation is a prime concern. 4" x 4" shims in the trunk are allowed to align the board for vertical, an important feature if you want to point well on either tack. Put the shims at the top most position to get the best support from the trunk—you only need about 1" of the board head touching them. Besides that, the shims reduce the sideways deflection and improve upwind performance. It's pretty easy to use wedges to hold the 2 sides of shims on the trunk while the epoxy hardens. Allow enough play to be able to work the board easily but not too sloppy. **DON'T** use silicone or 5200 for the adhesive. If you ever have to replace the shims the epoxy can be easily popped off.

The board should be as far down and as far aft as the rules allow (48 1/2" down, 95" forward of the transom) with the leading edge vertical when fully extended. In the good old days a measured dimension was 36" aft, 36" down and 52" on the hypotenuse of the triangle of the extended centerboard. The rule was tossed due to the lack of a positive stop on the first of the 6000 series centerboards. The very newest (6290 +) boats have a redesigned board with a positive stop arrangement, but the 36-36-52 dimensions is gone forever (unless you go to an Italian Restaurant I know of in San Diego and look at the big waitress there). Of course it is possible that you might need to have special centerboard hangers made to achieve these dimensions and still have the board fully retract for downwind. There are a lot of variations of boards and centerboard trunks and if your boat has a replacement from the original there might be some special considerations to make it all work—but it can, don't despair.

For those whom have a standard Schock centerboard you might use a filler like Marine-Tex for fixing a flat spot on the leading edge and making a smoothly rounded entry. It'll improve the stall characteristics and reduce drag a bit. While you've got the board out you might consider beefing up the head a bit with fiberglass and epoxy. The first half of the board carries most of the load and the head deflection contributes about 1/3 of the total board deflection. Glassing is a bit tricky and should be tapered to avoid excess build up at the top and aft edge (1" max thickness is all that's allowed except for the last 2" of the head). Grinding is a real pain and a mess too, so be careful, and get expert help if you are unsure of what to do.

Centerboard gybe of $\frac{1}{4}"$ is all that's allowed and both the Ullman boards and the Jefferson pattern Schock board had much more gybe built in. Reducing the gybe (taper) to the legal maximum dimension by stiffening makes the board stronger and eliminates the need for messy, weed catching, washers on the centerboard hangers.

Jibe is nice, but only results in a change in angle of 1 part in 1000 if the legal 1/4 inch total is attained don't worry if it's a little less.

With the board is out, you might try cutting out the lip at the aft end of the trunk opening. The early classics had a small lip—later models had a pretty large one. I measured the drag of a Lido in the tow tank I managed, and the loss of the lip was about the same as 40 pounds of crew weight—upwind). Rules don't allow any fairing of the hole, so just cut out the material and file it smooth in line with the aft and sides of the trunk—be careful the trunk keeps the water out of the inside of the boat.

Last, on the transom is the rudder and whatever holds it on. The Classic Lidos had an aluminum rudder casting, oak tiller, and a fiberglass blade. The entire assembly weighs in at 12 pounds without a hiking stick. The 6000 series rudder uses more conventional pintles and gudgeons, has a welded aluminum rudder head, and an aluminum tube for a tiller. This is about half the weight. Classic owners can upgrade to the new system. The tiller goes through the same hole as the original, and a pintel and gudgeon can be installed on the transom at the top. The original lower gudgeon can be left on if a 5/16" diameter pintel is used. Racelite pintles have proven to be up to the task, and no failures noted. Early 6000 series had weaker pintles and should be replaced if you want to finish consistently with a rudder on the transom. On the very old Lidos the lower gudgeon was fastened on with brass screws—these should be replaced before corrosion has it's way with them.

The leading edge of the rudder can be cleaned up on the original equipment and the trailing edge tapered smoothly (not rounded) if it seems a bit thick. The foil shape of the factory rudder is fine but the thin shape is a bit prone to stall if the driver is not a smooth handler. When tested in the tow tank the rudder had very low drag when in line with the flow. The drag measured was actually the same as the drag calculated for the skin friction, so the conclusion is that if you don't jerk the rudder around a lot it'll be a lot faster. Custom rudders are lighter.

As long as we've touched on drag and friction, we should explain that this is the most significant thing you can address on your Lido.

Clean, smooth surfaces have lots lower drag than rough ones. This becomes real apparent in light air when the wave drag is low and most of the resistance is friction drag. Polished surfaces are not much better than 600 grit sanding, EXCEPT the polished surface is less likely to have things (like contaminants and trash) in the water stick to it. When we tank tested the Lido (it was new and very clean) it was found that at 7 feet/second the wave and friction drag was about 16 pounds. The boat wave pattern looked like a typical Lido going upwind in about 12-14 knots of wind. According to sources that did a lot more testing sailboats about 1/3 of the drag is due to wavemaking, 1/3 due to skin friction, the rest is aerodynamic drag—the rig, the sails, and the crew.

Drag is what keeps you from going faster. The rig drag is what it is, can't do too much about it, wax the mast, clean the standing rigging. Crew drag—something to think about, hike together or if you can't both be on the same side of the boat have the crew sit low on the seat. Don't wear baggy clothing (sail naked maybe?) and/or equipment.

But the biggest source of aerodynamic drag is the sails. Downwind, we want the sails to be draggy but in this case sail area is king for downwind speed (other than technique, which is the skipper's job) because the airflow is stalled for the most part. Lidos, like a lot of other boats, seem to like the mast to lean forward, so there is a bit of flow over the top. Upwind, sail drag (in a breeze) is hugely trim—sheeting and technique—read your sailmaker's guide to get the best and latest information on rig tune and other data. With the Lido's loose rig the mainsail trim (sheeting) controls the jib luff and headstay tension and is a large part of pointing well. In heavy air, it is important to keep the jib and headstay from sagging off to leeward. Vang and traveler adjustments can help this situation so you don't have to dump air and slow down. Hiking hard is the best. In any case, feathering (pinching up in puffs) doesn't work for me—I lose boatspeed and don't point as well. George Szabo gave me some advice on Snipe sailing in nearly overpowered conditions and the result was really impressive. In the long run, you need to have the controls where they can be manipulated without a major loss of concentration.—back to paragraph 2. Close reaching is the greatest practical demonstration of the effect of sail drag in my experience. At this point of sail there is not much to do with steering, hiking, or even trim. The sail lift vector is pointing forward getting maximum boatspeed, the board has little to do, and might be pulled up a bit, the sail drag vector is keeping you from going faster. I found that new sails are MUCH faster on a close reach than old wrinkley ones—I got schooled on this at Morro Bay in 1981 by Chuck Van Deventer, and have never forgotten how much faster he was on the close reach to the finish. Naturally there is a significant effect sailing upwind as well, but the skipper's technique is probably more important. New sails are definitely faster than ones with 30 or so regattas on them.

Drag caused by the foils is minimal except that the induced drag is a function of the technique of the skipper. The fact that the boat has greater weather helm when heeling is due to the hull shape AND the force vector driving the boat is offset to leeward. As the boat heels weather helm is amplified. In turn the driver has to pull the helm more to weather for the boat to remain on course and the drag caused by the rudder increases as a result. At the same time, when heeled, the lift vector generated by the centerboard is directed more skyward, adding nothing to the boat's pointing ability.

When going to weather, weather helm is OK up to a point because the rudder actually provides lift and helps the centerboard take the boat to weather—up to a point. After that we find that the rudder is less efficient as a lifting surface than the centerboard (aspect ratio) and drag becomes more predominant. Dave Ullman thinks about 4 degrees of weather helm is OK, and this is pretty well verified in theory. I think that when you are in the groove the tiller should be pointing just about an inch to the weather side of the centerboard trunk—as it turns out, this is pretty close to 4 degrees if you do the numbers.

Hull weight is 310 pounds minimum. If you have a classic as manufactured, you can lower the weight by about 10 pounds by upgrading to the rope traveler, fixed jib cleats and removing the tracks and associated hardware. Additionally, the new rudder arrangement will reduce the weight by 5 lbs or a bit more. Dual Hiking straps will add a couple of pounds, but are essential if the skipper and crew hike differently and/or are much different in height or weight. Barbara's feet used to go to sleep if we both hiked very long with single straps. The 6000 series boats have no upgrades that allow removal of stuff, so what it weighs at the minimum is fixed.

