

**NOTE: CHANGES TO THESE BYLAWS WERE MADE AT THE ANNUAL MEETING
HELD JULY 13, 1997.**

REVISIONS HAVE NOT BEEN POSTED

LIDO 14 INTERNATIONAL CLASS ASSOCIATION

A California Non-Profit Association

By-Laws

As Amended August, 1996

ARTICLE I - OBJECT

The object of the Lido 14 International Class 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 Lido 14 International Class 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 Lido 14 International Class 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 sloops in which racing shall be to determine the skill of skipper and crew under uniform rules and specifications.

ARTICLE III - JURISDICTION

1. The Lido 14 International Class 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 Lido 14 International Class 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 Lido 14 International Class Association, and its decision shall be final.
5. The Lido 14 International Class 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 Lido 14 International Class Association reserves the right to declare ineligible any yacht which 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 Lido 14 International Class Association by-laws and rules, and has the authority to accept or reject applications for fleet membership.
2. At the option of the fleet, it 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 Lido 14 International Class 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, in good standing a minimum membership and quota of Lido 14 Class sloops.
 - b. Failure to file an annual report of fleet members and dues with the Lido 14 International Class Association 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 Lido 14 International Class 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. They cannot be reinstated until requirements of the Lido 14 International Class Association have been fulfilled. Suspension of a fleet suspends its members. Upon payment of unpaid dues by a fleet dropped or suspended only for nonpayment of dues, such fleet shall be reinstated.
6. Each fleet is required to file an Annual Report with the Lido 14 International Class Association during June of each year to renew its rights and privileges under the Charter.
7. The Annual Meeting of each fleet shall be not later than June of each year and the results of the elections of fleet officers shall be filed with the Association not later than two (2) weeks after said election.
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 the Fleet.

ARTICLE V - GOVERNING BOARD

1. The Board of Directors of this corporation shall be known as the Governing Board, 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 a majority of the Board excluding the district secretaries.
3. The Governing Board shall conduct all business, determine policy of the Lido 14 International Class 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 fourths (3/4) majority vote shall decide all issues.

ARTICLE VI - EXECUTIVE OFFICERS AND DIRECTORS

1. The executive officers and directors of the Lido 14 International Class Association and their respective duties shall be as follows:
 - a. President - The president is the Chief Executive. He shall 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.
 - b. Vice President - The vice president shall officiate in the absence of the president and is in charge of the Class Championship Regatta.
 - c. Secretary - The secretary shall handle all correspondence, record the minutes of meetings, and maintain an accurate and current record of members, fleets, and fleet officers. He shall 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 maintain financial records and securities of the Lido 14 International Class Association. He shall 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 be in charge of all certified measurers on the measurement committee assembled for the Class Championship Regatta. He shall 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. He shall 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.
 - f. Other directors - There shall be two other directors and they shall evaluate and make recommendations to the Governing Board regarding:
 1. Changes in the by-laws of the Lido 14 International Class Association.
 2. Organization of special committees including publicity, nominations, activities and class race committee for the Class Championship Regatta.
 - g. In recognition of Tom Schock's services to the Lido 14 Class, he shall hold the office of Honorary Director permanently, may make and second motions, but shall not vote or be counted in determining a quorum. 2. All officers and directors, excluding Tom Schock, shall be elected at the annual meeting of the Lido 14 International Class 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. Candidates shall be presented by the Chairman of the nominating committee who shall be the immediate past president.

2. An executive officer or director may resign his office by sending written notice to the Board of Directors. Any such resignation shall take effect upon acceptance of the Board of Directors.
3. Any member of the Board of Directors who fails to attend three consecutive board meetings, without adequate excuse to the president prior to the meeting, shall be deemed to have requested resignation from the board.
4. A vacancy occurring in any elective office, except that of president, shall be filled by appointment by the president with the approval of the Board for the unexpired term. In case of a vacancy in the office of president, the vice president shall become president for the unexpired term.

