



**By Laws of the
Lido 14 Class Association**

As Amended September 18, 2024

LIDO 14 CLASS ASSOCIATION

(A California Non-Profit Association)

ASSOCIATION BY-LAWS

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ARTICLE	TABLE OF CONTENTS
I	OBJECT
II	POLICY
III	JURISDICTION
IV	FLEETS
V	GOVERNING BOARD
VI	EXECUTIVE OFFICERS AND DIRECTORS
VII	DISTRICTS
VIII	MEETINGS
IX	MEMBERSHIP
X	DUES
XI	MEASUREMENT AND REGISTRATION CERTIFICATES
XII	ELIGIBLE SLOOPS
XIII	DESIGN, CHARACTERISTICS, AND EQUIPMENT
XIV	SAILS
XV	RACING RULES
XVI	RIGGING
XVII	SANCTIONED EVENTS
XVIII	HONOR AWARDS
XIX	AMENDMENTS

ARTICLE I – OBJECT

The object of the Lido 14 Class Association (herein “Association”) shall be to promote Lido 14 Class racing under uniform rules and regulations and to maintain, rigidly and without deviation, the one-design features of the Lido 14 Class sloop.

ARTICLE II - POLICY

The policy of the Association shall be:

1. To cooperate with other yachting organizations and, in return, to insist on strict observance and compliance with the rules of the Association.
2. To keep the cost of acquisition and upkeep of Lido 14 Class sloops within modest limits without sacrificing high standards of performance and seaworthiness.
3. To promote and maintain a one-design class of Lido 14 Class sloops in which racing shall be to determine the skill of skipper and crew under uniform rules and specifications.

ARTICLE III – JURISDICTION

1. The Association has jurisdiction over all Lido 14 Class activities. Its By-Laws and rules govern all Lido 14 Class races regardless of by whom they are held, and are binding upon all members and fleets.
2. Permission must be obtained from the Association prior to eliminating or deviating from any requirement of these By-Laws in racing a Lido 14 Class sloop.
3. All events involving racing within the territorial waters of a fleet shall be sanctioned by that fleet through its elected officers.
4. All disputes between fleets, or a fleet and other yachting organizations, regarding the interpretation of this document shall be resolved by the Governing Board of the Association, and its decision shall be final.
5. The Association shall not be liable for any debts contracted by its officers, fleet officers, or members other than expenditures as authorized by the budget or upon written order of the President and Treasurer.
6. The Association reserves the right to declare ineligible any yacht that does not conform to the spirit as well as the letter of these rules, and the specifications and drawings of the Lido 14.

ARTICLE IV – FLEETS

1. The fleet is a territorial unit, open to all eligible persons within its area. It elects its own officers, which must include a fleet secretary. The fleet is self-governing in all local matters not conflicting with the Association By-Laws and rules and has the authority to accept or reject applications for fleet membership.
2. The fleet may be divided into Senior and Junior Divisions. Each division shall elect its officers and be subject to its own rules, providing they do not conflict with these By-Laws.
3. A new fleet may be granted a charter upon application to the Governing Board by three (3) or more owners who must be members of the Association not within the territory of any organized fleet.
4. Fleet charters may be granted or suspended by the Governing Board but revoked only at an Annual Meeting. Reasons for suspension are:
 - (a) Failure to maintain a minimum membership and quota of Lido 14 Class sloops.
 - (b) Failure to file an annual report of fleet members and dues with the Association thirty (30) days prior to the Annual Meeting, or as otherwise ordered by the Governing Board. Suspension of new fleets, which fail to comply with a demand from the Association, is mandatory.
 - (c) Failure to comply with these By-Laws, knowingly or otherwise.
5. Suspended fleets, members, and ineligible sloops shall be posted by publication, and shall be barred from all Lido 14 Class races and activities. Furthermore,
 - (a) Suspension of a fleet suspends its members.
 - (b) Fleets, members, and sloops cannot be reinstated until Association requirements have been fulfilled.
 - (c) Fleets suspended only for nonpayment of dues shall be reinstated upon payment of unpaid dues.
6. Each fleet is required to file an Annual Report with the Association during June of each year to renew its rights and privileges granted under its Association charter.
7. Each fleet shall hold an Annual Meeting no later than June of each year to elect fleet officers; the results of such elections shall be filed with the Association no later than two (2) weeks after said elections.
8. The amount and time of payment of fleet dues shall be fixed in fleet By-Laws.
9. No member may be suspended from a fleet except by majority vote of his/her fleet.

ARTICLE V - GOVERNING BOARD

1. The Board of Directors of this corporation shall be known as the Governing Board. It shall consist of all executive officers, the immediate past president, the district secretaries, and the other directors specified in Article VI and shall serve for a term as specified therein.
2. For purposes of doing business, a quorum shall consist of five (5) members of the Board, excluding the district secretaries. A simple majority shall decide all issues except as provided in 4, below.
3. The Governing Board shall conduct all business, determine policy of the Association, and shall serve as the last court of appeals in disputes involving these By-Laws.
4. The Governing Board has the authority to enforce its decision by suspension of entire fleets or individual members. The Board shall sanction or ban races, grant or revoke fleet charters, and suspend members guilty of gross violation of rules or unsportsmanlike conduct. Its rulings shall be binding and final. A three-quarters (3/4) majority vote shall decide all issues included in this section.

ARTICLE VI - EXECUTIVE OFFICERS AND DIRECTORS

1. The executive officers and directors of the Association and their respective duties shall be as follows:

(a) President — The President is the Chief Executive. The President shall:

- (1) Preside at meetings, serve as Chairman of the Governing Board, rule on procedure and jurisdiction, summarize decisions, appoint special committees, and authorize payment of all bills with approval of the Governing Board.
- (2) Appoint a Protest Committee to hear Class Rules protests submitted to the Association.