It is pretty quiet here in Fleet 8 country. We are suffering through gray days in the tule fog. It makes our winters colder than ever according to our transplants from the Midwest.

It is pretty quiet here in Fleet 8 country. We are suffering through gray days in the tule fog. It makes our winters colder than ever according to our transplants from the Midwest.

On November 11 ten Lidos entered the Lake Washington Sailing Club's Turkey Shoot. Details are posted on the Association website but congratulations go to the following who endured very rough and cold weather. Frozen turkeys went to Charles Witcher and Sherron Hart, 3978, 1st place; Jerry Fisher and Nic Odor, 6253, 2nd, and Rodney and David Neis, 229, 3rd. None of the remaining 7 Lidos finished due to weather, broken equipment or mutinous crew.

In October Don Korupp was moving Chris Hernandez's 4890 about 100 feet to a ramp for haulout. Don managed to capsize and lose the whisker pole and broke the rudder pintle. Somehow both halves of the pintle deep sixed but rudder and tiller survived.

Thanks to John Papadopoulos for holding a two-day on the water clinic with us this year. These clinics are really helpful to the Fleet.

Our membership doubled in 2006. Please welcome the following new Class Association, Fleet 8 members to the Lido 14 family: Gary and Linda Krupa 2453; Joe and Kathy Spector 2447; Michael Thomas 3423; Grady and Chris Wills 6193; Kevin and Kathy Wright 3348; Jerry and Tandy Griffin 335; Mark and Joanne Dawson 6272; Gordon Christianer 4605; and Charles Witcher/Sherron Hart 3978.

Richard Leijonflycht 

Our Lido group sure has been lively this year--thanks to our new fleet captain, Shari Smith. She was our fleet champion for 2005.

Our Lido group sure has been lively this year--thanks to our new fleet captain, Shari Smith. She was our fleet champion for 2005. She's been real active within our club and fleet and has enlightened us with a monthly newsletter "Lively Lidos". It's her way of communicating about different things going on in the fleet, posting of boats for sale, mentoring, social events, etc. Unfortunately, it can't be posted on our website yet. We started out in April with a couple of work parties since not all were able to attend the first one. We got a few things accomplished with measuring and maintenance. We aren't exactly that experienced with the measuring yet but we tried. Shari got a nicely painted "Gothic" look to her trailer out of these parties. Three of our Lidos participated in the Leukemia & Lymphoma Cup Endurance Race. This ended up being a fantastic and successful happening. Each boat had a main skipper and different crews over the 24 hrs. The night was very calm but the atmosphere, food, music and gaiety on the porch kept things going. The club raised over \$60,000 for the cause. Shari was especially pleased for in her husband's memory a trophy was made "Leukemia Cup for Endurance" and a tradition shall be started. Again, Shari was at it again with organizing an Introduction to Sailing day to make the public aware of our club and also introduce them to our fabulous Lido boat, of course. The day planned was rather gusty around 15 knots. Our experienced skippers were there and it turned out well even though the day was cut short. They were all invited to our club Friday night potlucks for extra rides and instructions. We were successful with 24-30 people in our beginning adult classes. We have been getting more ladies buying the Lidos, some with interests because of their children and some because it is a very manageable boat for them. We have become the "Lido Ladies" group and have been hanging out when the sailing classes are going on to mentor and recruit more into our fleet. Besides that, we are having a great time socializing and helping each other out with our boats. We haven't forgot about the "Lads" but they seem to have busy schedules but we still bank on them for advice. The past month has been really hot here but we are doing well for attendance on our Sunday races and the winds have been steady despite the temp. We are concentrating with mentoring and having a good time. I've been busy with rebuilding my new mast after the fleet championship disaster and learning new things.

Until next time.

Kathy Muenz \mathcal{L}^{is} 4205

[illegible]

Some Ohio Fleet 57 members on the Minton Porch after the
Fleet Championships at Leatherlips Yacht Club
Peter Polites is the 2006 Fleet Champion

September 16th & 17th, our small but mighty fleet of 5 went to District II Championships. The Sacramento Fleet had about the same number, as did our hosting Fleet 62. I don't have the exact numbers but there were, I believe, 17 boats present. The weather was absolutely gorgeous...warm and windy, sometimes gusty. Lake Elizabeth was a bit "green", but we weren't planning on swimming in it so that was OK.

September 16th & 17th, our small but mighty fleet of 5 went to District II Championships. The Sacramento Fleet had about the same number, as did our hosting Fleet 62. I don't have the exact numbers but there were, I believe, 17 boats present. The weather was absolutely gorgeous...warm and windy, sometimes gusty. Lake Elizabeth was a bit "green", but we weren't planning on swimming in it so that was OK.

First: CONGRATULATIONS to Terry Hensley, who placed 1st in the B Fleet. Terry had his nephew crewing for him.

Second: CONDOLENCES TO: Bryan Watson who was dismasted when a shroud broke; to Larry Salas, who sailed great until he had some gear problems; to Don Lockwood whose navigator got him lost on a race; and to Pat Rygh, who had an unfortunate experience with an El Toro. And so...there are many sad stories to tell...BUT it was all so much fun.

After the first day of sailing 4 races, Lockwoods were tied for 1st place with Jack Navarra, from Fremont. On the second day the Ryghs sailed into two, 1st places, to make some people a little nervous. The final results came out to be 1st Jack Navarra, 2nd Don Lockwood, 3rd Pat Rygh.


Saturday night we all went to Joe's Place for a great dinner party with barbecued meat and roast turkey, and wonderful salads and side dishes. Joe arranged for us campers to be able to park on his cul-de-sac, and offered his showers to racers after Saturdays race. Joe's hospitality was over the top, as were the efforts of Fremont Sailing Club. The FSC also barbecued hamburgers for all, and put out the tasty leftovers and desserts from the previous nights dinner on Sunday. Our small entry fee covered everything. THANK YOU...THANK YOU SO MUCH. And for Salas...Muy Gracioso!

We did have to have a short business meeting and the Sacramento Fleet volunteered to take over the District Secretary position. Next year the District II Championships will be in Sacramento. We met lots of new friends in the Sac Fleet that we'll look forward to sailing with next year.

Meanwhile, Tom and Bette Jenkins went down to Big Bear to sail in a 2 day regatta. I hear it was a bit cold and more than a bit windy, with good competition. Tom won both days. Way to go Tom!

Our next big weekend is at Santa Margarita Lake October 21 & 22. It's always good fun camping, and a beautiful place to sail. Maybe we'll get some sailors to come up from down south.



Kit Lockwood  5050 crew of excellence (with trophy—2nd in D2)
Don the driver is on the left.

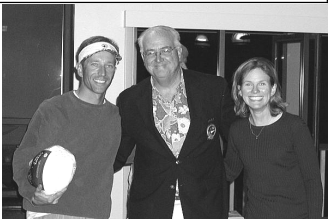


Regatta Reports--continued

Alamitos Bay Turkeys--continued

Right: New “A's Bob (with turkey) and Emily Sherwood at ABYC with Commodore Below, left: Kurt and Anne Weise and their prize bird.

Roy Woolsey Regatta at Lido Isle YC								
A's	Skipper & Crew	Sail #	R1	R2	R3	R4	S	
1 st	Bob Yates/Pat Kincaid	5051	1	1	1	1	4	
2 nd	Dan Rossen/Ashley Knox	1007	3	3	3	2	11	
3 rd	Nancy Davidson	5127	5	2	2	4	13	
4 th	Dave & Jeanne Smith	3281	2	5	5	3	15	
5 th	Larry Walter	4000	4	4	4	5	17	
B's	Skipper & Crew	Sail #	R1	R2	R3	R4	S	
1 st	Chris Killian	6297	3	1	1	1	6	
2 nd	Jim Jackman	6158	6	2	3	2	13	
3 rd	Roy Woolsey	4110	1	DNF	2	DNF	23	
4 th	Kelly Cantley	5036	8	DNF	4	3	25	
5 th	Tom & Karmen Estlow	882	4	3	DNF	DNF	27	
6 th	Al Perez	5115	7	4	DNF	DNF	31	
7 th	John DeRosa	6104	2	DNF	DNF	DNF	32	
8 th	Steve Mather	4487	DNF	DNF	5	DNF	35	
9 th	Greg Boudreaux	3650	5	DNF	DNF	DNF	35	



Richmond Mid-Winters

By Jim Mackey

We had 3 Lidos at Mid-Winters today, and Sarah and I were in one of them - so the knee is clearly improving. I was in a brace and far from 100% but we had a great time and generally finished in the upper half of a 20 boat open fleet. The winds were moderate, enough to sit on the side but not have to hike too hard - ideal for my state of recovery. We got five once-around races in. In the last race Sarah was skipper. She nailed the start, sailed really well, and we had our best finish all day – probably in the top five (ahead of last years champion in a faster Banshee). It was great to see Ned Nicolls there - the first race for his Lido – a nice looking boat, and the other Lido was a 6000 series I hadn't met before.

