

MAIN HALYARD 6x19-1/8 WIRE
APPROX. 22'-0" OVERALL.

110

JIB STAY 1x19-1/8 WIRE
APPROX. 16'-4"
CENTER TO CENTER
OF PINS

LARGE GENOA #3

SMALL GENOA #2

STORM JIB #1

TOPPING LIFT

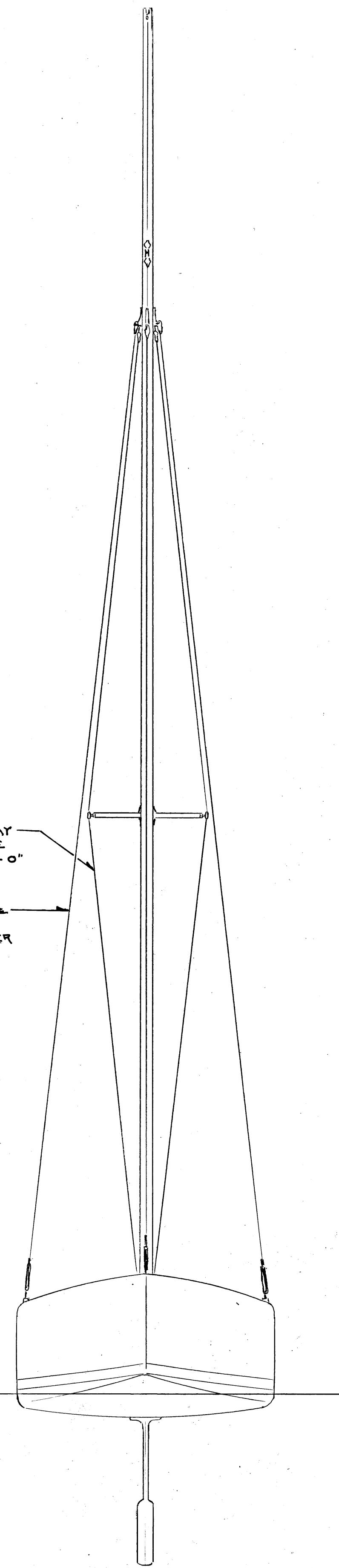
SPINNAKER

DIAMOND STAY
1x19-1/8 WIRE
APPROX. 16'-0"