ARTICLE VII - DISTRICTS

1. A district shall be a geographical area as defined by the Board of Directors.
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 and collect, and remit to the Lido 14 International Class Association, dues for the fleets in the section.
 - a. Section officers:
 1. Section President - The section president shall be a member of the Governing Board and shall have general supervision over all Lido 14 International Class Association activities in the section. He 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 unexpired 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 Lido 14 International Class Association.
 5. The term of office for all officers of the section shall be one year.
3. District officers:
 - a. District Secretary - The district secretary shall be a member of the Governing Board and shall have general supervision over all Lido 14 International Class Association activities in the district. He shall coordinate policy and decisions of the Governing Board with each fleet in the district.
 - b. 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 unexpired term.
 - c. The district secretary shall be elected by the mail vote of the fleets in each district. The election must be held in advance of the annual meeting of the Lido 14 International Class Association and the district secretary elected shall serve during the ensuing year. The person receiving the second greatest number of votes shall be the alternate district secretary immediately after the election.

ARTICLE VIII - MEETINGS

1. The annual meeting of the Lido 14 International Class Association shall be held during the period of, and in the vicinity of, the Class Championship Regatta if possible. 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. Notice must be sent to the last recorded secretary of each fleet 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.
3. Representatives of one-half (1/2) of the fleets in good standing 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 secretary of the Class Association, 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 order present shall be the only 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 vote for each Lido 14 Class sloop enrolled in that fleet, which has been properly recorded with the Lido 14 International Class Association by an active member in good standing. 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 vote shall be allowed for any one member no matter how many Lido 14 Class sloops he may own. Membership books close thirty (30) days before the annual meeting, or as ordered by the Governing Board.

6. Members may be heard, but only accredited delegates, proxies, alternates, and unattached members shall 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, and the Chair shall cast the one deciding vote in case of tie and may fix a time limit on speakers and debate on motions.

7. 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. Applications for membership in the Lido 14 International Class Association shall be made through the fleet in whose jurisdiction or territory the applicant normally sails, and if no fleet has jurisdiction over such territory, then such application shall be given directly to the Association. A member of this Association not in a fleet shall be known as an unattached member.

2. A member while in good standing of this Association shall be eligible to race in any sanctioned race outside of his territorial fleet. However, he shall be required to conform to the local fleet rules and regulations, where he is racing. He shall hold his "Official Certificate of Measurement" to demonstrate ownership, official measurement and membership in the Lido 14 International Class Association when racing outside his fleet or its territorial waters.

3. Any member may be expelled from the Lido 14 International Class Association only by three-quarters (3/4) vote at an annual meeting.

4. New applicants for membership shall not be considered eligible to race in the Lido 14 Class until all measurement certificates, registration forms, and paid-up dues are recorded by the fleet to which he belongs, if one exists, and the Lido 14 International Class Association.

5. Members who are delinquent in either their fleet or Lido 14 International Class Association dues shall be ineligible and disqualified from racing until the dues are paid. Members who race when delinquent in their dues may be suspended.

6. When a member ceases to be a Lido 14 Class sloop owner, his membership shall be retained, along with his racing eligibility, until the end of the calendar period when his dues are payable again.

7. A member cannot belong to more than one fleet at one time nor can a Lido 14 Class sloop be registered in more than one fleet at one time.

8. Senior division membership classification:

- a. Senior member - A sole owner of a properly certified and registered Lido 14 Class sloop who is 18 years of age, or over, and is a member in good standing.
- b. Senior syndicate member - A part owner of a properly certified and registered Lido 14 Class sloop who is 18 years of age, or over, and is a member in good standing. Each syndicate member must own at least an individual one-third (1/3) interest in a Lido 14 Class sloop. Only one syndicate member per boat may vote or have the privilege of holding office.
- c. Spouse member - The spouse of a senior member or a senior syndicate member.
- d. Senior dependent member - The dependent of a senior member or a senior syndicate member who is 18 years of age, or over.