Also there from our club were Roy, Butch Michel (sailing El Toro), Neil, John Christman. The rest of you missed a beautiful day on the water.

Robertson goes to the Deep South for the C of C and learns about Scows in Clinton Country--AK

As told by Stu 3113

I thought I'd do better than last time but I don't understand these southern lakes very well. The regatta was really fun though. It was well run and the boats all were set for racing with new sails, controls fixed so everything was pretty much equal on the boats. Fabulous hospitality, boat boys at the docks to handle your boat as soon as racing was done and great dinners and entertainment.

The scows are really different to sail and jamming the ends at the starting line was certain disaster—hard to tack away and get clear air. The lake was better at the edges, not like Huntington. We had a good time, but were disappointed to not finish better. The guy that won had an Olympic in training crew (Yeah, Stu, you're all ringers anyway--ED) but in one race we smoked him downwind and he came over and wanted to know what I did. After that he won the regatta.

Results of the 2006 Championship of Champions @ Lake Maumell--just west of Little Rock, Arkansas																		
Skipper	Place	Net	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	Total	Out	
Field, Alan	1	48	5	2	3	3	7	5	5	6	13	1	1	5	5	61	13	
Burridge, Matthew	2	56	3	4	1	1	13	12	8	8	1	6	2	9	1	69	13	
Barkow, August	3	61	1	1	4	4	9	4	1	3	15	13	11	2	8	76	15	
Abdullah, Paul	4	61	5	5	7	12	1	2	4	14	9	2	12	3	2	75	14	
Kutschenreuter, Joe	5	74	4	7	14	9	11	8	9	2	3	3	7	1	10	88	14	
Sinks, Chuck	6	76	7	3	2	6	15	16	3	1	7	7	14	7	4	92	16	
Ellis, David	7	91	11	9	5	2	17	7	8	4	17	5	6	11	6	108	17	
Meno, Fred	8	104	16	6	13	5	4	1	21	7	10	8	4	18	12	125	21	
Hanckel, Will	9	112	9	14	11	14	10	6	2	12	18	9	9	13	3	130	18	
Robertson, Stuart	10	115	8	13	12	8	5	11	7	9	4	18	5	15	18	133	18	
Mauk, Bill	11	120	14	12	9	7	2	17	6	15	11	4	18	14	9	138	18	
Staszko, Ryan	12	121	6	8	15	15	8	10	10	16	19	12	3	4	14	140	19	
Spengeman, Ed	13	133	17	11	8	13	14	9	15	10	6	16	8	8	15	150	17	
Bounds, Matt	14	142	19	16	6	10	6	3	12	11	14	19	19	10	16	161	19	
Spira, David	15	146	18	10	18	18	3	21	14	18	5	15	10	6	11	167	21	
Wattis, Newton	16	162	10	15	10	11	19	19	11	13	16	10	16	12	19	181	19	
Frautschi, Grant	17	164	12	18	20	16	18	15	13	5	8	14	13	19	13	184	20	
French, Ernie	18	174	15	19	19	20	12	13	21	17	2	17	17	16	7	195	21	
Cady, Mac	19	205	13	21	16	17	20	14	16	20	12	20	20	20	17	226	21	
Schroeder, Mitchell	20	209	20	17	17	19	16	18	21	19	20	11	15	17	20	230	21	

2006 Roy Woolsey Regatta

September 24, 2006

By John Papadoupoulos

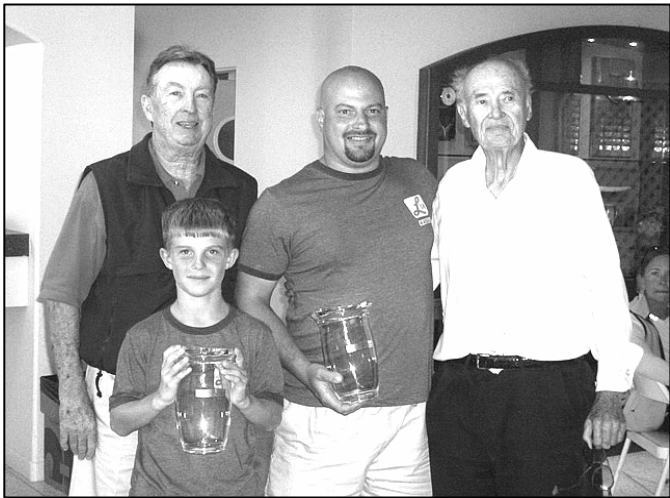
With winds averaging in the teens and gusting up to about 20 mph, sailing was a far more demanding than the tranquil winds Newport Harbor usually provides. After a few capsizes and mishaps, competitors convinced the race committee to abandon the scheduled 5th race and call it a day at 4. Bob Yates and crew Pat Kincaid, who have sailed together for many years, normally weigh in heavy relative to other top Lido 14 racing days. Today was the payoff as they were able to put every extra ounce to good use in keep the boat flat and fast.

Roy Woolsey, who is approaching 90 years of age, was competitive as ever until a difficult multi-boat convergence led to a collision and Roy capsizing. Not to be fazed, however, he went home (just a few blocks away) dried off, changed, and came back out to race again. In the fourth race, the high winds got him this time and he capsized in race number 4. Ever the trooper, he went back home again, dried off, changed, and showed up in good style and spirits for the large BBQ gathering held in his honor later that evening. Hooray for Roy!

Chris Killian and son Christophe comfortably won the B fleet

sailing in his brand new 6297.

Photo below with awardees, LIYC commodore, left and Roy Woolsey right



Roy Woolsey Regatta at Lido Isle YC

A's	Skipper & Crew	Sail #	R1	R2	R3	R4	S
1 st	Bob Yates/Pat Kincaid	5051	1	1	1	1	4
2 nd	Dan Rossen/Ashley Knox	1007	3	3	3	2	11
3 rd	Nancy Davidson	5127	5	2	2	4	13
4 th	Dave & Jeanne Smith	3281	2	5	5	3	15
5 th	Larry Walter	4000	4	4	4	5	17

B's	Skipper & Crew	Sail #	R1	R2	R3	R4	S
1 st	Chris Killian	6297	3	1	1	1	6
2 nd	Jim Jackman	6158	6	2	3	2	13
3 rd	Roy Woolsey	4110	1	DNF	2	DNF	23
4 th	Kelly Cantley	5036	8	DNF	4	3	25
5 th	Tom & Karmen Estlow	882	4	3	DNF	DNF	27
6 th	Al Perez	5115	7	4	DNF	DNF	31
7 th	John DeRosa	6104	2	DNF	DNF	DNF	32
8 th	Steve Mather	4487	DNF	DNF	5	DNF	35
9 th	Greg Boudreaux	3650	5	DNF	DNF	DNF	35

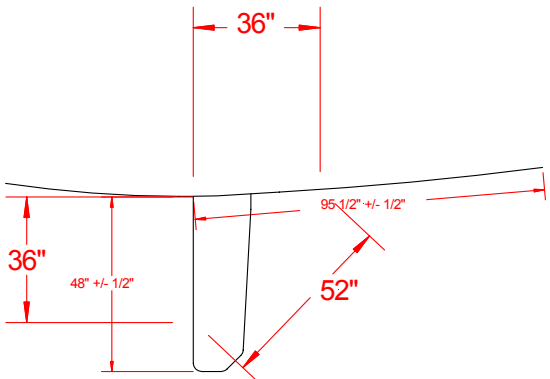
Technical Article--continued

Crew weight is important. My friend (with the grinder, above) carries about 20 lbs ballast to get to the 300 pound minimum. Barbara and I used to weigh in pretty close to 300 pounds but never carried ballast. In heavy air we could always beat the light guys, and in light air we were pretty equal. Crew weight is important too, but sometimes it's not fixable, after all this is a family oriented class, and having fun

together is important.