(b) Vice President — the Vice President shall:

- (1) Officiate in the absence of the President.
- (2) Be in charge of the Class Championship Regatta.
- (3) Initiate bidding and select the winning bids for the Class Championship Regatta and any Association-sanctioned championship regatta above the District level. For the purpose of simplification, we will refer to these events as Association Championships.
- (4) The Vice President shall provide guidance to winning bidders on the conduct of Association Championships.
- (5) Maintain an archive of all published Notices of Race, Entry Forms, Measurement Forms, Sailing Instructions, competitor lists, trophy winners, and perpetual trophy whereabouts as they pertain to Association Championships.
- (6) Oversee the engraving and maintenance of Perpetual Trophies associated with Association Championships.
- (7) Ensure that a Measurement Committee is established for each Association Championship.
- (8) Serve as the liaison between the Measurement Committee, the event organizers, and any other entity that may be involved with the findings of the Measurement Committee. The Vice President shall have no authority over actual measurement procedures or findings.

(c) Secretary — the Secretary shall:

- (1) Handle all correspondence.
- (2) Record the minutes of meetings.
- (3) Maintain an accurate and current record of members, fleets, and fleet officers.
- (4) Notify the membership of special events, decisions affecting policy, banned races, suspended members and/or fleets, and ineligible Lido 14 Class sloops.

(d) Treasurer — the Treasurer shall:

- (1) Maintain financial records and securities of the Association.
- (2) Deposit funds and disburse funds only on order of the President, with the approval of the Governing Board.

(e) Chief Measurer — the Chief Measurer shall:

- (1) Be in charge of all certified measurers on the Measurement Committee assembled for the Class Championship Regatta.

“Certified Measurers”:

- a. Will be nominated by the **Chief Measurer** and approved by the Governing Board.
- b. Once approved, appointments are effective until the next Annual Meeting. An appointment may be revoked at any time by the Governing Board.
- c. Shall have the authority during their term to measure any Lido 14 or any Lido 14 equipment as presented to them without restriction to fleet or district.
- d. Will not have a vote on the Governing Board unless another voting position is held.
- (2) Grant or reject all measurement certificates, maintain a record of all granted measurement certificates, issue duplicates, and answer all questions from fleet measurers regarding measurement rules.
- (3) Interpret the rules and regulations on matters not specifically covered in the official plans and specifications. Such rulings shall be subject to approval of the Governing Board. The Chief Measurer shall not approve changes in construction specifications, sail plan, or rigging. Rulings of the Chief Measurer approved by the Board shall be included in the annual report of the Chief Measurer.

(4) Compile a report prior to each Governing Board meeting detailing the approved and disapproved changes that he/she has ruled on since his/her last report. Each ruling made by the Chief Measurer shall include the date of the ruling, details of the proposed change (i.e., drawings, photographs, descriptions), the Chief Measurer's arguments for and against the proposed change, and references to By-Laws and past approved and disallowed changes that apply.

(5) Be in charge of all Fleet Measurers. Related duties shall include publication of approved rulings to each Fleet Measurer, securing and distributing measurement equipment for fleets, overseeing the design and development of measurement equipment, writing and/or updating a measurement handbook containing recommended measurement practices, and comments regarding the historical variations of Lido 14s as they pertain to measurement.

(6) Assemble a Measurement Committee for each Association Championship and act as chairperson of that committee or, in his/her absence, he/she shall appoint a chairperson.

(f) Other Directors

There shall be a minimum of two (2) other directors and they shall evaluate and make recommendations to the Governing Board regarding:

(1) Changes in the By-Laws of the Association.

(2) Organization of special committees, including publicity, nominations, activities, and class race committee for the Class Championship Regatta.

2. All officers and directors shall be elected at the Annual Meeting of the Association for a term commencing with such Annual Meeting and expiring at the conclusion of the next Annual Meeting. Each shall be nominated, seconded, and voted upon by the fleet delegates in the order named. The Chairman of the nominating committee, who shall be the immediate past president, shall present the candidates. (Revised July 2016)

3. An executive officer or director may resign his office by sending written notice to the Governing Board. Any such resignation shall take effect upon acceptance of the Governing Board.

4. In the absence of or incapacitation of both the President and the Vice President of the Association simultaneously, the Governing Board shall appoint an interim President and Vice-President from the remaining governing Board Members. Members so appointed shall remain in office until the next General Meeting, or Special Meeting, as called for in Article VIII, Section 1. (Adopted August 2013)

5. Any member of the Governing Board who fails to attend three (3) consecutive board meetings, without adequate excuse to the President prior to the meeting shall be deemed to have requested resignation from the board.

6. A vacancy occurring in any elective office, except that of President, shall be filled by appointment by the President with the approval of the Governing Board for the remainder of the un-expired term. A vacancy in the office of immediate past president shall be filled in the same way, except that candidates for nomination by the President or election by the members shall be drawn only from those persons who have been a previous president of the Association. In case of a vacancy in the office of President, the Vice President shall become President for the remainder of the un-expired term.

ARTICLE VII – DISTRICTS

1. A district shall be a geographical area as defined by the Governing Board.

2. A district outside the United States of America shall be known as a "section," and the section shall have authority to grant fleet charters as well as collect and remit dues for the fleets in the section to the Association.

