

LIDO 14 CLASS ASSOCIATION

APPROVED CHANGES and DISALLOWED CHANGES

Revised August 2025

Approved Changes, as listed below, reflect changes made for convenience and ease of operation that have been approved by the Governing Board.

Members shall not compete with modifications to the Lido 14 unless the change(s) in question are permitted by the By-Laws, the Official Certificate of Measurement and Registration, or this list of Approved Changes.

Association members wishing to change their Lido 14 (solely for the purpose of convenience and/or ease of operation) in ways not fully covered by these documents are required to submit their proposed change(s) to the Association for approval prior to use of the change(s) in completion.

Change requests shall be submitted in writing to the Chief Measurer. If the Chief Measurer rules in favor of the request, he/she will then seek the approval of the Governing Board. If the Governing Board ratifies the Chief Measurer's ruling, the change is noted as an "Approved Change" and will be, from that point, legal for use.

Competing with changes that are not approved by the Governing Board is a violation of Association By-Laws and subject to protest, and disqualification.

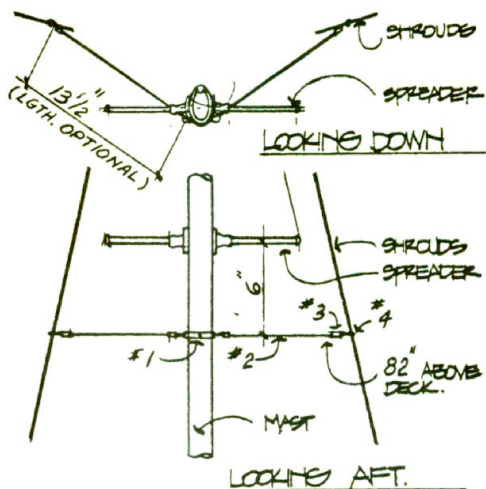
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1. April 1997: The boom vang shall be rigged with maximum mechanical advantage i.e., Ratio: Force on boom/Applied by factor = any.
 2. The main may be controlled by either a single or double purchase.
 3. Aug. 2002: Pumping or bailing equipment is acceptable provided no hole is made in the hull to accommodate such equipment.
 4. The mast may be filled with Styrofoam.
 5. The mainsail outhaul may be extended forward to the boom vang fitting on the boom.
 6. A shackle may be used on the end of the mainsail outhaul in lieu of the snap.
 7. May 2001: Rescinded (concerning 2:1 purchase on mainsail outhaul).
 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.
 9. Any type of inflatable flotation is allowed under the foredeck.
 10. A preventer in the mast slot track to stop the gooseneck fitting from sliding down is permitted.
 11. It is permissible to run halyards to a jamb cleat affixed to the mast in lieu of using cleats cast to the mast hinge.
 12. July 2016: Moved to Bylaws. (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.)
 13. The mainsail downhaul may be secured to the mast by means of a jamb cleat.

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, up to the block, shackle or loop, and then back to a cleat for securing.
15. A line may be run between the bow fitting and the mast to keep jib sheets from fouling on the mast fitting so long as this line is not adjusted while racing.
16. The use of a centerboard bumper strip applied to the underside of the centerboard cap to protect the trailing edge of the centerboard is permitted.
17. The use of a sleeve or strip for protection of outhaul on the end of the boom is permitted.
18. A roller-bearing traveler is permitted.
19. Extra holes drilled in the chain plate to achieve a better adjustment of the shrouds is allowed.
20. July 2016: Moved to Bylaws. (On Lido 14s with hull numbers below #6000, the forward ends of the hiking straps may be fastened to a rigid bar, which itself is fastened to the shroud chain plate area and the centerboard trunk. On Lido 14s with hull numbers #6000 and higher, hiking straps shall be attached to the points designed for this purpose by W.D. Schock Corporation.)
21. July 2016: Moved to Bylaws. (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.)
22. Boom vang pad eye located in bilge forward of the centerboard trunk may be moved immediately forward to prevent interference of boom vang and centerboard arm.
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.
24. A jamb cleat is allowable on the boom for the purpose of securing the outhaul, in lieu of the toggle.
25. A jamb cleat (or jamming block) is allowable on the boom vang in place of the toggle.
26. Fittings may be placed on the cathedral cleats to prevent jib sheets from catching.
27. Spring loaded stops are allowable on the jib fairlead slides and the main traveler track.
28. Use of shock cord on the boom vang is allowable.
29. Drilling a hole in the bow for a bowline is permissible.
30. Installation of a watertight inspection port in the vertical surfaces of the bow tank is permissible.
31. A swivel jamb cleat may be placed on the top of the centerboard trunk for raising and lowering the centerboard. This swivel jamb cleat would replace the present jamb cleat currently used by most sailors.
32. July 2016: Moved to Bylaws. (The bottom five (5) inches of the rudder and bottom eight (8) inches of the centerboard may be virtually any shape, provided all other dimensional measurements have been complied with.)
33. July 2016: Moved to Bylaws. (The mast position measurement is to be taken from the leading edge of the mast (stepped) to the center of the forestay pin 49 inches plus or minus 1/4 inch.)
34. Anchors are not required equipment.