Approved Changes:

12. Either a plain shackle or a swivel shackle may attach the jib sail to the deck fitting, but shall not exceed 1-1/2 inches in length for boats below #6000 or 3-1/4 inches for boats #6000 and above. ED note: this will be modified to include a rigid extension in the near future.
14. To increase the operation of the jib halyard, the following procedure may be used: A single block, shackle, or loop of line may be attached to the jib halyard above the cleat on the mast-deck fitting. The halyard is continued around the lower end of the cleat, run up to the block, shackle or loop, and then back to a cleat for securing.
26. Fittings may be placed on the cathedral cleats to prevent jib sheets from catching.
40. Centerboard Measurement—The “leading edge” is interpreted as the predominant leading edge. It is measured by laying a straight edge along the predominant leading edge to a point on the hull. From this point, a measurement is made along the hull on the centerline to the transom/bottom intersection. The dimension is 95-1/2 inches plus or minus 1/2 inch.
42. Depth of the centerboard fully down from the bottom of the hull to the centerboard end is 48 inches plus or minus 1/2 inch.



43. A 4” x 4” area may be built up at the point where the top of the fully extended centerboard comes into contact with the sides of the centerboard trunk in order to correctly align the centerboard, except as provided in Rule 41.
44. A mast preventer may be rigged between mast and shrouds.
47. Seat cushions and/or padding may be used as boat ballast if securely attached while racing. These items are not to be considered nor used as personal flotation devices.
48. Due to the danger and cost of broken booms, the internal reinforcement of the boom shall be allowed. The reinforcing material can be metal or wood not to exceed 30 inches in length.
58. Nov 1995: Revised May 2001: Any fitting or approved change for Lido 14s with hull number #6000 and higher may be used on Lido 14s with hull numbers below #6000, provided that there is no change in basic measurements, underwater configurations, sail plan, or other features,

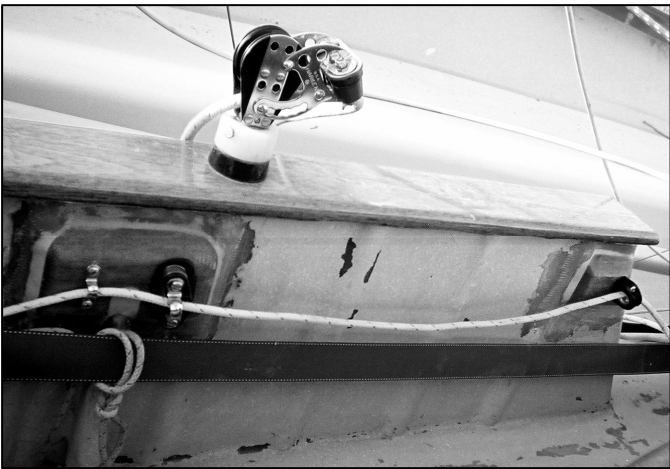
71. May 2001: It is acceptable to remove material from the post 6000 series mast butt.

72. 2001: A roller fitting (Ronstan RF 453 or equivalent) may replace the stock cast boom end fitting and be attached to the end of the boom to guide a single outhaul line from the clew of the mainsail either around or to the inside of the boom. Blocks and line may be attached to the outhaul in any combination to gain mechanical advantage. The angle of the line from the May 2001: The "Classic Lido" mast butt fitting is allowed for use on all Lido 14s.



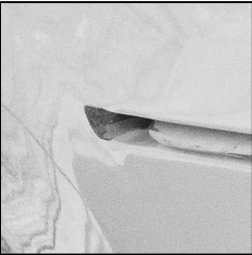
23. A block of wood or other material may be molded in bilge forward of centerboard trunk for use of mounting boom vang fitting, centerboard tackle, and hiking straps. Blocks of wood or other material may be molded or fastened to the centerboard trunk for mounting cam cleats or other items.

21. Removal of the lip at the aft end of the centerboard slot, but not in excess



or behind a line representing a continuation of the slope of the inside after edge of the center board trunk, is permitted

Left: lip surgery complete

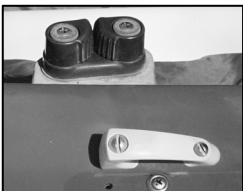
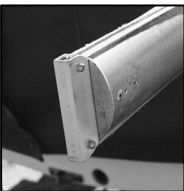


Above: Special Centerboard Hanger

8. Hardware may be substituted for safety and convenience if the substituted hardware provides the same function as the original hardware and does not provide any additional function.

Right: Tangs on standing rigging

Force vector from jib sheet, 6000 series fairlead rotated in line



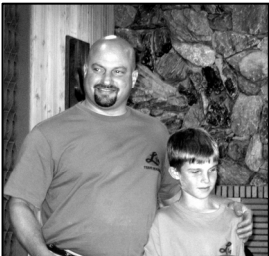
Above, Classic upgrades, masthead fitting, jib lead, bushing in fitting

Despite Blunders,.Robertson Wins Mission Bay Fall Invitational! coming out smelling like a rose in spite of himself

By Dave Carroll
Light attendance, possibly due to reports of inclement weather, marked the MBYC fall invitational, and Clan Robertson (super crew Erin Fredricks and a friend) arrived just in time for the skippers meeting but Stu, driving in the trailer lanes arrived on the heels of a short downpour in time to see to see most of the fleet heading out to the starting line. Starting 2 minutes behind the “B” fleet he was recorded as a DNS and the champ collected 11 points for race 1. Oh well, there's going to be a throw out. Race 2, Stu, and former crew Mark Ryan (now in his own boat) with his sister crewing distanced themselves from the fleet on the windward-leeward course. Clan Robertson, closely pursued by team Ryan rounded the leeward mark and headed windward while Nancy Davidson (about 100 yards back) passed the mark and correctly headed for the downwind finish line about 50 yards further down the course. Ryan figured it out and turned downwind to pick up a 6th place finish, but Clan Robertson didn’t catch on till Nancy got the finish horn and collected a DFL 8th for race 2.

The weather front had passed, for the most part, and things on the bay were returning to the normal wind conditions almost assuring a full 6 race regatta but nonetheless at the end of the day Walter Johnson was the regatta leader, and Robertson fifth.

In the “B” fleet Chris and son Christopher Killian were cleaning up in their brand new (#6297) Lido with a string of four 1’s. But the talk at the do-it-yourself barbeque dinner was could Stu overcome the 4 point deficit to Johnson counting the worst race throwout, even with a couple of bullets on Sunday? Alas, Walter had some family commitments and was going back home for Sunday. Davidson, looking good till the last race with a 5th handed the regatta and the Lesnick Perpetual Award to Stu and Erin. Team Killian continued their domination of the “B” fleet and took a 1st with 6 bullets. Which first do you throw out as the worst race?



Above, Mission Bay Invitational Winners:
Top L to R Stu & Erin, Chris & Chjristophe
Bottom: Nancy & Missy, Dave & Jeanne
Below: Roger and Anne Hinton cross the A fleet



Regatta Reports

Mission Bay Fall Invitational										
A										
Place	#	Skipper	Crew	R 1	R 2	R 3	R 4	R 5	R 6	Total
1	3113	Stu Robertson	Erin Frederick	-11 dns	8	1	1	1	1	12
2	5127	Nancy Davidson	Missy York	2	1	4	-6	2	5	14
3	3281	Dave Smith	Jeanne Smith	3	2	-5	5	4	2	16
4	4790	Mark Ryan	Sarah Ryan	5	-6	2	3	3	3	16
5	6288	Walter Johnson	Tervanie	1	5	3	2	- 11 dnc	11 dnc	22
6	6100	Randy Carper	Dina Corsi	7	3	-9	4	7	4	25
7	6276	Bob Sherwood	Emily Sherwood	6	4	-8	7	6	7	30
8	6041	Stan Betts	Susan Betts	4	7	6	-8	8	6	31
9	3906	Roger Hinton	Anne Hinton	8	-9	7	9	5	9	38
10	4960	Dave Carroll	Jill Wilson	- 11 dnc	11 dnc	11 dnc	11 dnc	9	8	50
B										
Place	#	Skipper	Crew	R 1	R 2	R 3	R 4	R 5	R 6	Total
1	6297	Chris Killian	Christophe Killian	-1	1	1	1	1	1	5
2	3028	Carl Streicher	Bradley	-4	2	4	2	4	3	15
3	882	Tom Estlow	Karmen Estlow	2	4	3	4	3	-5	16
4	6166	Butch Michel	Kathy Michel	5	3	- 6 dns	6 dnc	2	2	18
5	6015	Roger Tilton	Pat Tilton	3	- 6 dnf	2	3	6 dns	4	18

Dana Point Hosts Junior Championships


Jeff Adams, with crew Shannon Walker, won the 2006 Junior National Champion! Jeff and Shannon, sailing 4078, Snafu, dominated in all races and captured the title while racing in a variety of conditions inside and outside Dana Point Harbor. Complete results follow this article.