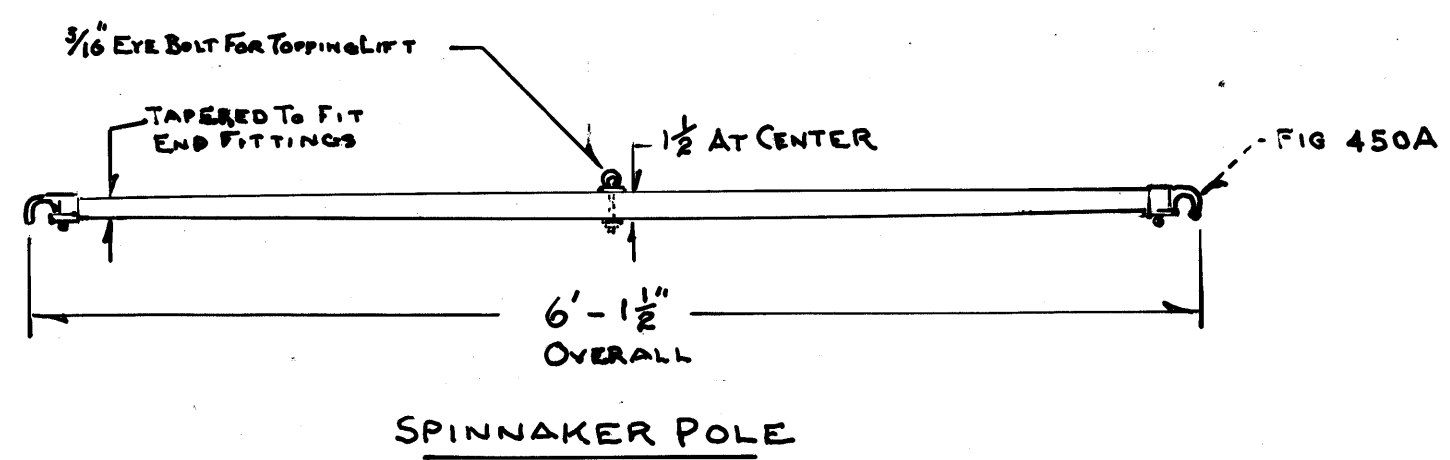
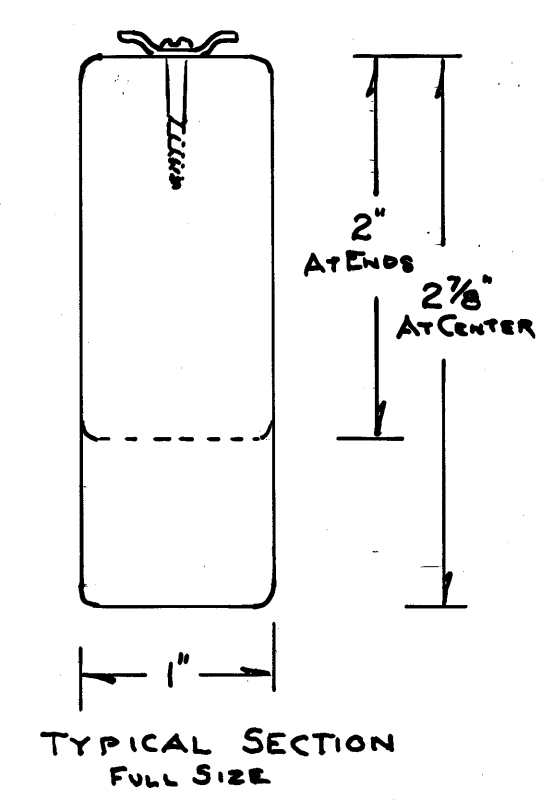