35. July 2016: Moved to Bylaws. (Modifications to the centerboard trunk and deck beam braces as provided by the manufacturer and without approval of the Governing Board are illegal.)
36. Aug. 1993: Rescinded (concerning restriction on tiller extension length).
37. The tension of the mast diamond stays shall be such that the stays are a straight line with the mast supported horizontally from its ends and the spreaders vertically.
38. The measurement length specified for jib fairlead and traveler track means length of track rather than the length from stop to stop.
39. A centerboard will not be considered a jibing board if the leading edge of the centerboard, that lies within the centerboard well or slot, does not move more than 1/4 inch more than the trailing edge of the board, when the board is pushed from side to side in the slot, as it would be when the boat is under sail and steered from one tack to the other tack while on a beat.
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.
41. July 2016. Moved to Bylaws. The sides of the centerboard slot at the bottom of the boat may be altered to create a minimum opening width of 1-1/8th inches. (This does not allow filling of the corrugations in the centerboard trunk.)
42. July 2016. Moved to Bylaws. (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.

Lido 14 Mast Preventer

Approved Change # 44



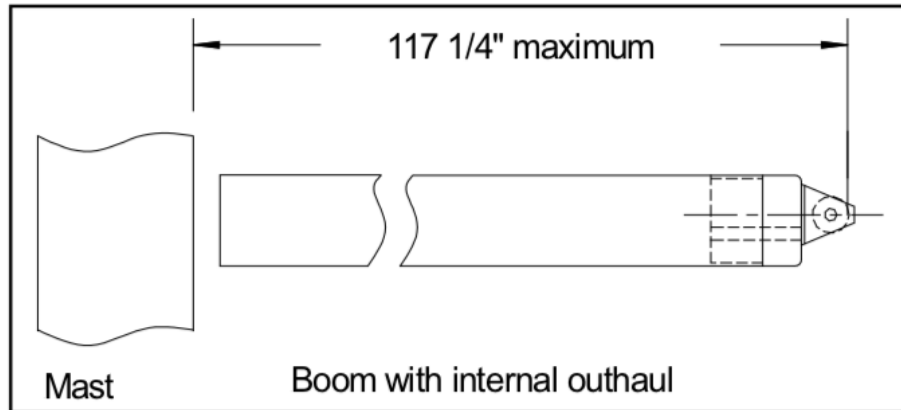
Parts Inventory

1. S/S strap (e.g. RF27) attached to mast with pop rivet or sheet metal screw
2. 1/16" covered 7x7 wire. 2 pieces
3. 1/16" nico press. 4 pieces.
4. 3/32" S/S thimble. 4 pieces



45. Snap connectors on the ends of the whisker pole.
46. Aug 2002: Rescinded: (concerning optional self bailing equipment). [Ed. See Article XIII.9].
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. It is recommended that the reinforcement be placed so as to span an equal distance on either side of the boom vang bail or attachment.
49. Jan. 1993: Repair or prevention of persistent cracks in gunwale is allowed.
50. Installation of fabric or plastic bail on booms for main sheet support.
51. A guard strip may be installed on the bow to protect the gel coat.
52. A patch or strip of stainless steel, aluminum or other material may be placed on the front of the mast behind the thompkin to protect the mast from wear caused by the whisker pole.
53. A hook or similar device may be used to hold the whisker pole when not in use.
54. July 2016: Moved to Bylaws. (The centerboard thickness may be increased up to 1-1/8 inches in the area up to two (2) inches forward of the trailing edge of the board, and up to three (3) inches below the intersection of the arm and the top of the board.)