The 2-day event included 6 races held on two different race courses testing the versatility of the competitors. Jeff Adams is the first DPYC winner in the 48-year history of the event, winning the W D Schock Perpetual Trophy! The special trophy for the best performance under age 15 went to 12-year old Michael Shaw who took second in the event. The special trophy for the racer who traveled the longest Jeff distance went to 9-year old Christophe Killian who traveled all the way to Dana Point from Newport Beach!

There were two races just outside the harbor, off of Doheny beach, Saturday morning and two races inside the harbor Saturday afternoon, after the lunch break. After checking with the racers (who were about evenly divided on their wishes), the Race Committee called for two more races off of Doheny beach Sunday afternoon, to complete the event. Everyone said they had a lot of fun and enjoyed the racing very much. Competitor's ages ranged form 9 to 17 years.

The event was held in concert with the Richard Henry Dana Charity Regatta and all proceeds went to the benefit of the Cystic Fibrosis Foundation. The popular Toshiba Tall Ships Festival was also being held in Dana Point during the charity regatta. There were two days of racing and plenty of things for families to do before and after racing each day.

A significant door was opened this year giving permission for more entries from Juniors who may not own a Lido 14 or belong to the Class Association. We believe this should continue through next year and hope to see at least 15 to 20 competitor's at next year's historic anniversary event.

By Bob Hartung  4602

Junior Championships at Dana Point										
Sail #	name	Skipper/Crew	R1	R2	R3	R4	R5	R6	total	
4078	Snafu	Jeff Adam, Shannon Walker	1	1	1	1	1	1	6	
4602	Speed Racer	Michael Shaw, Lizzie Williams	2	3	2	2	2	2	13	
4834	T2	JB Cianciarulo, Bryan Bolton	3	2	4	3	4	4	20	
		Dylan Del Prado, Mason Shaw								
4817	Imagine	&Christophe Killian	4	4	3	4	3	3	21	

Regatta Reports--continued

Turkey Day at Alamitos Bay Yacht Club

By John Papadopoulos & Dave Carroll
Thirty Lido 14's and billions of Naples Sabots raced in the basin near ABYC in light to extremely light conditions.

Kurt & Anne Wiese, who won recently at the ABYC Halloween Regatta, displayed the most consistent skill in sniffing out the shifts and puffs, and dominated the regatta from start to finish.

John Papadopoulos, sailing with loaner crew Pat Kincaid, struggled to hold onto second place over current Class Champion Stu Robertson, who had his very-able crew Erin (his daughter).

Bob & Bobby Little have been racing Lido 14s for a while now so most of us know that Bob has been virtually single-handing his Lido 14 while his son Bobby had a great ride or even took a nap! Most of the time these two were too far ahead for me to be sure, but I'm guessing Bobby is big enough now to be an active crew. However, it still seems like Bob is doing most of the critical work and thus gets huge kudos for their "on fire" performance. It wouldn't have been a stretch for them to win this regatta if they had completed the third race or if just one or two tough breaks had gone their way. I assume they will only get better as Bobby gets bigger and stronger.

Mark & Sarah Ryan, by far the youngest Lido 14 team racing at the regatta, showed considerable skill and speed in many of the races; with a bit more study of the finer points of the rules and more hands on experience, they'll undoubtedly master the ever so tricky situations that caught them off-guard now and then. We look forward to seeing them again and again.

Bob & Emily Sherwood sailed a very strong regatta and now must join the ranks of the A fleet - Congratulations to Bob, Emily, Kurt, and Anne!

Actually John exaggerates, there were only 89 Sabots on the bay with the thirty Lidos. But the R/C had the wisdom to 1. send the lLidos up the channel and keep the Sabots in the turning basin, thus avoiding many but not all problems. 2. Restrict the starting line on the second day after Stu got major tangled up with a C Sabot Saturday. The extremely light conditions made the sabots into barely moving obstacles with little hope of avoiding a Lido going easily 3 times as fast and still barely moving.

Saturday fogs brought in the ocean classes with no visibility outside, and the City of Long Beach consideratly rented the north parking lot to a wedding party so the ABYC shuttle busses were super busy hauling skippers and crews to the available parking on the north end of the bay. The turkey dinner was great as usual, but I think that many of the 271 entrants skipped the crowd. That's 271 boats, not people, entered in the regatta.

At the skipper's meeting the Commodore informed us that the regatta involved the services of 131 members and staff from the Yacht Club. I don't know how they can do it in such a small area, but most folks were polite, patient, and friendly at the launch ramp, hoists and dock—all of which were strained way beyond capacity.

The Christmas bouys were in place in the channel, providing interesting rule situations in the passing of same. Rich Roberts took a couple of great photos, one of which was my super start at the pin in race 6. Unfortunately, with the wind so light, the tacking angles were about 120 degrees and I couldn't get across the fleet to the favored side of the course and it turned out to be my toss out race. Oh well, maybe next time. Congratulations to the turkeys whom were winners of the fast sailors, and to Alamitos Bay Yacht Club for managing an extraordinary event.

2006 Turkey Shoot Results										
Skipper	Sail #	R 1	R 2	R 3	R 4	R 5	S	Fin		
Charles Witcher	3978	[3]	2	2	1	1	6	1		
Jerry Lewis	6253	[8]	1	1	3	2	7	3		
Rodney Neis	229	2	3	3	2	[3]	10	2		
Don Lockwood	5050	1	4	9	9	[9]	23	4		
Mark Danson	6272	4	5	9	9	[9]	27	5		
Michael Pascual	484	5	7	9	9	[9]	30	6		
George Koch	4567	6	6	9	9	[9]	30	7		
Richard Leijonflycht	4516	7	9	9	9	[9]	34	8		
Larry Salas	6051	DNS	DNS	DNS	DNS	DNS	DNS	DNS		
Butch Michael	6166	DNS	DNS	DNS	DNS	DNS	DNS	DNS		

Turkey shoot at Sacramento

Hosted by Lake Washington Sailing Club on Lake Washington, Sacramento, CA November 11, 2006


Five races were held in stormy weather on November 11th on Lake Washington, also known as the Port of Sacramento.

During race 2, rain and wind picked up, forcing five of the eight boat fleet to retire. Bailers were visible everywhere as crew tried to stay ahead of rainwater from the heavy downpour. The three Lidos remaining battled for the frozen turkeys awaiting them back on shore.

In the challenging regatta, Charles Witcher and Sharron Hart captured 3978's first win since her being beautifully restored. An accomplished sailor in Santana 20 and Moore 24 classes, Charles with sailmaker/spouse Sharron Hart scored a 3,2,2,1,1 in their first Lido race in decades.

Lewis & Nic Odor, sailing in a borrowed 6252, had finishes of 8,1,1,3,2. Can you guess in which race they had centerboard problems? Third place, sailing in un-restored Lido 14 #229, was Rodney Neis with son David. They had finishes of 2,3,3,2, and 3. Don and Kit Lockwood (5050) had a first then in race 2 had a 4th, barely finishing with a broken rudder fitting. & Gordon Pascual (484) placed 5, then retired for the remainder of the regatta as did George Koch, Lockwoods, Mark Danson and myself and Kathy.

By Richard Leijonflycht  4516

Rodney Neis  229, contributed the following:

Even though I got soaked from the rain, with the good wind and watching out for all those sailboats on the water, I didn't feel cold until the start delay before race 4 to clean up capsizes.

