Used Lido 14 Buyer's Guide (Original by Jack Navarra, Fleet 62, Update by Dave Carroll Fleet 7)

You can buy a used Lido 14 for anywhere from $500.00 to $3500.00 (or even more if the boat is very special) depending on the condition of the boat, sails, trailer and other miscellaneous hardware. Since you are buying into a STRICT one-design class, a boat that was built back in the 1960's is as potentially as good as one built in the 1990's. If you see a Lido 14 that you are thinking about buying, contact a local fleet in your area, as they would be happy to give you advice. In fact, they often already know about the boat and can give you additional information about it. Joining the Lido 14 Class Association is a quick way to find names and suppliers of Lido parts, accessories and Class Officers on the Governing Board. They will be able to introduce you to a Fleet or Unattached Member in your area if possible.

The following is a quick guide to use while inspecting a used Lido 14 that you are considering for purchase.

HULL

1. Check the hull over to see that it is free of big dings, scratches, and blisters. An older boat may have quite a few scratches on the sides where it occasionally meets the dock. This is normal as long as it hasn't hit something hard enough to crack or bend the hull. Hulls with blisters are extremely rare. It's probably best to avoid a hull with blisters unless you really like working on boat hulls in your spare time. Hull numbers were located on the floor behind the centerboard trunk on the very old classics. A drain bung in front of the centerboard trunk is a clue to the under 200 hull numbers which have probably been painted over. Hull numbers inside the transom below the tiller hole were used until the end of the 3000 series hulls. The fiberglass usually has clouded to make it hard to read the hull number. 4000 and 5000 series hulls were equipped with molded in numbers on the right side of the transom about 2" below the top. They start with WDS #### and some date code following the hull ID.
2. The boat should have a smooth bottom if you want to race it. Check carefully for signs of being beached (long scratches in the center of the boat) and bulges in the hull below the centerboard knees. Boats with numbers less than 4000 have cast aluminum knees which can corrode and make the hull and even the inside of the centerboard trunk bulge. These can be fixed but it will require several hours and some expert advice to do the job right and without permanent changes to the hull.
   Hulls with numbers below 2000 may/may not have a bow flotation tank—they were a factory optional extra when new. Bow tanks are very helpful if you capsize the boat in deep water. Without the bow tank the boat will go down by the head, be very difficult to right, bail out, and sail away.
3. If you plan on racing the boat, the bottom should be smooth. Very small scratches may be sanded out. Larger scratches are best filled with epoxy filler such as Marine Tex and then sanded smooth.
4. The transom at the back of the boat is plywood. If it has not been taken care of, the area around the oval where the rudder and tiller attach may be weak or cracked.
5. Check the screws that hold the track for the traveler onto the transom, these should be holding firm. The class rules now allow you to remove this track and replace it with a bridle arrangement. Check the corners of transom to see if the wood block used to join the transom and the rail together is intact.
6. Check the condition of the rub rail that covers the joint where the hull and the deck meet. The rub rail is replaceable but is not inexpensive. Check with your Bow Wave advertisers or the Schock factory if you need a rub rail

DECK FITTINGS

1. Four screws hold the mast step (where the mast attaches to the deck). The 4 screws should be tight enough to prevent the mast step from moving or wobbling sideways. If they are really loose you can drop in a couple of matchsticks and some glue and then re-screw them in. ***Beware of boats that have had these screws replaced by bolts.*** The mast step is built to pull out of the deck to prevent the mast from being bent if a shroud breaks or the mast is run into some overhead obstacle. This allows the mast to fall over the side of the boat instead of bending or ripping out the mast pin hole. Check the fiberglass around this area for large cracks that might affect the strength of the deck. Check for knots or evidence of cracks in the deck beam especially near or directly below the mast step. Often the fiberglass covering the aft side of the deck beam will be cracked pointing to the defect in the mast beam.
2. The earlier boats originally came out with gold colored aluminum cleats and tracks. These cleats are obsolete and new replacements unavailable. To replace them you will can upgrade the boat to the 6000 series configuration and remove the tracks (uncomfortable to sit on anyway). A number of suppliers of replacement cleat hardware are available.
3. On the bow of the boat, check the holes in the fitting where the jibstay and jib attach. For hull numbers below 6000 this is a cast fitting and the holes may become worn and weak. If the holes are too worn you may remove the fitting and have the holes welded shut and re-drilled. Stainless steel bushings may be installed if the holes are not too worn and you are handy with tools. The stainless bushings will last for years.
4. Look at the Aluminum through-deck fittings where the shroud lines go through the deck. The fittings should be solidly attached and not worn through. Stainless steel bushings may be installed if the holes are not too worn and you are handy with tools. Exact replacements are not available but through deck fairleads are available from a number of marine hardware suppliers.
5. Under the deck of the boat there are two angle brackets that are fiber-glassed onto the inside of the hull to support the deck. They are located on both the port and starboard sides of the boat about even with the mast. These brackets may show some separation from the deck and this is an acceptable condition. Separation from the hull is unacceptable and will require the braces to be ground out and replaced. Grinding out is messy but wooden braces may be easily made and re-fiberglassed. Late 4000 and 5000 series hulls had wooden brackets factory installed originally.