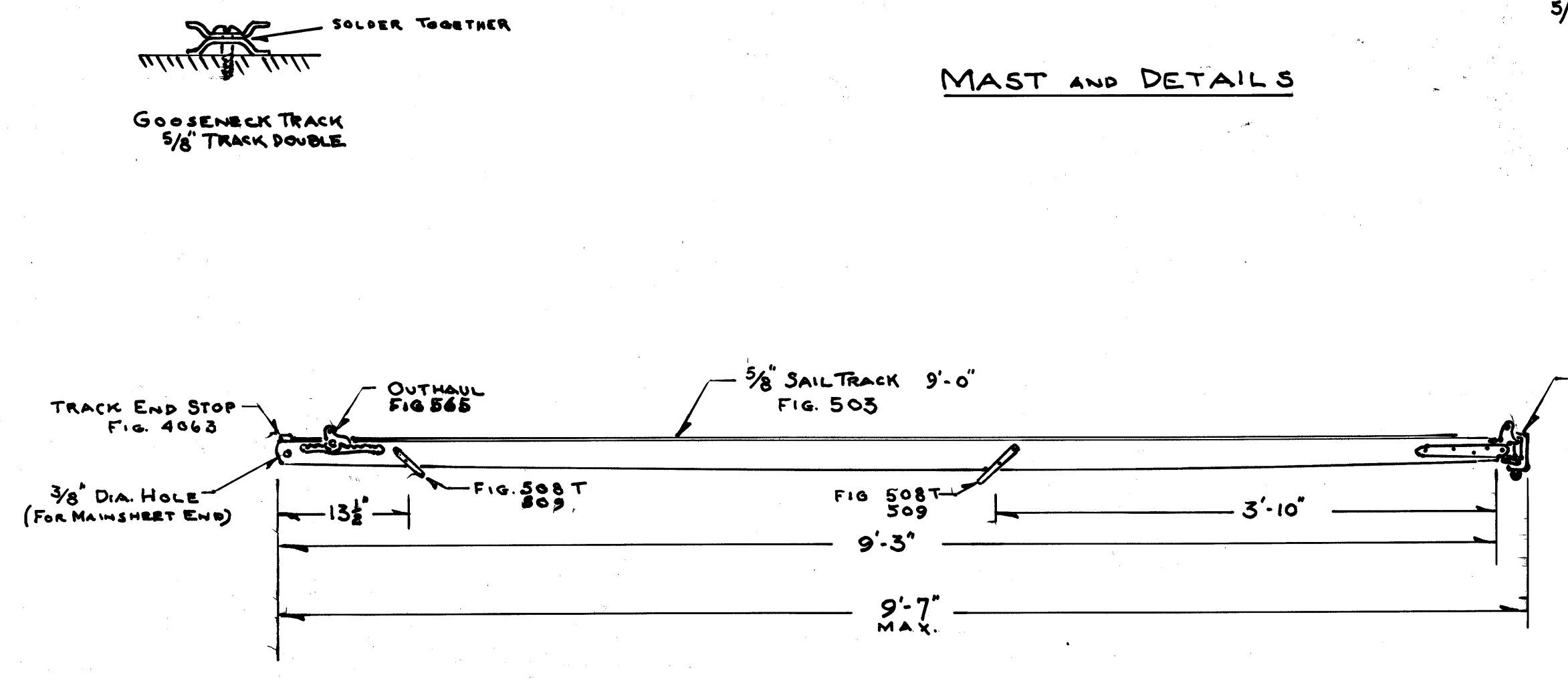
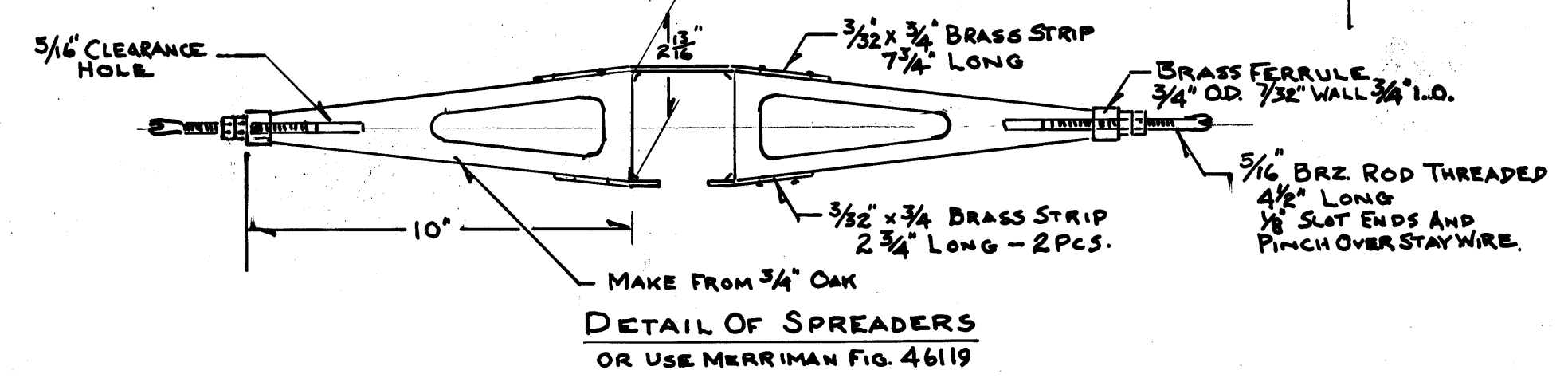
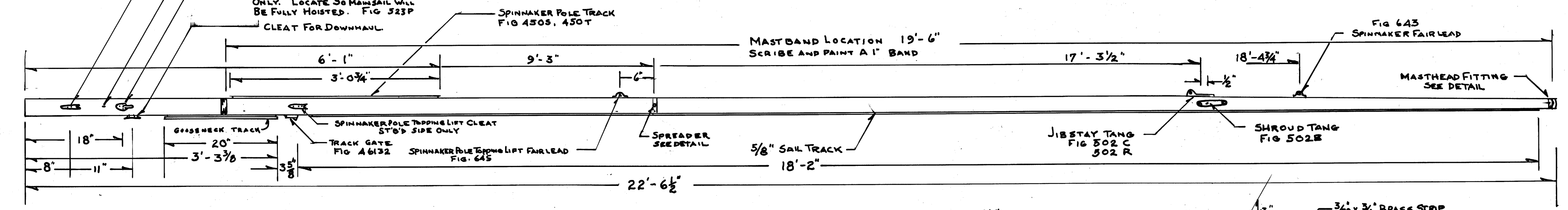