All races were windward leeward. The race committee did rolling starts, so when the last boat in a fleet finished a race that fleet's 3 minute warning started. They also had us go around two buoys at the windward mark, I guess to try and give the fleets more room, if so, it worked real good. Starts were to starboard of the committee boat, finishes to port.

The Lidos were fairly close for races 1 & 2, and also races 3, 4 & 5 for the 3 that stayed out. The Lidos also watched out for one another, reminding each other about the rolling starts, and calling Don & Kit Lockwood back when they forgot about the second buoy at the windward mark in race 2, until then the Lockwood's were again in the lead. The racing was great, but due to the rain and cold we didn't get to do the socializing that I was looking forward to after the regatta. The hot turkey chili and sourdough rolls sure tasted good though!

Turkey Day at Alamitos Bay Yacht Club										
A's	Skipper & Crew	Sail #	R1	R2	R3	R4	R5	R6	S	Net
1st	Kurt & Anne Weise	6240	3	1	2	3	2	-8	19	11
2nd	John Papadopoulos & Pat Kincaid	6188	5	3	1	2	5	-7	23	16
3rd	Stu Robertson & Erin Frederick	3113	4	-6	3	1	4	4	22	16
4th	Bob & Bobby Little	4072	2	2	(DNC)	4	9	1	34	18
5th	Mark & Sarah Ryan	4790	1	-8	4	7	6	2	28	20
6th	Eric & Tiffany Bohman	3579	6	-15	12	5	3	3	44	29
7th	Steve & Diane Kent	2833	8	-10	7	9	1	5	40	30
8th	Nancy Davidson & Missy York	5127	7	-14	8	6	7	6	48	34
9th	David Carroll & Noel Naff	4960	10	5	5	10	8	-12	50	38
10th	Deke Klatt & Ceal Potts	3625	9	9	6	11	-13	9	57	44
11th	Steve Potter & Brook Phillips	6284	-15	7	10	13	12	11	68	53
12th	Dave & Jeanne Smith	3281	11	13	(DNC)	8	11	10	69	53
13th	Jim Grubbs & Abby Ahmanson	3661	13	4	11	12	(DNC)	DNC	72	56
14th	Mike & Megan O'Neill	4532	14	12	9	14	10	(DNC)	75	59
15th	Grant & Conner Hill	4310	12	11	(DNC)	DNC	DNC	DNC	87	71

B's	Skipper & Crew	Sail #	R1	R2	R3	R4	R5	R6	Total	Nett
1st	Bob & Emily Sherwood	6276	1	1	4	(DNC)	1	2	25	9
2nd	Dan Rossen & Ashley Knox	1007	-7	6	1	1	4	5	24	17
3rd	John Burgen & Don Burdge	4648	4	2	5	4	3	-6	24	18
4th	Tracey Kenny & Robin Tams	4430	3	5	2	(DNC)	9	1	36	20
5th	Tracy Conn	4029	-9	8	7	2	2	4	32	23
6th	Scott & Sarah Babcock	4900	2	4	8	-9	8	3	34	25
7th	Peter Beale & Jennifer Davis	6274	8	-9	3	3	5	7	35	26
8th	Chris & Christophe Killian	6297	6	3	10	7	(DNC)	DNC	58	42
9th	Marcel & Shannon Huges & Jen Dunkle	6266	10	11	9	5	-12	8	55	43
10th	Robert Spieler & Shari Landon	6195	5	7	13	11	-14	10	60	46
11th	Steve Gierke & Scott Holcomb	1954	(DNC)	10	6	6	10	DNC	64	48
12th	Kelly Cantley & Sue Service	5036	11	12	-14	8	13	9	67	53
13th	Tom & Karmen Estlow	882	12	-14	11	12	6	13	68	54
14th	Greg Boudreaux & Elain Bellakogg	3650	(DNC)	15	12	10	7	11	71	55
15th	Gary Speck & Holly Mitchell	537	13	13	-15	13	11	12	77	62

Regatta Reports--continued

Oceanside Yacht Club Fleet 21 begins
Championship Series

Saturday November 2, five boats raced in a steady 12 knot south breeze with occasional shifts. Water conditions were slightly choppy with wind waves. Monte Yearly was the committee and as usual ran a great set of five races on the OYC course. Competition was at a high because points for this race will count toward the over all Fleet Champ results at the end of our season in May. We had some very close racing with some exciting tacking duals and very tight grouped starts and mark rounding. I really want to thank all the crews that raced. We all had an extremely fun and exciting time.


The competition was one of four race days, made up each of five races, that count toward the Fleet 21 Championship.

If you missed the action today, no need to worry. We have fifteen more races (3 more days of racing) in the series and you are able to throw out four races over all. Simply said, all thirteen boats that race with Fleet 21 are still in the running for the award. The next Fleet Series will be held in January. Don't miss the fun.

Yes--we will be racing in December for non fleet points and fun. The date and venue will be decided and published soon. It will be a laid back, fun learning experience.

Ok, I bet everybody wants to know exactly how the Champ Series I race ended up. For the results go to our web site at Fleet21.googlepages.com and click on the "Results" tab. Also check out the satellite view of the racecourse that Sue edited. Cool....

See you soon.

Tim O'Connor -  Fleet 21 Captain

Fleet 21 Championship Series 1								
HULL/NAME	R1	R2	R3	R4	R5	S	Fin	
3850/Hugh&Stevy Mast	1	1	1	1	3	7	1	
2844/Tim O'Connor/Danny Kolts	4	2	2	2	1	11	2	
3028/Carl&Bradley Streicher	3	4	3	4	2	16	3	
113/Larry Rowe/Earl Hammon	2	3	5	3	4	17	4	
3906/ Sue Dijkman/Mike Harberson	5	5	4	5	5	24	5	

Below; Gybing at the mark at Lake Elizabeth
District Championships



Lido 14 District II 2006 Results

"A" FLEET				Day 1				Day 2				Points
Fin	Skipper	Crew	Boat	R 1	R 2	R 3	R 4	R 5	R 6	R 7		
1	Jack Navarra	Jim Navarra	4285	1	2	-4-	1	2	3	1	10	
2	Don Lockwood	Kit Lockwood	5050	2	1	1	2	-4-	4	2	12	
3	Pat Rygh	Dot Rygh	3000	4	4	2	-5-	1	2	4	17	
4	Butch Michel	Kathy Michel	2665	3	-5-	5	4	3	5	3	23	
5	Richard Leijonflycht	Kathy Hebbeler	4516	5	6	6	3	-7-	1	5	26	
6	Larry Salas	Liz Salas	6051	DNF	3	3	8 - DNF	5	6	6	31	
7	Bryan Watson	Keith O'Hara	204	6	7	7	6	6	7	DNF	39	
"B" FLEET				Day 1				Day 2				Points
				R 1	R 2	R 3	R 4	R 5	R 6	R 7		
1	Terry Hensley	Joey Hensley	4354	3	1	2	-4-	3	1	1	11	
2	Rodney Neis	David Neis	229	1	2	1	3	-4-	2	2	11	
3	Sidney Lee	Alan Orr	4875	5	4	-5-	1	1	4	3	18	
4	Harold Ho	Maria Ho	5850	2	3	DNF	2	5	3	4	19	
5	<i>Sarah Mackey</i> *	Chuck St. Dennis	4284	-6-	6	3	6	2	6	5	28	
6	Malcom Morgan	Dave Zel	2440	4	5	4	5	-6-	5	6	29	
Jim Lechner			Sailed with us but did not enter									
* Top Women's Skipper				Scores with strikethroughs & italics were throwouts								

JACK NAVARRA WINS 2006 DISTRICT II CHAMPIONSHIP AT
LAKE ELIZABETH

Thirteen boats representing 3 Fleets gathered at Fleet 62s' Lake Elizabeth for the District II Championship Regatta September 16 and 17. Divided into A's and B's, the skippers and crew encountered light breezes building to moderate winds with strong gusts by the end of both days.