(a) Section Officers:

(1) Section President — The Section President shall be a member of the Governing Board and shall have general supervision over all Association activities in the section. He or she shall coordinate policy and decisions of the Governing Board with each fleet in the section.

(2) Section Vice President — The Section Vice President shall officiate during any prolonged absence of the Section President. Should the office of Section President become vacated, the Section Vice President shall become Section President for the remainder of the un-expired term.

(3) Section Secretary — The Section Secretary shall handle all correspondence; record the minutes of meetings; and maintain an accurate record of members, fleets, and fleet officers.

(4) Section Treasurer — The Section Treasurer shall maintain financial records of the section and remit all dues to the Association.

(5) The term of office for all officers of the section shall be one (1) year.

(b) District Officers:

(1) District Secretary — The District Secretary shall be a member of the Governing Board and shall have general supervision over all Association activities in the district. He or she shall coordinate policy and decisions of the Governing Board with each fleet in the district.

(2) Alternate District Secretary — The Alternate District Secretary shall officiate during any prolonged absence of the District Secretary. Should the office of District Secretary become vacated, the Alternate District Secretary shall become district secretary for the remainder of the un-expired term.

(3) The District Secretary shall be elected during the District Championship Regatta by the members of the fleets in the district for a term of one year. The person receiving the second greatest number of votes shall be the Alternate District Secretary. If no District Championship is held, then the time and method of election shall be determined by majority agreement among the district's fleet captains.

ARTICLE VIII – MEETINGS

1. The Annual Meeting of the Association should be held in the period and vicinity of the Class Championship Regatta. Special meetings by order of the Governing Board or upon demand in writing by twenty-five percent (25%) of the fleets must be held. Time and place of all meetings must be fixed by the Governing Board.
2. Meeting notices shall be sent clearly posted on the Official Class Association website in time to permit action by delegate or proxy. If it is a special meeting, the purpose thereof must be plainly stated in such a form as to permit voting by mail. No business other than that stated can be transacted. (Revised July 2015)
3. Representatives of one-half (1/2) of the fleets shall constitute a quorum at meetings. If a quorum exists at roll call, it exists throughout the session of the meeting.
4. The membership of each fleet shall select and instruct a delegate. If unable to send a delegate, the fleet shall sign and deliver to the Association Secretary, a duly authorized proxy to present the fleet's views and cast its votes at all meetings.
5. Any number of alternates or proxies may be named but the first, in the order presented, shall be the only one entitled to cast the fleet's votes. Only those alternates or proxies properly certified in writing by the proper fleet officers will be recognized.
6. Each fleet shall be entitled to cast one (1) vote for each Lido 14 Class sloop enrolled in that fleet, which has been properly recorded with the Association by an active member.
7. No fleet is entitled to more than thirty-three-and-one-third percent (33-1/3%) of the total number of votes cast. No more than one (1) vote shall be allowed for any one (1) member, no matter how many Lido 14 Class sloops he or she may own.
8. For the purpose of determining each fleet's percentage of the total vote cast, the Governing Board shall close the Membership books thirty (30) days before the Annual Meeting, or as ordered by the Governing Board. The membership books shall reflect those members for the membership year closing at the Annual Meeting.
9. All members may be heard. But only accredited delegates, proxies, alternates, and unattached members may vote on motions. All fleet delegates or unattached members must vote on each motion unless excused by the Chairman of the Annual Meeting. A majority of votes cast shall decide all questions not otherwise stipulated.
10. The Chairman of the Annual Meeting shall cast the deciding vote in case of a tie, and may fix a time limit on speakers and debate on motions.
11. The order of business at the Annual Meeting shall be:
 - (a) Call to order.
 - (b) Roll call of fleets.
 - (c) Minutes of last meeting.
 - (d) Report of executive officers.
 - (e) Report of charters granted and revoked.
 - (f) Ratification of Governing Board rulings.
 - (g) Unfinished business. (h) New business.
 - (i) Election of officers.
 - (j) Adjournment.

ARTICLE IX – MEMBERSHIP

1. Membership in the Lido Class is confirmed upon successful payment of Class Dues (and Fleet Dues if applicable.)
2. Any member may only be expelled from the Association by three-quarters (3/4) vote at an Annual Meeting.
3. A member cannot belong to more than one (1) fleet at one time.
4. **“Guest”**—A skipper who is not an Association member may be a guest of one (1) sponsoring Lido 14 fleet for three (3) regattas or series per calendar year.
 - (a) The guest must obtain the approval from the sponsoring fleet (typically from the fleet Captain) prior to racing in the regatta.
 - (d) A guest may not compete in a District or Class Championship.

ARTICLE X – DUES

1. Membership is for the calendar year
2. Membership dues are payable directly to the Association via its online payment system
3. The dues shall be established by the Governing Board

ARTICLE XI - MEASUREMENT AND REGISTRATION CERTIFICATES

1. The Association's "Official Certificate of Measurement and Registration," as issued by the Chief Measurer, shall be binding upon all organizations conducting races for the Lido 14 Class.
2. A yacht holding a valid "Official Certificate of Measurement and Registration," signed by the Fleet Measurer, or his proxies as witnessing the measurements, and the Chief Measurer as accepting those measurements, shall not be subject to measurement or protest on measurement unless reasonable grounds can be shown to give evidence of subsequent alterations. However, a Lido 14 Class sloop is always subject to re-measurement by order of the fleet officers, the Governing Board officers, class race committee, and/or the Measurement Committee at the Class Championship Regatta.
3. Fleet Measurers shall be restricted in authority to the actual measurement and recording of measurements on the "Official Certificate of Measurement and Registration." Rulings on controversial changes, or changes that affect sailing characteristics, must be referred to the Chief Measurer for evaluation and presentation to the Governing Board.
4. Fleet Measurers shall not measure their own boats except under supervision of a disinterested fleet or Association officer.