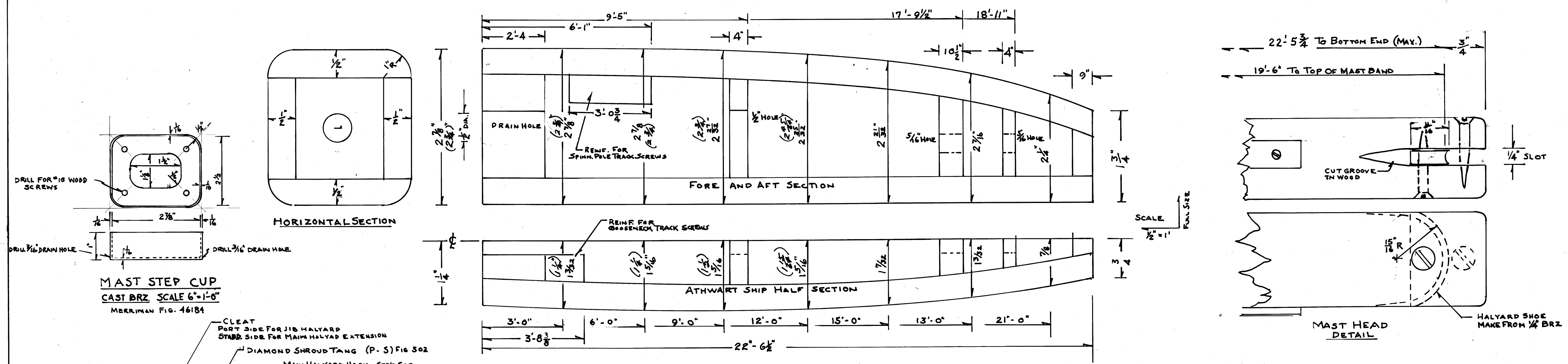
STAY 1x19-1/8 WIRE
APPROX. 15'-11"
CENTER TO CENTER
OF PINS