"A" fleet Jack and Jim Navarra, 4285, from Fleet 62, while challenged in many races consistently scored low and handily won the 7 race series. Fleet 59 sailors from Morro Bay, Don and Kit Lockwood, 5050, and Pat and Dot Rygh, 3000, took 2nd and 3rd respectively. Butch Michel, 2665, was 4th with Kathy as crewing the first time in 17 years. Race 6 had Don and Kit Lockwood, 5050, and Richard and Kathy Leijonflycht, 4516, leading the fleet until they reached to the wrong mark allowing the entire fleet to pass them. Don and Kit recovered to 4th while Richard and Kathy, refusing to lower their centerboard for the upwind home leg, remained in 7th place.

"B" Fleet Terry and Joey Hensley in 4354 matched points with Rodney and David Neis, 229, but scored first with more top finishes. Jim Mackey's daughter, Sarah, age 11, with crew Christopher St. Dennis, was 5th with a best 2nd place in the 5th race.

A great dinner party at Joe Davis' house Saturday night where the attendees devoured the Turkey won at last year's Lake Washington Sailing Club's Turkey Shoot. Richard Leijonflycht, Fleet 8, was elected District Secretary while he was outside getting some 2006 Turkey Shoot NOR'S from his car.

Jim's Mackey's comments - I was impressed with how close the racing was, with the victory in both A and B fleets coming down to a 1-2 finish in the very last race. Also 4 of the 7 "A" Fleet skippers managed to finish first in at least one race and 5 of the 6 "B" fleet skippers finished either first or second in at least one race. None of the races had "stragglers" even though some were as many as 4 "laps" long. No capsizes and only 2 equipment failures. Congratulations on a great Districts! I just wish I had been able to join you on the water, rather than watching from the dock in a leg brace. But I was very proud of Sarah for stepping up to skipper our boat, defying some skeptics, to show that competent Juniors have every right to compete in top regattas. Special thanks to Chuck St. Dennis who stepped in to crew with Sarah at the last minute – I think it was his first Lido sail this year


Thanks to everyone who came and everyone who helped make this event such a great success. These were the best of the many photos I took, Joe has more that he will send out on CD. If anyone wants these in jpeg file format I posted them on the Fleet62 YahooGroups site as a photo album – or just let me know these are cropped & enlarged from larger original photos.

Below: Newly elected 2007 District 2
Secretary Richard Leijonflycht and Kathy
Hebbeler ready for the gybe mark in #4516



Halloween Regatta at Alamitos Bay

Light attendance at the ABYC 1 day Halloween Regatta with no separate A or B fleets. Actually Kurt Weise and Walter Johnson have to sail as A's by class rule ended up with Kurt and Walter taking all of the firsts. Just a tune up for Turkey Day right Kurt?

ABYC Halloween Regatta											
Fin	Sail#	Skipper/Crew		Club	R1	R2	R3	S			
1	6240	Kurt Wiese	Anne Wiese	NHYC	1	1	2	4			
2	6288	Walter Johnson	Terry Johnson	WYC	2	3	1	6			
3	6026	John Jackman	Ross Nemeroff	ABYC	3	5	6	14			
4	6284	Steve Potter	Brooke Phillips	SMWYC	7	2	7	16			
5	6276	Bob Sherwood	Emily Sherwood	ABYC	5	8	3	16			
6	4370	Connor Hill	Grant Hill	ABYC	6	7	4	17			
7	6297	Chris Killian	Christophe Killian	BYC	8	6	10	24			
8	2833	Gregg Kent	Steve Kent	BYC	10	4	11	25			
9	2540	Ron Clanton	Ryan Clanton	ABYC	11	9	9	29			
10	5085	Scott Scarbrough	Sunny Scarbrough	ABYC	13	12	5	30			
11	4467	Samantha Gebb	Lauren Bussey	ABYC	12	11	8	31			
12	4029	Tracy Conn		ABYC	9	10	12	31			
13	4110	Steve,  Cameron	& Derek Bloemeke	ABYC	4	15	DNC	35			
14	4648	John Bergan	Liz Bergan	HYC	15	14	13	42			
15	1208	Bradley Schock		HHYC	14	13	DNC	43			

Below: Camping at Big Bear--"Great sailing and conditions. Great party with lots of food and drink. A killer BBQ. It would make a great place for another nationals. Need to go out of the new marina at the east end of the lake...."

Eric Kownacki  6166



Above, Jenkins leads a fleet of 8 Lidos on an exciting run at Big Bear

Big Bear Regatta				
Pos	Skipper & Crew	Boat # & Name	Club/Home Port	Points
1 st	Betty & Tom Jenkins	6244 SNAFU	Morro Bay YC	9
2 nd	Eric & Alexa Kownacki	6166 ALEXA	Mission Bay YC	13
2 nd	Ken & Sandyi Campbell	4509 DR C	Mission Bay YC	13
3 rd	Ryder Nesbitt & Dina Corsi	4310 SEA YA	Balboa YC	20
4 th	Grant & Barbara Williams	4300 CAPTAINS FANCY	Mission Bay YC	29
5 th	Moz & Cheryl Lawlor	GBR1 TIDDLES	Fleet 1	30
6 th	Chirs & Christophe Killian	6297 WASSAIL	Balboa YC	34
6 th	Collin & Pat Kincaid	4899 BEER&NUTS	Newport Harbor YC	34
7 th	Terrie Canon & Dylan	6087 SEA HORSIN' AROUND	Mission Bay YC	42
8 th	Pete & Stephanie Begle	800	Big Bear	44
9 th	Marcel Hughes & Jennifer Dunkle	6266 FRESH SQUEEZED	Fleet 1	?

Regatta Reports--continued

American Legion Yacht Club goes to Big Bear

By Scott Porter

This year's Lido Classics campout took us to Big bear for the first time. What a fun weekend we had. 12 Boats showed up and a bunch more campers. We had a strong showing from our new friends from Morro Bay and Mission Bay, who Showed all how its done in a strong lake breeze. It was great to have So many new people join together and just have a good time.

We hit the lake at noon out of Fawn harbor on the North Shore. We tucked The line in fairly close to the Harbor to give us some shelter from the Steady 12-15 knots breeze.(with gusts to 18-20) The line was a bit wide, but square and we ran 5 Windward-leeward races. We took a short break to help Beer&Nuts to dock after losing her mast. Then we lengthened the course a bit and still finished the day a bit early--around 3:30PM. There were many highlights Including beautiful starts (not a single over early) and many,many photo finishes. The pack raced very closely, with boats just seconds apart. Betty and Tom Jenkins From Morro Bay (6244 SNAFU) were unstoppable and clear ahead most of the day with 3 BULLETS! Followed close behind by Eric and Alexa Kownacki (6166 Alexa) who snaked by the Jenkins to grab the other 2 BULLETS. Kent and Sandi Campbell (4509 Dr C) Get the prize for being most consistent, finishing with three 3rds and two 2nds. The Campbells tied the day with the Kownackis for second overall. Ryder and Dina (4310 sea ya) represented for BYC and finished 3rd overall for the day.

After racing, the tired and a bit frostbitten racers warmed in the late afternoon sun and campfire at Captain Johns Fawn Harbor. What a terrific place to camp! (Hey gals, Captain John is going to install hot showers for next year!). Most camped at out beautiful Lake front grassy camp and feasted on a huge BBQ, followed by trophies and Live music From local Big Bear's Steve, PRO Scott, and Captain John Himself on the washboard bass. We all huddled by blazing fires and partied till midnight!

Sunday came, and with it more breeze. Several were too beat up from Sat racing and/or Sat night Partying and did not brave the 18 knots of breeze on Sunday. We hit the lake Sunday at 11am With 5 boats. We were quickly down to 4, then 3 boats. We ran 2 long races with Betty and Tom Jenkins (6244) taking both races Sunday. Ryder and Gregg (4370) took a second and Pat and Colin (4899) finished 3rd. KUDOS to Tom and Betty from Morro Bay, who drove a long way and showed great talent in heavier breeze than we are used to down here.

Unfortunately the Big Bear water District was not very friendly all weekend and by Sunday asked us to pull the marks and no more racing on the lake. Luckily we were pretty much done by then. I had been trying for a month to get a permit, but they are very difficult to work with so watch out if you plan to race there. We learned a lot about sailing in Big Bear and all agreed that we MUST do it again next year. I ASSURE you we will have all needed permits way in advance, Pro marks and a bigger group on race committee so we can kick it up a notch or two next year.

Cheers to our Race committee Rob Wallenberg. Rob set every mark (6 times), got wet in the Whaler all day, cooked all the sausages, and managed to take over 500 pictures!