ARTICLE XII - ELIGIBLE SLOOPS

1. A sloop is eligible and considered in the Lido 14 Class only if it:
 - (a) Conforms to measurement specifications and rules as certified by an Association "Official Certificate of Measurement and Registration" form that has been signed by the Fleet Measurer, or his proxy, and the Chief Measurer.
 - (b) Is owned by a paid-up member of the Association.
 - (c) Has current decal located, as specified in Article X, Section 4, to indicate that class dues are up to date.
2. It shall be the responsibility of all members of the Association to ensure that entrants in Lido 14 Class events are eligible to race.
3. Ineligible yachts and skippers shall be protested, either by notifying the race committee prior to the start of a race, or by filing a class rules protest at the conclusion of a race, races, or regatta.
4. Protests:
 - (a) A yacht suspected of ineligibility may be protested for violation of class rules at any time.
 - (b) Class rules protests filed during a regatta shall conform to the filing procedures of said regatta.
 - (c) Class rules protests may be filed at any time with the Class Secretary.
Such protests shall be processed in their order of filing only after the assembly of a Protest Committee.
5. No special dispensation of eligibility will be granted by an individual or organization to a yacht sailing in the Lido 14 Class without prior written approval of fleet officers or the class officers.
6. Yachts found ineligible because of a Class rules protest shall, at a minimum, be scored with a disqualification (DSQ) for all races for which said yacht was protested.

ARTICLE XIII - DESIGN, CHARACTERISTICS, AND EQUIPMENT

1. It shall be illegal to produce a mold of the Lido 14 Class sloop without specific permission and approval of the Governing Board and the W.D. Schock Corporation, which holds the Copyright #1-lu-10556.
2. Changes of the Lido 14 Class sloop, without prior approval of the Association, are illegal, and such yachts incorporating unapproved changes shall be declared ineligible for racing.
3. Numbers, corresponding with the racing number on the main sail, shall be molded into the hull. These numbers shall be issued only by the W.D. Schock Corporation.
4. All measurements, equipment, and characteristics of the Lido 14 Class sloop shall comply with details listed and described on the "Official Certificate of Measurement and Registration," and as listed herein. All other changes made solely for convenience and ease of operation must be approved by the Fleet Measurer through the Chief Measurer and the Governing Board.
5. The rudder and centerboard may be molded and/or constructed of any material, which is reasonably homogeneous. The surface finish or reinforcing materials must be of a reasonably constant thickness over the entire board area. The tiller may be constructed of any material.
 - (a) All centerboards and rudders must be measured and must meet the specifications below, whatever their finish.
 - (b) Rudder Specifications:
 - (1) Width — 10 inches plus or minus 1/4 inch.
 - (2) Length — 24 inches plus or minus 1/4 inch from bottom of boat.
 - (3) Thickness — 3/4 inch plus or minus 1/8 inch continuous from top to within 5 inches of the bottom. The thickness measurement shall be taken at the thickest point between the leading and trailing edges.
 - (4) The angle of the rudder when fully lowered shall be limited by a minimum measurement of 27 inches between a point on the hull bottom 18-3/4 inches forward of an extension of the

leading edge of the rudder and a point on the leading edge of the rudder 18-3/4 inches below an extension of the bottom line of the hull.

(5) The bottom five (5) inches of the rudder may be virtually any shape, provided all other dimensional measurements have been complied with. (Derived from Approved Change 32, Adopted July 2016)

(c) Centerboard Specifications:

(1) Width below the hull — 12-7/8 inches plus or minus 1/4 inch to 6 inches below the pivot point with a constant taper to 11-7/8 inches plus or minus 1/4 inch at 42 inches below the pivot point.

(2) Length — 48 +/- 1/2 inches below the bottom (keel) and 60 inches maximum overall.

(3) Thickness — 7/8 inch plus or minus 1/8 inch continuous from top to within 8 inches of bottom. The thickness measurement shall be taken at the thickest point between the leading and trailing edges.

(4) Weight shall be from 11 pounds to 18 pounds. (5) Fore and aft location of the centerboard:

(5) Fore and aft location of the centerboard:

a. For the hull numbers of 3450 and greater, the centerboard shall be located fore and aft in the hull such that in the fully extended position the distance, measured along the hull on the centerline from the centerboard's leading edge to the transom/bottom intersection is 95-1/2 inches plus or minus 1/2 inch.

b. For hull numbers of 3449 and smaller, the pivot point is 1-7/8 inches plus or minus 1/4 inch from the centerboard's leading edge and 50 inches plus or minus 1/4 inch from the pivot point to the bottom.

c. Boats with hull numbers 3449 and smaller may be modified to comply (no modification may be made except to comply with paragraph (a) above). Any such modification shall be verified and recorded by the Fleet Measurer on the measurement certificate.

(6) The allowable limit of centerboard jibing is satisfied 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.

(7) The bottom eight (8) inches of the centerboard may be virtually any shape, provided all other dimensional measurements have been complied with. (Derived from Approved Change 32, Adopted July 2016)

(8) The depth of the centerboard, when fully down, from the bottom of the hull to the centerboard end, shall be 48 inches plus or minus 1/2 inch. (Previously Approved Change 42, Adopted July 2016)

(9) 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. (Previously Approved Change 54, Adopted July 2016)

6. Hiking straps may be installed without restriction except that when loaded they shall not extend above or beyond the gunwale and that they, and no part thereof, shall be attached to the flotation tanks. (Ref: Approved Change 20.)