9. Junior division membership classifications:

- a. Junior member - A sole owner of a properly certified and registered Lido 14 Class sloop who is under 18 years of age and is a member in good standing.
- b. Junior syndicate member - A part owner of a properly certified and registered Lido 14 Class sloop who is under 18 years of age and is a member in good standing. Each syndicate member must own at least an individual one-third (1/3) interest in a Lido 14 Class sloop.
- c. Junior dependent member - The dependent of a senior or a senior syndicate member who is under 18 years of age.

10. "Guest": A skipper who is not a Lido 14 Class Association member may be a guest of one sponsoring Lido 14 fleet for three Regattas or series per calendar year. The guest must obtain the approval of the sponsoring fleet president or secretary prior to racing in the Regatta. Guest skipper names will be submitted to the Lido 14 Class secretary within a month after the Regatta. The

boat used by a guest must conform to measurements and be owned by a Lido 14 Class Association member. An individual may not compete in a District or Class Championship as a guest.

11. "Associate": Any person wishing to associate with Lido 14 sailors, and to be listed in the directory, and to receive the Bow Wave and other publisher literature. This classification has no voting or racing rights.

ARTICLE X - DUES

1. Both Lido 14 International Class Association and fleet dues must be paid before any member can be considered in good standing. Paying of dues on or before the required date, shall be the sole responsibility of each individual member.
2. The annual dues of the Lido 14 Class Association shall be:

SENIOR & SENIOR SYNDICATE MEMBER DUES HAVE OFFICIALLY CHANGED

Class of Membership	Dues
Senior member	\$28.00 \$18.00 per person
Senior syndicate member	\$28.00 \$18.00 per person
Senior dependent member	\$5.00 per person
Spouse member	No Dues
Junior member	\$5.00 per person
Junior syndicate member	\$5.00 per person
Junior dependent member	No Dues
Associate	\$10 per person

3. Fleet dues shall be determined by each fleet and retained for use by that fleet. Lido 14 International Class Association dues are collected by the fleet secretary and forwarded by him to the Association secretary thirty (30) days before annual meeting or as ordered by the Governing Board. Members in good standing will be issued a current membership card and a decal to be applied to the upper starboard corner of the transom on the outside thereof.

ARTICLE XI - MEASUREMENT AND REGISTRATION CERTIFICATES

1. The Lido 14 International Class 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. A yacht holding a valid measurement certificate, 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 ground can be shown to give evidence of subsequent alterations. However, a Lido 14 Class sloop is always subject to remeasurement by order of the fleet officers, the Governing Board officers, class race committee and/or the measurement committee at the Class Championship Regatta.
2. 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. 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:
 - a. Conforms to measurement specifications and rules as certified by a Lido 14 International Class Association "Official Certificate of Measurement and Registration" form, that has been signed by the fleet measurer, or his proxies and the chief measurer.
 - b. Is owned by a paid-up member of the Lido 14 International Class Association.
 - c. Has current decal located as specified in Article X, Section 3, indicating Class dues are paid. It shall be the responsibility of all members of the Lido 14 International Class Association to assure that entrants in Lido 14 Class events are eligible to race. 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.
2. An ineligible yacht may be protested at any time; before the first race, between races, or after all races are completed. 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. Racing an ineligible yacht shall be cause for suspension in both fleet and Lido 14 International Class Association.

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 Co., which holds the Copyright #1-lu-10556.
2. Changes of the Lido 14 Class sloop, without prior approval of the Lido 14 International Class Association, are illegal, and such yachts incorporating unapproved changes shall be declared ineligible for racing and membership in the Lido 14 International Class Association.
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 Co.
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.
 - a. All centerboards and rudders must be measured and must meet the specifications below, whatever their finish. A measuring jig manufactured by W.D. Schock Co. will be provided to each fleet measurer by the chief measurer for ease and speed of measuring.
 - 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 bottom. The thickness measurement should 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.
 - c. Centerboard Specifications:
 1. Width below the hull - 12 7/8 inches plus or minus 1/4 inch at 4 1/2 inches below the hull bottom with a constant taper to 11 7/8 inches plus or minus 1/4 inch at 40 1/2 inches below the hull bottom.
 2. Length - 48 inches plus or minus 1/2 inch from the hull to the bottom of the centerboard, 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 should 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:
 - a. For the hull numbers of 3450 and greater the centerboard shall be located for 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. Boats 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.