CENTERBOARD TRUNK

1. Examine the centerboard trunk. Two support brackets are fiber-glassed onto the floor and onto the sides of the trunk. Verify that they are not cracked or broken out. Late 4000 and 5000 series hulls had wooden braces originally. Earlier boats had aluminum braces subject to corrosion.
2. Forward of the centerboard cap are the cheek braces which reinforce the trunk and provide an anchor for the centerboard hangers and the hiking straps (if installed). These cheek braces are difficult but not impossible to replace.
3. There are two screws to hold the centerboard assembly in place. The wood cheek braces that these screws are screwed into should not be rotted or soft. On some older boats these screws may have been replaced with bolts. This is acceptable so long as the cheek plates are not weakened.
4. Are there cross braces that attach from the front of the centerboard trunk to the front of the side flotation tanks (seats)? These are for the hiking straps. The braces also provide additional support for the centerboard trunk and the added stiffness is a benefit for sailing to weather.
   YES. Check to see that the cross braces are attached firmly onto the centerboard trunk and to the front of the flotation tanks.
   NO. Check to see if the centerboard trunk does not have any side to side play. These cross braces were not original equipment, but if you purchase the boat you may wish to add these cross braces.
5. Look underneath the boat from the transom, check the hull around the centerboard trunk to make sure that the hull is not dished up into the boat or cracked. Corrosion of the aluminum centerboard trunk braces can cause bulging out and repair is somewhat difficult.
6. Take a tape measure and measure from the sides of the centerboard trunk to both sides of the hull just in front of the flotation tanks (seats). These measurements should not differ by more than an inch. Some hulls had "cocked centerboard trunks" and correction is difficult. Early boats with the narrow trunks don't have enough room for shims more than 1/8 inch thick. Racing performance is poor with a cocked centerboard trunk.

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7. The teak cap on the top of the centerboard trunk should be free of cracks and in good condition. The forward 6-inch-piece, in its normal position, acts as a stop and should prevent the centerboard arm from slipping back into the trunk. Replacement of the cap is a serious undertaking but possible. Expect to spend about $100.00 or so on the bare, unmachined teak plank unless you have family in the hardwood business.

MAST & BOOM

1. Corrosion on either the mast or boom can be a huge problem. Diamond stays and the rivets that attach them are stainless steel. The mast is aluminum and galvanic corrosion is likely if the boat has been around salt water and not properly cleaned or covered for storage. The gooseneck fitting in the boom is bronze, and the fasteners for the running rigging and the pad eyes are stainless steel. All candidates for corrosion of the boom. The later 4000 series and the 5000 series had the vang attached with a padeye on top of the boom (good) but the earlier booms had a strap fitting that corroded the boom easily due to the large area and the gap between the boom and the fitting encouraging collection of salt and dirt. Fixes are possible.
2. Check the boom to see if it is straight. A very slight bow would probably be ok. Check all attachments to verify that they are tight. Loose or missing pop rivets can be easily replaced with the proper tools.
3. The boom vang attachment on the floor of the boat should be firmly attached. Early hulls (up to about #2000) had vang and centerboard tackle fastened the hull with two pieces of bronze wire. Later hulls had a single wooden fitting installed forward of the centerboard trunk (a better arrangement).
4. The boom attaches to the mast with a gooseneck fitting. Make sure that this fitting is not missing (new replacements are unavailable) but 6000 series upgrades are for about $100. Check your Bow Wave advertisers for options.
5. Check the mast for straightness. If the mast has been dropped there may a slight bend fore and aft and a tell tale dent in the sail track. If there is a slight bend port to starboard the diamond stay wire guides may be disconnected and the mast straightened. Straightening a bent mast is not difficult but must be done carefully and with knowledge of how the process works best. A replacement mast extrusion is less than $200. But the shipping is a killer. A fully rigged mast is costly.
6. Check the chain plates where the shroud lines attach to the flotation tanks (seats). They should be solidly attached and not bent. It is a good idea to replace all the standing rigging unless the owner can verify when he last did it. New shroud lines will run about $80.00 and a new jib stay about $25. Check with your Bow Wave advertisers or the Schock Factory.