SCALE 3/4" = 1 FOOT

NOTE -
FOR SAIL SPECIFICATIONS, SIZE, AND
REGULATIONS CONSULT THE 110 HANDBOOK



INTERNATIONAL 110 YACHT RACING ASSOC. PROFILE			
FROM ORIG. PLANS BY C. RAYMOND HUNT, BOSTON			
APPROVED	APPROVED	1101	2



NOTE:
FIG. NUMBERS REFER TO
MERRIMAN BROS. CAT. 1948
AND SPECIAL MERRIMAN 110 PART LIST

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INTERNATIONAL 110 YACHT RACING ASSOC.			
MAST, BOOM, SPINNAKER POLE - DETAILS			
E	Boom was 9'-6" changed to 9'-7"	HTM	10-16-52
D	Added Reinf. Mast	HTM	10-16-52
C	Spinnaker Halyard was 18'-9"	HTM	10-16-52
B	Boom Spinnaker Topping Lift Fittings	HTM	11-22-52
A	Revised to Latest M.C. Fittings	HTM	11-22-52
Rev			

FROM ORIG. PLANS BY C. RAYMOND HUNT, BOSTON
TRADED INTO LICENSING DEPARTMENT NEW
APPROVED APPROVED
1105 E

GENERAL NOTE II

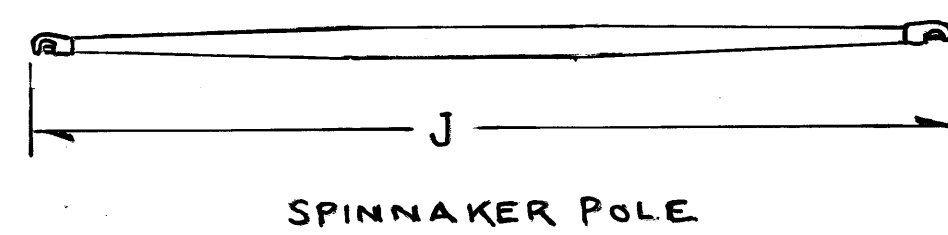
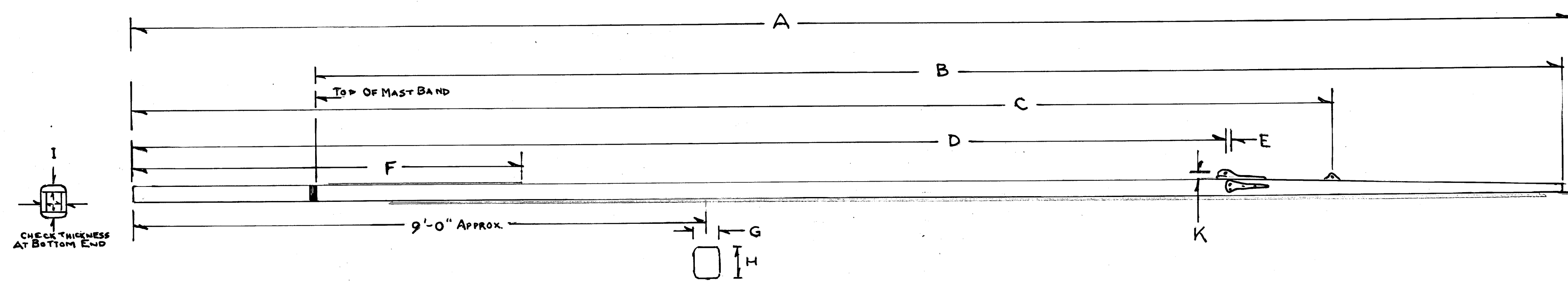
THE WOOD AND OTHER MATERIALS USED IN CONSTRUCTION SHALL WHEREVER POSSIBLE CONFORM TO THOSE SPECIFIED. EXCEPTIONS WILL BE PERMITTED WHERE SPECIFIED MATERIALS ARE NOT AVAILABLE. SUBSTITUTIONS SHALL BE ON THE BASIS OF EQUIVALENT WEIGHT PER CUBIC FOOT, STRENGTH AND RESISTANCE TO DETERIORATION.

AS A FURTHER CHECK, THE COMPLETED BOAT IS TO BE WEIGHED INCLUDING THE FOLLOWING: HULL COMPLETE WITH ALL FITTINGS; KEEL, RUBBER, AND TILLER; MAST COMPLETE WITH ALL FITTINGS, STANDING RIGGING, AND Halyards; BOOM COMPLETE WITH ALL FITTINGS AND MAINSHEET; SPINNAKER POLE, BUT NOT TO INCLUDE, LOOSE EQUIPMENT SUCH AS: ANCHOR, PADDLE, BUCKET, LIFE JACKETS, PUMP OR SAILS BOATS TO BE WEIGHED DRY, PREFERABLY BEFORE FIRST LAUNCHING.