5. 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. See approved change 20.
6. The minimum weight shall be 310 pounds and shall include the hull, centerboard, rudder, tiller, mast, boom and rigging but not include sails, whisker pole, cushions, and other equipment. 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. Measurers will place upon the certificates for boats measured in the future a statement of the weight of ballast required. Ballast required for boat weight may be protested in a race upon the same conditions as ballast for crew weight may be protested.
7. The wetted surface of a Lido 14 shall not have any friction reducing additives applied to it. Common detergent or common waxes are excluded from this limitation.
8. Self bailing equipment is allowed as optional equipment.

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 17 inches and a maximum of 18 inches. The racing numbers shall be 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 boltropes except as provided in Approved Change #57. 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 fleet measurer shall include, within the insignia, his initials and the date the sail was measured. The chief measurer shall issue these stamps to all certified fleet measurers. 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. New sails shall be measured and stamped by the fleet measurer prior to use.
4. During a member's first Lido sailing season he may use only two mains and two jibs. The use of additional sails shall be limited to one main and one jib for any subsequent calendar years, for each member. All the syndicate members owning one boat are considered as one member for the purpose of this rule. 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. Spouse members and dependent members are limited to the use of the sails which are allowed for the member whose boat they are sailing.
5. Borrowed sails shall not be used in the Class Championship Regatta except in emergencies when allowed at the discretion of the chief measurer.
6. There shall be three (3) battens only and they shall be spaced equally in the leech of the mainsail and be not in excess of 24 inches, 36 inches and 30 inches in length respectively from top batten to bottom batten. Except for said 3 battens and the approved headboard, there shall be no other battens or means of stiffening the leech or foot of either sail. 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. Sails over dimensions on any side are not allowable. Sails are subject to remeasurement and cancellation of approval at any time. Disregard roaches, use straight line measurements, taken to the center of the grommets located just inside the corner of the sails. A light pull of about five (5) pounds shall be applied to the corner which is opposite the side being measured. The luff of the jib shall be subjected to a direct-line pull of 30 pounds while it is being measured; and, leeches shall be subjected to a direct-line pull of 5 pounds.
9. One window in either the main, jib or both for racing safety, is optional but shall be no larger than 144 square inches. Shape and location of the window in either sail shall be of the owner's choice and convenience.
10. 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". 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. A line perpendicular to the "foot reference line" will represent the measurement from the grommets to the foot of the sail. 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 what when a line is drawn tangent to the curve, it shall touch this "fair curve" at no more than one place.

MAIN SAIL

12. The headboard of the mainsail measured perpendicular to the luff rope shall not exceed 4 inches.
13. The tack of the main need not be attached to the gooseneck fitting and the downhaul line may be passed through the tack grommet for easy adjustment of the downhaul. Only one grommet, large enough to accept the standard gooseneck fitting is allowed.
14. Dimensions of the main shall not exceed the following:
 - a. Luff - top of the black band to the top of the mast, when using a minimum shackle of 3/4 inch.
 - b. Leech - 18 feet 1 1/4 inches maximum
 - c. Foot - 9 feet 3/4 inches maximum
 - d. Quarter-point cross measurement - 3 feet 7 inches maximum excluding bolt rope
 - e. Midpoint - 6 feet 1 1/2 inches maximum excluding bolt rope
 - f. Three quarter-point cross measurement - 8 feet 1 inch maximum excluding bolt rope
 - g. Round of foot - 5 inches maximum from foot reference line
 - h. Window - 144 square inches maximum
 - i. 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
 - j. Tack grommet - 1 3/8 inches maximum from luff of sail (excluding bolt rope) and 7/8 inch maximum from foot of sail to center of grommet
 - k. Clew grommet - 7/8 inch maximum from both leech and foot of sail to center of grommet
15. 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. Determine the center of the leech using the headboard grommet and the grommet at the clew. Spread the sail out flat, smoothing out the wrinkles and measure between the points. Only the tension necessary to remove wrinkles need be applied. Determine the three-quarter point on luff and leech by folding center of grommet in head to pre-determined midpoint on luff and leech. Determine the three-quarter point by folding center of grommet in tack to midpoint on luff and folding center of grommet in clew to midpoint of leech.
16. The line between the outside edge of the headboard and the quarter measurement point on the leech of the mainsail shall be a straight line.