MISCELLANEOUS

1. The centerboard and rudder can be either wood or fiberglass. They should be checked for cracks and dings. Molded fiberglass centerboards have a problem splitting apart at the lifting arm—especially if the boat has been trailered with the centerboard hanging from the lift tackle. Kick-up rudders of fiberglass have problems splitting at the end of the slot for the bolt in the casting. Each of these problems can be solved easily by fiberglass repair but if left unattended, can result in a broken part.
2. There are two holes on the front of each flotation tank (seat). Stick your finger into them to check the condition of the plywood that makes up the tank. The plywood should be dry and not rotted. A rotten chainplate is now allowed to be repaired externally before the mast comes down (Bow Wave, Spring 2009 issue, page 5).
3. Check for cracks where the flotation tanks (seats) meet the hull—especially above the bunks.
4. There might be a whisker pole present. Many options are OK with the class rules but it should have an overall length of 6 feet when placed on the mast.
5. Check the condition of the sails. Place the three battens into the main sail. They should be the correct length and fit snugly into the batten pockets. The batten pockets typically have an elastic strap which keeps the battens pushing out against the leach of the sail. Make sure the elastic is not worn out. If the sails have windows, pay extra attention to their condition. A new set of sails will run about $1000. Rolled sails are a good indication of a racing and caring owner. Folded (or flaked) sails leave creases which distort the sail shape and prematurely break down the finish coat of the sail cloth. For beginning and perhaps intermediate racing, this shouldn't be a cause for alarm. For cruisers, go by what looks to be strong and healthy and, if you care, what looks good.
6. Ask if there is a measurement certificate, if not, the Lido Association Chief measurer might have a record of the certificate if the boat was ever measured and you can get the hull number.
7. The sail numbers should match the hull number for racing. Used racing sails are often purchased by a cruiser or a racer on a low budget and the original number is not removed. If you plan to race a sail maker can get the right numbers to you for a nominal cost.
8. Is there a fitted boat cover and is it in good condition? A new custom fitted boat cover, which can cover the boat while the mast is up, runs between $350 and $550.

BOAT TRAILER

1. Check the general condition of the trailer. Check the frame for straightness. Check for extreme rust. Check the condition of the bunks that cradle the boat. They should in good condition and have carpet on them to protect the finish of the boat. Improper bunking can cause permanent dents in the hull or encourage the seat tank to split away from the hull.
2. Do the signal lights (turn/stop) work properly. Most racers now put the lights on a separate bar because lake launches fill the lights with water and short circuit the wiring. This might not be strictly legal but makes a lot of sense. In any case, you should have lights to tow the boat away with if you buy it.
3. Check the hitch ball coupler on the tongue of the trailer. On some older trailers it may be bent or not operating properly.
4. California Law requires 2 safety chains, your state may have different requirements. A runaway trailer can ruin your day.
5. Roll the trailer around on a smooth surface. If you hear grinding noises there is a good chance you won't get home without a bearing failure. **No amount of fresh grease will fix a bad bearing**. If the bearing seizes up you will be looking at an expensive towing bill and an axle replacement at the very minimum.
6. Tires that are weather checked and cracked will usually fail at high speed (50 mph +). Replacements can be easily found at a Super Wal-Mart. At $70.00 for 8" wheels--this is cheap insurance, 12" wheels cost more but are better for highway travel.
7. If possible, jack the trailer up and check for play in the wheel bearings. The wheels should roll freely and smoothly. Severely neglected wheel bearings may require costly replacement of the axle spindles. Grossly uneven tire wear may indicate axle or spindle problems or high speed towing without balancing the tires and wheels. Check the serial number on the trailer against the title—unwinding a mistake here will be at least 4 hours in the Department of Motor Vehicles and may require a notarized affidavit from the previous owner.
8. If all fails but the boat is just what you wanted, a relatively inexpensive trailer (KIT) can be purchased from Northern Tool, Harbor Freight, or Great Plains Tools for about $400 but you will have to make your own bunks and fit the boat on the new trailer.
9. Boat tie downs should be adequate for the job. The bow tie down shouldn't be so tight that it pulls down and bends the bottom at the forward bunk. Side tie downs are best when they individually fasten to the boat on each side to prevent lateral movement and don't just go around the top of the boat and force it down on the bunks and bend the hull. The jib cleats can be used for this if they are in good condition, otherwise, be inventive.