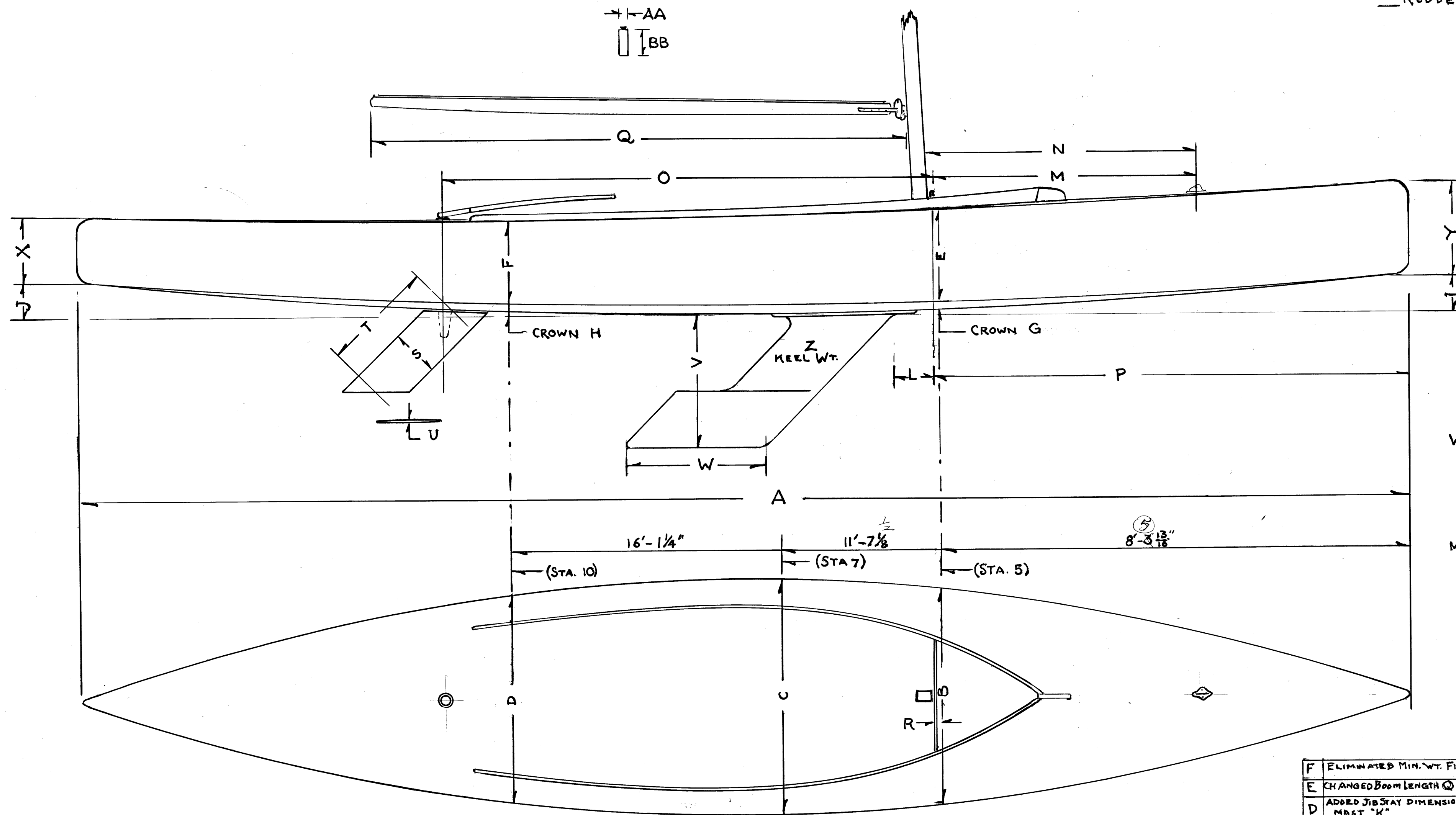
GENERAL NOTE I

CERTAIN TOLERANCES ARE PERMITTED TO ALLOW FOR FRACTIONAL INEXACTNESS, BUT NOT FOR THE PURPOSE OF PERMITTING ANY INTENTIONAL DEVIATION. EVIDENCE OF INTENTIONAL DEVIATION SHALL BE CAUSE FOR REJECTION. BUILDERS ARE CAUTIONED NOT ONLY TO FOREGO INTENTIONAL DEVIATIONS, BUT TO SEE THAT THE WORKMANSHIP IS OF SUCH QUALITY THAT INEXACTNESS IS KEPT TO AN IRREDUCIBLE MINIMUM. THE ASSOCIATION WILL LIKEWISE REJECT BOATS WHICH ARE NOT BUILT WITH A REASONABLY HIGH DEGREE OF SKILL, ACCURACY, AND WORKMANSHIP.

STANDING RIGGING MUST BE AS SPECIFIED. FITTINGS SHALL BE AS SPECIFIED OR EQUAL THERE TO. ANY RADICAL DEPARTURES TO BE REPORTED FOR A RULING. ADDED FEATURES OR CHANGES WILL BE JUDGED ON THE BASIS OF WHETHER THEY AFFORD ANY COMPETITIVE ADVANTAGE OR REDUCE SEAWORTHINESS. STANDARDIZATION WILL BE STRESSED SO AS TO MAINTAIN INTERCHANGEABILITY OF BOATS, AND CHANGES GENERALLY WILL BE DISCOURAGED.