(a) On Lido 14s with hull numbers below #6000, hiking straps may be installed without restriction except that when loaded, they shall not extend above or beyond the gunwale and that they, and no part thereof, shall be attached to the flotation tanks. (Ref: Approved Change 20, Adopted July 2016)

(b) 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. (Previously Approved Change 20, Adopted July 2016)

(c) 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. (Previously Approved Change 20, Adopted July 2016)

7. The minimum weight shall be three hundred and ten (310) pounds and shall include the hull, centerboard, rudder, tiller, mast, boom and rigging, but not include sails, whisker pole, cushions, and other equipment.

(a) Ballast required to meet the minimum weight need not be affixed to the boat, but shall be in addition to ballast required to meet the minimum crew and skipper weight and shall not be shifted during the race and shall not consist of boat accessories.

(b) Measurers will place upon the certificates for boats measured a statement of the weight of ballast required.

(c) Ballast required for boat weight may be protested in a race upon the same conditions as ballast for crew weight may be protested.

8. July 2001: Rescinded (concerning wetted surface of the boat).

9. Self bailing equipment is no longer allowed as optional equipment. Self bailing equipment installations that meet all of the following conditions are allowed:

(a) Installations must comply with the 2001-2002 class rules concerning self bailing equipment [Ed. Refer to Article XIII.9, Approved Change #3, and Approved Change #46].

(b) Installations must be documented on the boat's Certificate of Measurement and Registration.

10. Unique or modified hardware for the Lido 14 Class Sloop must meet the following requirements:

- (a) Be as safe and durable as that supplied by W.D. Schock Corporation.
 - (b) Be easily and inexpensively duplicated for use by other boat owners.
 - (c) Not significantly lighten, or increase the speed of, the boat.
 - (d) Meet all written rules and By-Laws of the Association.
 - (e) Be subject to ruling by the Chief Measurer and Governing Board.
11. The whisker pole may be of any material but may not be longer than six (6) feet, including the mast fitting.
12. Mast Specifications:
- (a) The mast position measurement shown in the "Official Certificate of Measurement and Registration" is to be taken from the leading edge of the stepped mast to the center of the forestay pin and shall be 49 inches plus or minus 1/4 inches. (Derived from Approved Change 33, Adopted July 2016)
13. 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. (Previously Approved Change 21, Adopted July 2016)
14. Modifications to the centerboard trunk and deck beam braces as provided by the manufacturer and without approval of the Governing Board are illegal. (Previously Approved Change 35, Adopted July 2016)
15. Nov 1995: Revised May 2001: Any fitting or approved change for Lido 14s with hull numbers #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]. (Previously Approved Change 58, Adopted July 2016)
16. The corrugations in the centerboard trunk walls may not be filled. (Derived from Approved Change 41, Adopted July 2016)
17. The minimum width of the centerboard slot at the bottom of the boat shall be 1-1/8". (Derived from Approved Change 70, Adopted July 2016)

ARTICLE XIV – SAILS

INSIGNIA

1. The mainsail is to be marked with the approved Lido 14 Class Insignia: a script "L" and the block number "14." The identifying letters and figures are to be blue on white sails and may be white, dark blue, or black on blue sails and conform to the design shown on the sail plan. The height of the "L" shall be a minimum of seventeen (17) inches and a maximum of eighteen (18) inches. The racing numbers shall be ten (10) inches in height.

RULES FOR ALL SAILS

2. Sails shall be made of woven material only, either natural or synthetic, such as cotton or Dacron. Materials incorporating plastic film such as Mylar or aromatic polyamide fibers (Kevlar) are prohibited as sail material, either in the body of the sail or as reinforcement, tabling, or bolt ropes. This prohibition does not preclude the installation of windows as allowed below.
3. All sails shall be stamped on the tack of the sail by the Fleet Measurer with a miniature of the "L-14" insignia. The Chief Measurer shall issue these stamps to all certified Fleet Measurers.
- (a) The Fleet Measurer shall include, within the insignia, his/her initials and the date the sail was measured.
 - (b) Sails not stamped with the official "L-14" stamp, dated and signed by the Fleet Measurer, shall be considered illegal and shall disqualify the boat from racing eligibility.
 - (c) New sails shall be measured and stamped by the Fleet Measurer prior to use.
4. During a member's first Lido sailing season, he or she may use only two (2) mains and two (2) jibs.
- (a) The use of additional sails shall be limited to one (1) main and one (1) jib for any subsequent calendar years, for each member. Multiple members owning one boat are considered as one member for the purpose of this rule.
 - (b) In the event of an emergency or special race instructions, exceptions are allowed on the approval of a local fleet officer or a member of the Governing Board.
5. Borrowed sails:
- (a) Shall not be used in the Class Championship Regatta except in emergencies when allowed at the discretion of the Chief Measurer.
 - (b) Restrictions limiting the use of borrowed sails shall be waived for all Junior and Women's regattas, including the Junior Class Championships.
6. There shall be three (3) battens only and they shall be spaced equally in the leech of the mainsail and not be in excess of twenty-four (24) inches, thirty-six (36) inches, and thirty (30) inches in length, respectively from top batten to bottom batten.
- (a) Except for said three (3) battens and the approved headboard, there shall be no other battens or means of stiffening the leech or foot of either sail.
 - (b) Batten pockets shall have not more than two (2) extra thicknesses of cloth.
7. Any means of artificially changing the shape or length of the foot, leech, or luff of either jib or mainsail is prohibited.

