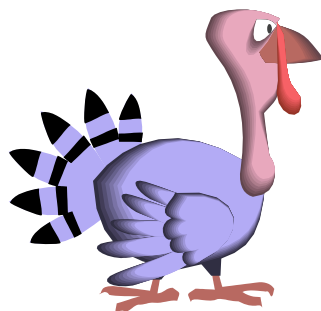


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As we move into the winter months, things are moving along at the P/Q dock hoist! We are hoping that it will be available to use before the end of the year!



The Northwest District VI Lido 14 Fleet is growing! Craig and Anne Wilbur just purchased hull number 4870 from Garrett

Johns and they have already been out sailing with the rest of Fleet 80 from Seattle! Garrett in turn just hauled 5126 up from the Bay Area and will be out on the water with it soon! For those that have yet to check out, Colin Orsini has a super cool blog that is documenting the rebuild of his Lido 5029. You can go to <http://colinlido.blogspot.com/> to catch up on the action!



One Design Plus

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Next month's newsletter will include forms for signing up for membership with both the National Lido 14 Class Association and for Fleet 78 here in Anacortes. It is important that everyone makes it a priority to get these filled out and sent in so our Fleet can get our membership information sent in a timely manner to the Class. Also, in next month's letter, we will have information on our annual New Year's frost bite regatta! We will plan on the first Saturday in January 2010! Much will depend on the progress of the new hoist and the weather. Worst case we will have our annual meeting at the AYC clubhouse with some food and maybe a parking lot "boat show" if everyone hauls their Lidos over so stay tuned!

Why the Lido 14?

By Steve Orsini

The Lido 14 was introduced in 1958 as one of the first fiberglass production dinghies. The boat is still in production by the same builder, W.D. Schock. In 1998, a new deck was introduced that captures more floatation and provides a stiffer construction for the forward end of the centerboard trunk. Some claim that its rounded seats are more comfortable for the crew in their forward position. The new decks did not compromise the Lido 14 strict one design measurement rules. As the new deck was introduced with hull number 6000 and up, they were named "6000 series" boats while all boats, 5999 and down are now termed Lido 14 Classics. To date over 6300 Lido 14s

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have been produced. The boat is the most successful West Coast dinghy and thousands have learned to sail in them. Such schools as Orange Coast College use them for in their sail training program.



Remember days like this last summer on Fidalgo Bay?

One of the quiet reasons for the one design success of the Lido 14 is that the boat can tolerate a high crew weight before speed deteriorates. The Lido 14 was tank tested, the exact location and time of these tests shall remain secret as the tank was borrowed for the experiments, but the load incrementally added to the boat reached about 440 lbs before the hull speed was materially affected. This means a crew of two large individuals can still succeed in racing the boat versus a light crew. This is distinctly not the case for most sailing dinghies in this size range. This weight insensitivity is important in keeping a one design class viable and makes the boat not only a good day sailor but a competitive choice for all sizes and ages

interested in small boat one design sailing.

Last month we started talking about “must do” projects for your Lido 14 if you are heading out on the race course. We began by explaining how to correctly set your centerboards vertical angle. If you still need to do this, you can refer to the October newsletter. Once this has been done, we can move up to the top deck for “must do” project number 2. Adjusting the rig tension correctly on your Lido is imperative. The Lido 14 is sailed with a loose rig. The sail manufacturers cut the sails with this in mind and the window for rig adjustment is fairly small. Not having your rig within this window will greatly affect your boats speed. Upwind, the loose rig allows for your jib to be sheeted in to the proper spot. It also opens up the slot between the jib and the mainsail creating greater speed and power. Downwind the loose rig allows the mast to cant forward greatly increasing your downwind performance. The process for setting your rig tension is a fairly easy one.

1. Set your mast/rig up on your Lido. This can be done at home on your trailer.
2. Attach a 25' or longer tape measure to the main halyard. If you have a clasp for attaching your halyard to the head of the main, be sure to attach the tape measure above the clasp.

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3. Hoist the main halyard to the top of the mast extending the tape measure as it rises. Hoist the tape measure all the way to the masthead being careful not to suck it into the masthead.

4. Have someone pull the forestay forward so the mast is resting against the two shrouds. Pull the tape measure snug and measure the point to the top center of the transom. This measurement will measure the tension of your shrouds. For a classic Lido or "pre 6000" hull number, you want to achieve a measurement of 20' 11" - 21' 0". For a 6000 series Lido, it will be 21' 1/2" - 21' 2 1/2".



5. Now to measure your forestay length, pull the mast back so that is resting firmly on the forestay and one of the shrouds. The measurement should be, for a classic Lido, 20' 3 1/2" - 20' 4 1/2" and for a 6000 series, 20' 7 1/4" - 20' 8 1/4"

There is not a lot of room for error with these measurements. Remember that the sail manufacturers cut their sails to perform at their optimum when your rig is within these parameters. Another important point to make here is to be sure to check your shroud chain plates and forestay bow attachment point for wear. Due the loose rig, these parts get a lot of wear when the rig is banging around. Also, be sure to check your screws that attach your chain plates to the seat tank to make sure they are tight.

We will assume that everyone now has the two most basic of tuning items taken care of on their Lido 14. Next month we will talk about the importance of the position of your jib fairleads.

Happy Thanksgiving from Lido 14 Fleet 78. We hope everyone has a SUPER Turkey Day!!!