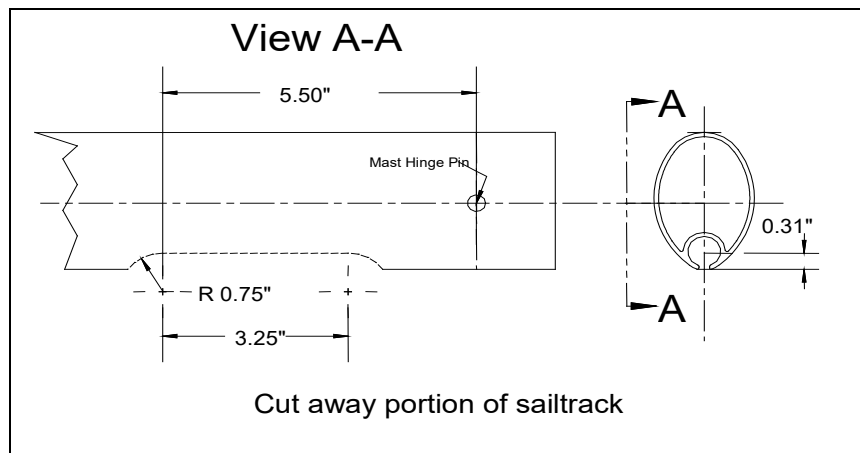
55. The JSI-B Johnson Spar mast is a legal substitute for the W.D Schock Lido 14 mast.
56. All Lido 14 parts may be of any color finish or anodization.
57. Sails with polyester (Mylar) thread and film may be used in non-championship regattas at the discretion of the host fleet.
58. July 2016: Moved to Bylaws. (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, which affect boat speed. [Ed. See Article XIII.10].)
59. Feb. 1996 & May 1998: Electronic compasses are OK to use if that is their only function.
60. Feb. 1997: It is permissible to store the whisker pole on the boom when not in use.
61. Feb. 1997: For Lido 14s with hull numbers #6000 and higher, a view port is allowed in the centerboard cap.
62. Feb. 1997: 6000 series boats may use a bull's-eye fairlead for the bow line.
63. Feb. 1997: 6000 series boats may use plastic halyard cleats.
64. Feb. 1997: 6000 series boats may use 2:1 purchase on centerboard retraction line.
65. Feb. 1997: 6000 series boats may reconfigure the centerboard shock cord.
66. Feb. 1997: 6000 series boats install a positive stop for centerboard down position.
67. July 1998. Rescinded May 2002: (concerning cutting down of transom).
68. Aug. 1998: Telescoping tiller extensions are permitted.
69. Aug. 1998: An insert (e.g., wood) may be placed between the inner and outer centerboard trunks on the 6000 series boats at the point where the seats meet the trunk in order to restrict side to side movement of the inner trunk.
70. July 2016: Moved to Bylaws. (Aug. 1998: The minimum width of the centerboard slot shall be 1-1/8".)
71. May 2001: It is acceptable to remove material from the post 6000 series mast butt [Ed. the bottom end of the mast extrusion is no longer measured—the hinge determines the height of the mast above the deck].
72. May 2001: The "Classic Lido" mast butt fitting is allowed for use on all Lido 14s.
73. July 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 clew to the end of the boom must be essentially the same as with the stock factory fitting, and all rigging must be within or attached to the boom.



Measurement of boom maximum length with sheave at aft end for internal outhaul per Approved Change 73

74. July 2001: Shrouds shall have plastic covering along their entire length except that a reasonable amount may be removed from the ends of each shroud for the purpose of attaching end fittings. In addition, a maximum of 3/8 inches of plastic covering may be removed from the middle area of the shroud for the purpose of flying one set of tell-tails.

75. April 2004: The lower portion of a 6000 series mast sailtrack may cut away as shown to allow the lowering the mast to the transom with the mast pin in the tabernacle fitting without striking the coaming.