8. The dimensions for sails as given are for maximum measurements: (a) Sails over dimensions on any side are not allowable.
- (b) Sails are subject to re-measurement and cancellation of approval at any time.
- (c) Disregard roaches, use straight line measurements, taken to the center of the grommets located just inside the corner of the sails.
- (d) A light pull of about five (5) pounds shall be applied to the corner that is opposite the side being measured.
- (e) The luff of the jib shall be subjected to a direct-line pull of thirty (30) pounds while it is being measured; leeches shall be subjected to a direct- line pull of five (5) pounds.
9. A window of clear material may be placed anywhere in the bottom four (4) feet of the jib and main – including the entire area of the bottom four (4) feet.
10. Foot Reference Line – An imaginary straight line is to be drawn through the center of the tack grommet and the center of the clew grommet from the luff and leech edges of the sail. This line is to be called the “foot reference line.”
- (a) The distance of the “foot reference line” from the center of the grommet to the edge of the sail (excluding bolt rope on main) will represent the measurement from the respective grommets to the luff and leech of the sail.
- (b) A line perpendicular to the “foot reference line” will represent the measurement from the grommets to the foot of the sail.
- (c) The “foot reference line” is also to be used for measuring the round of the foot.
11. In measuring the round of the foot, its shape will be that of a “fair curve.” This means that when a line is drawn tangent to the curve, it shall touch this “fair curve” at no more than one place.
12. All sails must have a royalty tag affixed. These may be purchased from the Treasurer at a price to be determined by the Governing Board; the revenue there-from shall be accounted for in the General Fund.
13. Spinnakers are not permitted.

MAIN SAIL:

14. The headboard of the mainsail, measured perpendicular to the luff rope, shall not exceed four (4) inches.
15. The tack of the mainsail shall have only one (1) grommet; the tack grommet shall be large enough to accept the hook on the top of the original Lido 14 gooseneck design.
16. Dimensions of the main shall not exceed the following:
- Luff — top of the black band to the top of the mast using a 3/4 inch shackle. Leech — 18 feet 1-1/4 inches maximum.
- Foot — 9-3/4 inches maximum.
- Quarter-Point girth — 3 feet 7 inches maximum, excluding bolt rope. Midpoint girth— 6 feet 1-1/2 inches maximum, excluding bolt rope.
- Three-Quarters-Point girth — 8 feet 1 inch maximum, excluding bolt rope. Round of foot — 5 inches maximum from foot reference line.
- Head grommet — 1-1/2 inches maximum from luff of sail (excluding bolt rope) and 7/8 inch maximum from top of sail to center of grommet.
- Tack grommet — 1-3/8 inches maximum from luff of sail (excluding bolt rope) and 7/8 inches maximum from foot of sail to center of grommet.
- Clew grommet — 7/8 inch maximum from both leech and foot of sail to the center of the grommet.
17. Midpoint Girth Measurement Procedure:
- (a) Determine the Midpoint of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the grommet at the tack and mark the luff fold point.
- (b) Determine the Midpoint of the leech using the headboard grommet and the grommet at the clew and mark the leech fold point.
- (c) Spread the sail out flat, smoothing out the wrinkles, and measure between the points, excluding the bolt rope. Only the tension necessary to remove wrinkles need be applied.
18. Quarter-Point Girth Measurement Procedure:
- (a) Determine the luff Quarter-Point by folding the center of the head grommet to the midpoint of the luff and marking the luff fold point.
- (b) Determine the leech Quarter-Point by folding the center of the head grommet to the midpoint on the leech and marking the leech fold point.
- (c) Spread the sail out flat, smoothing out the wrinkles, and measure between the marked points, excluding the bolt rope. Only the tension necessary to remove wrinkles need be applied.
19. Three-Quarters-Point Girth Measurement Procedure:
- (a) Determine the luff Three-Quarters-Point by folding the center of the tack grommet to the midpoint of the luff and marking the luff fold point.
- (b) Determine the leech Three-Quarters-Point by folding the center of the clew grommet to the midpoint on the leech and marking the leech fold point.
- (c) Spread the sail out flat, smoothing out the wrinkles, and measure between the marked points, excluding the bolt rope. Only the tension necessary to remove wrinkles need be applied.
20. The leech of the mainsail shall lie inside a straight line between the outside edge of the headboard and the Quarter-Point Girth measurement point.

JIB SAIL

21. Sheets for the jib sail must be rigged and controlled outside the mast shrouds.
22. Dimensions of the jib sail shall not exceed the following:
 - Luff — 12 feet 1/4 inch maximum using a 30 pound pull
 - Leech — 10 feet 7-1/4 inches maximum.
 - Foot — 6 feet 3-1/4 inches maximum.
 - Head Girth — 11 inches maximum.
 - Midpoint Girth— 3 feet 3-1/4 inches maximum across.
 - Round of foot — 5 inches maximum from foot reference line.
 - Head grommet — 7/8 inch maximum from both luff and leech of sail to center of grommet.
 - Tack grommet — 1 inch maximum from luff of sail and 7/8 inch from foot of sail to center of grommet.
 - Clew grommet — 7/8 inch maximum from both leech and foot of sail to center of grommet.
23. Head Girth Measurement Procedure:
 - (a) Measure 17-1/4 inches along the leech from the midpoint of the head grommet and make a mark.
 - (b) Measure 17-1/4 inches along the luff from the midpoint of the head grommet and make a mark.
 - (c) The distance between the marks may not exceed 11 inches.
24. Midpoint Girth Measurement Procedure:
 - (a) Determine the Midpoint of the luff by folding the sail until the center of the grommet in the headboard coincides with the center of the tack grommet and mark the luff midpoint.
 - (b) Determine the Midpoint of the leech by folding the sail until the center of the grommet in the headboard coincides with the center of the clew grommet and mark the leech fold point.
 - (c) Spread the sail out flat, smoothing out the wrinkles, and measure between the points. Only the tension necessary to remove wrinkles need be applied.
25. The jib must have at least five (5) hanks; one (1) near each end of the luff and three (3) evenly spaced between them.
26. No batten or headboard is permitted in the jib.