JIB SAIL

17. Sheets for the jib sail must be rigged and controlled outside the mast shrouds.
18. The whisker pole for the jib sail shall be attached to the mast at all times during use. The whisker pole may be of any material but may not be longer than 6 feet including mast fitting.
19. Dimensions of the jib sail shall not exceed the following:
 - a. Luff - 12 feet 1/4 inch maximum (using a 30 pound pull)
 - b. Leech - 10 feet 7 1/4 inches maximum Foot - 6 feet 3 1/4 inches maximum
 - c. Midpoint - 3 feet 3 1/4 inches maximum; 17 1/4 inches from center of grommet in head 11 inches maximum
 - d. Round of Foot - 5 inches maximum
 - e. Head grommet - 7/8 inch maximum from both luff and leech of sail to center of grommet
 - f. Tack grommet - 1 inch maximum from luff of sail and 7/8 inch from foot of sail to center of grommet
 - g. Clew grommet - 7/8 inch maximum from both leech and foot of sail to center of grommet
20. Determine the midpoint of the jib in the manner described for mainsails. Determine the 17 1/4 inch measurement by measuring 17 1/4 inches the leech and 17 1/4 inches down the luff from the midpoint of the grommet in the head, mark these points and measure across.
21. The jib must have all hooks properly attached to forestay when racing. The tack must be attached to the bow fitting with a shackle no more than 1 1/2 inches in length. For 6000 and greater, the shackle must not exceed 3 1/4 inches in length. No batten or headboard is permitted in the jib. The jib must have at least five (5) hooks, one near each end of the luff and the other three (3) evenly spaced between.
22. Spinnakers are not permitted.

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. The skipper shall be a member of the Lido 14 International Class Association. Except for a District of 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, first, the Registered Skipper acts as helmsman for at least half of the races; second, the Registered Skipper shall be a member of the Lido 14 International Class Association; third, no skipper changes may be made during a race, and fourth, if either skipper is assigned to the "A" flight (Article XV, Paragraph 7), 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 in the International Division and two hundred (200) pounds in the Junior Division. Ballast carried to make up the weight shall not consist of boat "accessories" and shall not be shifted during the race.
5. The rudder, while under sail, shall be in a standard down position.
6. The mast shall be banded with a 3/4 inch wide black band, 16 feet 11 ± 1/4 inches from the top of the mast, excluding the top fitting on the mast, to the top of said black band. The luff rope, at the tack of the sail, shall not be pulled below the top of the black band.
7. In the absence of other criteria expressly stated in the race announcement or sailing instructions, a competitor 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 10 or more boats registered in the Flight (e.g., A or B, Gold or Silver) in which the competitor is sailing. A competitor is assigned to the "A" Flight, and shall sail as a member of the "A" Flight, if:
 - a. He or she has been determined to be Champion of the fleet of which he or she is a member.
 - b. He or she has qualified for a performance trophy by finishing in one of the first 10 positions of the Gold Flight in the International Division of the Championship Regatta last sailed.
 - c. He or she has been awarded a first place in "B" Flight competition (or Silver Flight where championship scoring is utilized) in a Major Regatta.
 - d. He or she has qualified for a performance trophy in first through fifth position in "A" Flight competition in a Major Regatta. Once a sailor 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 the completion of the Class Championship Regatta for the year following that of such assignment. Thus, if a sailor is assigned to the "A" Flight as a result of participation in the Class Championship Regatta, and assuming that such an assignment is not thereafter reconfirmed, he or she will be qualified to sail in "B" Flight competition after the completion of the Class Championship Regatta which follows the next Class Championship Regatta. Nothing herein shall prevent a sailor 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 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.
8. There shall be an International Division and a Junior Division sailed in the Class Championship Regatta. There shall be two winners of the International Division, one representing the Gold Flight and one representing the Silver Flight. Assignment to the Gold or Silver Flight shall be based upon the results of a series of preliminary races sailed at the Class Championship Regatta, with the top one-half of the participants being assigned to the Gold Flight and the remainder to the Silver. In addition there shall be a Junior Division Champion. The International Division shall be open to all members irrespective of age.