76. Sept, 2004: A factory provided whisker pole storage tube may be installed in the forward bulkhead of any 6000 series Lido 14 that was manufactured prior to the factory design change that includes a whisker pole storage tube in the stock boat. The tube must be installed in the forward bulkhead and according to factory specifications that are provided with the kit.. [Ed note: the factory kit is designed to maintain the watertight integrity of the inner liner and maintain hull floatation in the event of a capsize. This feature was stipulated by the Chief Measurer and ratified by the Board of Directors to make this allowance.]



77. Approved by the Lido 14 Board of Directors; September 30, 2022

VHF Policy Notice:

The Lido 14 Board of Directors has reviewed use of VHF radios and has come to the conclusion that their use is not a violation of the Class Bylaws. (No changes to the Bylaws are necessary). The Racing Rules of Sailing and applicable race documents (NOR and SI) will define the restriction on VHF usage. It is important to note that while Lido 14's can carry a VHF; US Sailing RRS 41 Outside Assistance, essentially defines their use while racing.

Intent: To include a measure of safety for all Lido 14 sailors while on the race course, which will allow comms with the RC, and local EMS in the event of an emergency.

DISALLOWED CHANGES

The Disallowed Changes listed below were properly presented for consideration as Allowed Changes but were rejected by the Governing Board. They are provided here to help avoid re-proposing the same change.

1. Rubber strips covering the centerboard well opening on the bottom of the hull.
2. Mast stay release mechanism allowing the boom to pivot farther forward going downwind.
3. Re-rigging the mainsheet with multiple blocks on the end of the boom and transom.
4. The use of shims, wedges, and rollers to prevent centerboard side-play, except as provided in Approved Changes 41 and 43.
5. Double transoms to accommodate outboard motors.
6. Filling of the corrugations or any portion of the centerboard trunk.
7. Adjustable luff ropes in jib sails not sewn to luff rope at one or both ends.
8. Use of block or cord preventer on whisker pole.
9. Use of shock cord to hold tiller in center of boat while sailing.
10. Telescoping and/or adjustable whisker pole.
11. Running halyards through fairlead and then to a jam cleat.
12. Use of an outhaul winch.
13. Use of a snap shackle at the jib tack.
14. Attach any restraining device to clew grommet on main other than outhaul.
15. Changing of hull number.
16. The running of halyards through holes or fairleads in the deck.
17. The addition of additional hardware to the jib fairlead track.
18. Use of the whisker pole as a reaching outrigger, on the same side as the boom.
19. Use of a double block or two (2) single blocks on the centerboard arm.
20. Straight traveler track (track must conform to the curvature of the transom).
21. Removal of the cathedral cleats.
22. Jam cleats on each side of the boat to operate and adjust the traveler slide for mainsheet.
23. Use of Proctor tapered mast.
24. Small winch on top of centerboard cap to aid in controlling the jib sheets rather than use of jam cleats.
25. July 2001: Moved to Approved Change #75 (concerning plastic coating on shrouds).
26. Removal of wooden tray (classic boats only).
27. Installation of shock cord to hold boom forward while running.

28. Boom mounted mainsheet jam cleat.
29. Running the centerboard shock cord inside the centerboard trunk instead of outside the centerboard trunk on any Lido 14s with hull numbers below #6000.
30. Placement of two (2) windows on either the mainsail or the jib sail.
31. Paint on the bottom of the boat that may result in less friction than the clean smooth gel coat that is on the boat when it arrives new from the factory.
32. Rescinded (concerning the use of "cam cleats").
33. The use of clear plastic centerboard caps.
34. Aug. 1995: Rescinded (concerning addition of a downhaul block at the mainsail tack).
35. A change in the jib sail design providing a continuous flap to attach the jib sail to the foresail and fastened by a series of snaps.
36. July 2001: Rescinded (concerning limited swinging spreader)
37. Alterations of the centerboard trunk to make it longer or higher.
38. Rescinded (concerning the use of a ratchet block for main sheet control).
39. Use of more than one (1) gudgeon on mast for whisker pole attachment.
40. Use of the thru-hull operated knot meter.
41. Moving the jib fairlead track and stops at the ends of the metal track controlling the jib fairlead, and re-bolting the stops to the gunwale to permit additional forward or aft movement of the fairlead along the 18-inch metal track is not allowed.
42. A split or double mainsheet.