ARTICLE XV - RACING RULES

1. Except as covered in (a) below, a Lido 14 Class sloop shall be sailed by the same skipper in each race of a series of races in which it participates. The skipper and helmsman shall be one and the same person.
 - (a) Except for a District or Class Championship, if the same team races a Lido 14 Class sloop in every race of a regatta or series, the individual registered as the skipper on the race entry (the "Registered Skipper") may trade places with the crew for some races provided that:
 - (1) The Registered Skipper acts as helmsman for at least half of the races.
 - (2) The Registered Skipper shall be a member of the Association. (3) No skipper changes may be made during a race.
 - (4) If either skipper is assigned to the "A" flight [Ed. See Article XV, Paragraph 11], the boat shall be entered in the "A" flight.
2. The minimum number of persons racing in a Lido 14 Class sloop shall be two (2).
3. Every race in a series of races must be completed with the same number of crew aboard as started in the first race of such series.
4. The total minimum weight of skipper, crew, and ballast shall be three hundred (300) pounds except that the minimum shall be two hundred and seventy five (275) pounds in the Women's Class Championships, and shall be two hundred (200) pounds in the Junior Class Championships. Ballast required to complete the required crew weight shall not consist of boat "accessories" and shall not be shifted during the race.
5. Aug. 2002: Rescinded (concerning the rudder position while sailing).
6. The mast shall be banded with a three-quarter (3/4) inch wide black band, 16 feet 11 inches from the top of the mast, excluding the top fitting on the mast, to the top of black band on the mast.
7. The luff rope, at the tack of the sail, shall not be pulled below the top of the black band.
8. The tack of the main need not be attached to the gooseneck fitting; the downhaul line may be passed through the tack grommet for easy adjustment of the downhaul.
9. The jib must have all hanks properly attached to forestay when racing.
10. The whisker pole for the jib sail shall be attached to the mast at all times during use.
11. "A" & "B" Flight Assignment:
 - (a) In the absence of other criteria expressly stated in the race announcement or sailing instructions, a skipper in a "Major Regatta" may sail as a member of the "B" Flight unless he or she is assigned to the "A" Flight. A Major Regatta is any regatta in which there are ten (10) or more boats registered in the Flight (e.g., A or B, Gold or Silver) in which the skipper is sailing. A skipper assigned to the "A" Flight, and shall sail as a member of the "A" Flight as follows:
 - (1) July 2001: Rescinded (concerning fleet champions being assigned to "A" Flight).
 - (2) Aug. 2002: The skipper has qualified for a performance trophy by finishing in one of the first ten (10) positions of the Gold Flight of the Class Championship Regatta last sailed.
 - (3) The skipper has been awarded a first place in "B" Flight competition (or Silver Flight where championship scoring is utilized) in a Major Regatta.

(4) The skipper has qualified for a performance trophy in first through fifth position in "A" Flight competition in a Major Regatta.

(b) Once a skipper has been assigned to the "A" Flight, he or she shall no longer be eligible to compete as a member of the "B" Flight in a Major Regatta until after thirteen (13) months have elapsed.

(c) Nothing herein shall prevent a skipper who has not been assigned to the "A" Flight from electing to compete in the "A" Flight provided he or she shall have actively raced a Lido 14 for sixty (60) days or more as otherwise defined in these By-Laws. An election to compete with the "A" Flight in a particular Regatta shall not preclude him or her from thereafter competing in "B" Flight competition unless he or she shall be assigned to the "A" Flight as above defined.

12. There shall be a Class Championship Regatta, a Women's Class Championship Regatta, and a Junior Class Championship Regatta. The Class Championship Regatta shall be open to all members irrespective of age. There shall be two (2) winners of the Class Championship Regatta, one representing the Gold Flight and one representing the Silver Flight. Assignment to the Gold or Silver Flight shall be based upon a ranking system where the top one-half (1/2) of all entrants are assigned to the Gold Flight and the remainder to the Silver Flight. The Current Class Champion, unless they decline by the close of Class Championship Regatta registration, shall be pre-assigned to the Gold Flight; all subsequent rankings shall be based upon the results of a series of preliminary races sailed at the Class Championship Regatta. Championship preliminary series scores shall be used for Gold and Silver Flight assignments and then discarded. In addition, there shall be a Women's Class Champion, and there shall be a Junior Class Champion.

ARTICLE XVI – RIGGING

1. The main sheet shall be rigged as shown on the "Official Certificate of Measurement and Registration."

2. July 2001: Rescinded (concerning rigging of main sail clew outhaul).

3. In rigging the centerboard to provide ease of control from either side, a single block may be attached to the centerboard arm, and two (2) single blocks or one (1) double block may be attached to the hull boom vang fitting. A jamb cleat may be installed on each side of the centerboard trunk. A line passing through the jamb cleat to the first block at the boom vang fitting, back through the block on the centerboard arm, down through the second boom vang fitting block and back to the other jamb cleat will provide a means of adjusting the board with ease from either side of the centerboard trunk.