To see Robs photos, click on this link to his website

<http://www.ecosee.com/sailsmile@ecosee.com/album>

Rolled up and spit out! Lawlors run over 4300



For those without computers here's cover +1

Minutes of the 2006 Lido 14 Class Association Annual Meeting



Monday July 10, 2006
Lakeshore Resort
Lakeshore, CA

The meeting was called to order at 7:49pm by President Grant Williams:

Roll Call:
The fleets with representatives present and their membership representation are as follows. A quorum existed.

Fleet #	Membership	Representative
1	32	John Papadopoulos
2	16	Tracey Kenney
6	25	Tracy Conn
7	19	Dave Carroll
8	12	Richard Leijonflycht
25	9	Steve Salas
43	10	Eric Bohman
59	15	Kit Lockwood
62	8	Jim Mackey
73	8	Jeff McLaren
81	16	Michelle Wood
Unattached	5	Sterner, Kip, and 3 proxies by Dave Carroll
Total	175	Members Represented

Approval of Prior Annual Meeting Minutes (Motioned, Seconded, Passed)

President's Report:
President Williams shared some thoughts on the state of the Class Assn. The Association is financially healthy at this time however it appears that we are running at slight deficits each year that will slowly eat up our cash reserves. Grant felt that it was especially noteworthy that the Class has had 3 straight years of excellent turnout at the Class Championships and that this was due, in large part, to the continued reactivated of Lido 14 fleets--most notably Fleet 2 – Marina Del Rey, CA and Fleet 8 – Sacramento, CA. He noted that much of the continued enthusiasm for the Lido 14 is due to the constant support of the Lido 14 Class by Dave Carroll, John Papadopoulos, and Tom Jenkins.

Vice President's Report:
VP Allan Stults reports that District 6 (Pacific Northwest) had submitted a written bid to host the 20007 Lido 14 Class Championship Regatta on Fernridge Reservoir (Eugene, OR) during August 19-21.
He also noted that the team of Bob Yates, Tom Schock, and Steve Schupak – all of Newport Beach, CA, had presented a very recent verbal bid. The proposed event would be themed on the 50th running of the Lido 14 Class Championships, the very first of which was hosted in Newport Beach in 1958.
Jim Sterner, District 6 Secretary, presented additional details on the District 6 proposal. The District 6 proposal is built on efforts from Fleets 78, 25, and 8 and the resources of both Triton and Eugene YC, the two yacht clubs on Fernridge Reservoir. Fleet 81 and Eugene YC ran a very successful CCR on Fernridge Reservoir in 2004.
The Newport Beach proposal would rely on the resources of Newport Harbor YC and Lido Isle YC. It was noted that this was not a bid by Fleet 1 – Newport Beach, which hosted the 2005 CCR on Howard Prairie Lake. Details, such as dates, were not presented. It was acknowledged that the sailing area can be congested at times and that Tom Schock and NHYC would work hard to find solutions to traffic and reduce the number of moored boats near the main racing area. **Steve Schupak** noted that this would be an outstanding promotional opportunity for the Class as it demonstrates our longevity and vitality.

Comments and questions were solicited from the membership. The primary concerns were affordable lodging (camping, etc.), the amount of clear water to race upon – especially considering the large turnout expected, clearing more space by moving moored yachts, the need to steer the 2007 championships towards Southern California after three years of more northerly Class Championships Regattas.
VP Stults called for a non-binding vote on which venue was preferred for the 2007 Class Championships Regatta. The vote tally was 142 for Newport Harbor versus 33 for Fernridge.
Allan Stults asked Bob Hartung (Fleet 73 – Dana Pt. CA) to speak on the subject of the Jr. CCR. Bob requested permission to host the cancelled 2006 CCR at Dana Pt. YC on Sept. 8-10 to be held in conjunction with their Richard Dana Henry Charity Regatta.
Discussion followed regarding the complications of getting competitors to attend a Jr. CCR and Bob's proposal. Bob's proposal was warmly recommended and approved by both VP Stults and the membership.

Secretary: – no report presented
Treasurer: – no report presented
Chief Measurer: – no report presented
Charters granted or revoked - none
Governing Board Rulings - none

Governing Board's Proposed Bylaw Amendments:
Past President Jenkins noted that the proposed amendments had not been properly delivered to all deserving parties and thus was not valid for consideration. President Williams made a motion to table the matter, a vote to table was taken and it was unanimously passed.

Minutes of the 2006 Lido 14 Class Association Annual Meeting--continued

New Business
Bob Sherwood, (Fleet 6 - Alamitos Bay, CA) asked the Governing Board about the precedence of the rules of the class vs. the measurement certificate, especially as it related to specific centerboard dimensions.
Dave Carroll and John Papadopoulos both commented on the fact that the two documents are out of sync, that the bylaws took precedence, and that the recently tabled motion was intended to bring the exact items Mr. Sherwood was asking about back into sync.
Don Lockwood, (Fleet 59 – Morro Bay, CA) asked the Governing Board what happened to fleet measurer rulings submitted to the Chief Measurer? Dave Carroll commented that all requests and documents sent to the Chief Measurer were probably lost and would need to be resubmitted to the next Chief Measurer.

Election of New Officers:
Past President Tom Jenkins presented the following slate

Director	Jeff Zook (Fleet 43 – Ventura, CA)
Director	Jim Sterner (Unnattached)
Director	John Papadopoulos (Fleet 1 – Newport Beach)
Chief Measurer	Eric Bohman (Fleet 43 – Ventura, CA)
Secretary	Tracey Kenney (Fleet 2 – Marina Del Rey, CA)
Treasurer	Gabe Ferramola (Fleet 6 – Alamitos Bay, CA)
Vice President	Steve Schupak (Fleet 1 – Newport Beach, CA)
President	Allan Stults (Fleet 81 – Fernridge, OR)

The slate was motioned, seconded, and unanimously passed.

At 9:10, a motion was made to adjourn the meeting; it was seconded, and passed.

Minutes taken by John Papadopoulos

Ed Note: Class Secretary Anne Hinton was unexpectedly called away on personal matters and unable to be present at the Championships and Annual Meeting. The previous Annual Minutes, approved here were published in the bow wave in the 2005 Winter Issue with minor editing and were accepted as published. These Minutes, as taken by John Papadouopoulos, have been slightly edited for presentation and are unofficial. Any corrections or additions noted by the membership present should be submitted before the deadline for the Summer Issue of the bow wave, May 31 in order to be published in a timely manner before the Annual Meeting scheduled at the Class Championships in Newport Harbor August 2007. Approval of the Minutes will be solicited at the meeting. Thanks to John for stepping in at a crucial time. Thanks to Anne Hinton for her past service to the Association.

10/4/2006:

To the Lido 14 Board of Directors;

Newport Harbor Yacht Club would like to respectfully submit this formal bid to host the 2007 50th Lido 14 class championship regatta. With racing to take place within eyesight of the birthplace of the boat! Racing is to take place in the waters at or near 33[°]. 36' 19" North, 117[°] 54' 33" West, or the Newport Harbor in the turning basin just north of Newport Harbor Yacht Club.

The proposed racing dates are August 20-22, 2007, with registration, boat storage, and other activities planned for August 18 and 19th.

The regatta chairman will be Bob Yates, who is a member in good standing of both Newport Harbor and Lido Island yacht clubs, and Lido 14 Fleet 1.

S/C Bill Palmer of NHYC has enlisted to serve as PRO for the event. Mr. Palmer is one of the best PRO's at NHYC with many years of top-level experience. Newport Beach offers a fantastic racing setting with pleasant weather, shore-side facilities that are second to none, easy access to transportation and a wide variety of lodging possibilities. Plus for the non-racing visitors there is some of the best shopping, sight seeing, and recreational activities in Southern California.

With five yacht clubs in the same harbor that have actively racing Lido 14's, this event promises to be a true harbor event with participation both on and off the race course by all of the yacht clubs in the bay.

Boat launching, trailer storage, race management equipment, and the Wednesday evening awards banquet will be provided by Newport Harbor Yacht Club.

Thank you for your consideration and we look forward to your vote of acceptance.

Respectfully yours, on behalf of Bob Yates and Newport Harbor Yacht Club.

Steve Schupak
Lido Class Association Vice President