ARTICLE XVI - RIGGING

1. The main sheet shall be rigged as shown on the "Official Certificate of Measurement and Registration."
2. Rigging of the main sail clew outhaul shall be as shown on the "Official Certificate of Measurement and Registration" or with one (1) single block for ease of adjustment.
3. In rigging the centerboard to provide ease of control from either side, a single block may be attached to the centerboard handle, 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 6 inches plus or minus 1/2 inch below the spreaders. The preventer will be constructed of two wire 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.

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. The method of determining the qualifications of the right to enter the Class Championship Regatta shall be set up by the Governing Board. Fleet members representing a fleet quota must be authorized as eligible to compete by that fleet. 3. Only members of the Lido 14 International Class Association, who have actively raced in the Lido 14 Class for a minimum of sixty (60) days prior to the Class Championship Regatta, shall be considered eligible to race in that event.
3. The Class Championship Regatta shall be held in the second week of August or such other date as may be fixed by the Governing Board, provided it shall not be held in the same district for more than two (2) consecutive years and shall not be held in the same fleet location as held in the previous year, unless no other fleet is willing or able to have it.
4. There shall be two (2) winners in the Class Championship Regatta; an International Division Champion and a Junior Division Champion. The International Division shall be open to all members irrespective of age.
5. The "Lido 14 Class Champion - W.D. Schock Trophy" - International and Junior Division - shall be retained for the ensuing year at the winners' yacht clubs. They shall be returned to the Lido 14 International Class Association at least thirty (30) days prior to the first race of the Class Championship Regatta.
6. 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.
7. Crew in the Junior Division shall be under eighteen (18) years of age in district and Class championships.

ARTICLE XVIII - HONOR AWARDS

1. Present and past winners of any of the following Lido 14 sailing honors shall display on their sails the insignia showing the highest honor they have ever won along with a small year numeral showing the most recent year that particular honor was won. Honors and their insignia, rank in the following order:
 - a. (a) International Champion, gold L
 - b. International second place winner, two gold chevrons
 - c. International third place winner, one gold chevron
 - d. National, Sectional, or District Champion, silver L
 - e. Fleet Champion, red L
 - f. Junior International Champion, green L
 - g. Junior National, Sectional, District or 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.
 - a. A skipper shall carry his highest honor insignia on the sail of any Lido 14 Class sloop he may own while a member of the Lido 14 Class Association. This includes a returned skipper who may have left the Class Association for a period of time.
 - b. Junior honor insignia shall be the only exceptions to paragraph 2(a). A green L or black L shall be removed within two years of the Junior's becoming a Senior.
 - c. A skipper selling his 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 Lido 14 Class 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 leach, apex upward, approximately three inches apart, below the numeral. Width of the chevron is six inches, thickness of the arm is 1 1/4 inches, and angle at which the two 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 4 inches high, is of the same color as the honor award, and is centered approximately 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 ways: they may be proposed by the Governing Board 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 not later than the next 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 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 mailed to the general membership not later than thirty (30) days before the date of the meeting.
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 of all paid members in good standing through their fleet delegates at the meeting.
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.