4. A mast preventer may be rigged between mast and shrouds at a point six (6) inches plus or minus one-half (1/2) inch below the spreaders. The preventer shall be constructed of two (2) legs attached to the forward edge of the mast. The length of the legs shall be such that there is no distortion of the shrouds when the mast is perpendicular. (Revised August 2009)

5. 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. (Previously Approved Change 12, Adopted July 2016)

ARTICLE XVII - SANCTIONED EVENTS

1. All series or races for Lido 14 Class Championships, territorially greater than one fleet, or events for perpetual, semi-perpetual or open trophies, must be sanctioned in writing to the sponsoring organization by the fleet in whose waters the event is held.

2. Class Championships Eligibility

(a) Only members of the Association, who own or charter an eligible Lido 14 shall be considered eligible to race in the Class Championship Regatta. (Revised July 2015)

(b) Any person who has not reached their 19th birthday by December 31 of that calendar year is eligible to race in the Junior Class Championship Regatta.

(c) Any woman is eligible to race in the Women's Class Championships.

3. The W.D. Schock Trophies awarded to the Class Champion and Junior Class Champion shall be retained for the ensuing year at the winners' yacht clubs. They shall be returned to the Association at least thirty (30) days prior to the first race of the Class Championship Regatta.

4. Entrants in the Class Championship Regatta shall have an "okay to race" from the Chief Measurer, or his proxy, and the Class Championship Race Committee, prior to competition.

5. Crew in a Junior Division Championship Regatta shall be under nineteen (19) years of age as of December 31.

ARTICLE XVIII - HONOR AWARDS

1. Present and past winners of any of the following Lido 14 sailing honors may display on their sails the insignia showing the honor they won along with a small year numeral showing the most recent year that the particular honor was won. Honors and their insignia rank in the following order: (Revised July 2015)

(a) Class Champion (Class Championship Regatta Gold Flight First Place): Gold L

(b) Class Championship Regatta Gold Flight Second Place: Two (2) Gold chevrons

- (c) Class Championship Regatta Gold Flight Third Place: One (1) Gold chevron
- (d) Women's Class Champion (First Place) Pink L
- (e) Junior Class Championship Regatta First Place: Green L. (f) District Champion: Silver L
- (g) Women's District Champion: Purple L
- (h) Fleet Champion: Red L
- (i) Junior District or Junior Fleet Champion: Black L

2. Honor awards are made to the skipper and not the boat. It is suggested that the trophy committee for the championship in question provide in advance the appropriate honor insignia, including the year numeral, and make physical presentation of the insignia to the skipper at the same time the trophy for the event is awarded. Rules for honor awards shall not apply to Fleet or Group owned Lido 14s.

(a) A skipper may carry his highest honor insignia on the sail of any Lido 14 Class sloop he or she may own while a member of the Association. This includes a returned skipper who may have left the Association for a period of time.

(b) Junior honor insignia shall be the only exceptions to paragraph 2 (a) above. A green L or black L shall be removed within two (2) years of the junior becoming a senior.

(c) A skipper selling his or her boat or sails has the responsibility before transferring ownership of removing from the sails any honor insignia to which the new owner is not entitled.

(d) In a syndicate owned or family boat, if the part-owner carrying honors leaves the Association, the remaining owners shall remove the honor insignia within a reasonable time.

3. Specifications for honor insignias are as follows:

(a) The expressions "Gold L," "Silver L," etc. include both the script "L" and the block number "14." In size, shape, and position, they are the same as the standard blue sail insignia described in Article XIV - Sails.

(b) Chevrons shall be vertically stacked, parallel to the leech, apex upward, approximately three (3) inches apart, below the numeral. Width of the chevron is six (6) inches, thickness of the arm is 1-1/4 inches, and angle at which the two (2) arms meet is 120 degrees.

(c) The "small year numeral" shall be a two-digit number signifying the year in question (i.e., 67 for 1967). The year numeral is four (4) inches high, is of the same color as the honor award, and is centered approximately three (3) inches below the honor award.

ARTICLE XIX – AMENDMENTS

1. The By-Laws may never be suspended but may be amended following the procedures set forth in this Article.

2. Amendments may be proposed in either of two (2) ways: the Governing Board may propose them or they may be initiated by a majority vote of the delegates present at the Annual Meeting.

(a) Any amendment proposed by the Governing Board of which notice is duly given in accordance with paragraph 3 below, and which is enacted in accordance with paragraph 4 below, shall be effective immediately upon enactment or at such later date as is specified in the amendment.

(b) Any amendment, which is initiated by a majority vote of the delegates present at the Annual Meeting, must be voted on after notice has been duly given in accordance with paragraph 3 below.

Following such notice, when any such amendment is enacted in accordance with paragraph 4 below, it shall be effective immediately upon enactment or at such later date as is specified in the amendment.

3. The full text of any amendment proposed in either of the two (2) ways set forth in paragraph 2 above, shall be included in the notice of the Annual Meeting or Special Meeting at which it is to be voted on, which notice shall be clearly posted on the Official Class Association website not later than thirty (30) days before the date of the meeting. (Revised July 2015)

4. A proposed amendment, of which notice has been duly given in accordance with paragraph 3 above, shall be enacted only if it receives a fifty-one percent (51%) or more majority vote by eligible voter

5. In addition to the foregoing method of amendment, these By-Laws may be amended by the written consent of the majority of members. Fleets shall have such consent only upon vote of members at a meeting thereof or written consent of a majority of the fleet.

6. The Governing Board shall have the authority to simplify, clarify or correct the language of any article hereof or amendment hereto so long as the intent and purpose thereof remain unchanged.