SPINNAKER POLE



TO BE FILLED IN BY MEASURER

THICKNESS OF PLYWOOD:		ACTUAL
DECK	THICKNESS	3/8"
SIDES	THICKNESS	3/8"
BOTTOM	THICKNESS	3/8"
DECK BEAM	THICKNESS	15/16"
DECK BEAM	DEPTH	2 1/4"
FLOOR BEAM	THICKNESS	1 1/2"
FLOOR BEAM	DEPTH	2 1/2"
SIDE FRAME	THICKNESS	1 1/2"
SIDE FRAME	WIDTH	2 1/4"
KEEL FRAMES	THICKNESS	1 3/4"
AND FLOORS (OAK)	DEPTH	2 1/2"

HULL, BOOM, ETC.

MATERIALS: CHECK IF OK

- PLYWOOD - MARINE FIR
- FRAMES - SPRUCE AND OAK
- CHINES - DOUGLAS FIR
- STEM AND STERN - OAK
- FLOATATION GEAR - CHECK WHICH IN SET
- TANKS
- STYROFOAM
- W.T. BULKHEADS
- RUDDER - MANOGANY

	ACTUAL
A	23' 11 3/8"
B	46"
C	50"
D	44 1/2"
E	19 3/4"
F	17 3/4"
G	1 1/2"
H	1 1/2"
I	7 1/2"
J	7 1/2"
K = I + J	15 1/4"
L	9"
M	5 7/8"
N	5 1/2"
O	8' 2 1/2"
P	8' 7"
Q	9' 7 1/4" (to band)
R	13 1/2"
S	10 1/2" (11 1/2" max.)
T	24 1/2" (25 1/2" max.)
U	7 1/4"
V	28 7/8"
W	30" (31 1/4" max.)
X	14"
Y	20"
Z	300 LBS
AA	1"
BB	2 7/8"

MAST AND SPINNAKER POLE

	ACTUAL
A	22' 6 1/2"
B	19' 6 1/2"
C	18' 4"
D	17' 1 1/2"
E	1 1/2"
F	6' 1"
G	2 3/8"
H	2 7/8"
I	1 1/2"
J	6' 1 1/2"
K	1"
DRY WEIGHT (SEE NOTE)	910 LBS.

WORKMANSHIP: Good FAIR POOR

BUILDER
ADDRESS

KIT NUMBER

MEASURER'S COMMENTS:

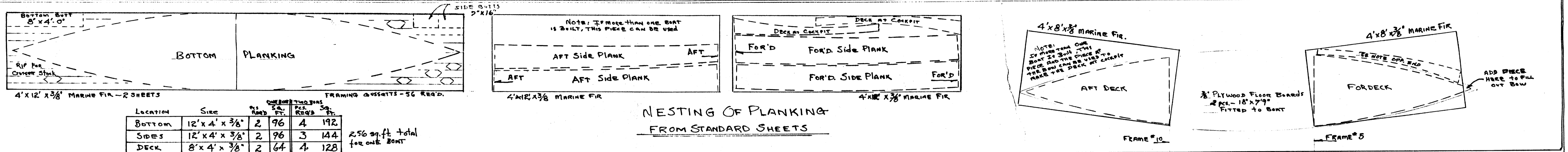
MEASURER:
ADDRESS

DATE

REV	DESCRIPTION	DATE	BY
F	ELIMINATED MIN. WT. FIGURE	1-2-54	HTM
E	CHANGED BOOM LENGTH Q 9' 1/2"	1-2-54	HTM
D	ADDED JIB STAY DIMENSION MAST "K"	4-1-53	HTM
C	ADDED GEN'L NOTE II	7-20-53	HTM
B	SPINNAKER POLE DIMENSION F 7' 1/2"	3-24-53	HTM
A	V WAS 30" P WAS 8' 3/4" STA 8 WAS 8' 1/2" STA 7 WAS 11' 7/8" STA 10 WAS 15' 1/4"	2-14-53	HTM

INTERNATIONAL 110
YACHT RACING ASSOC.
MEASURER'S SHEET

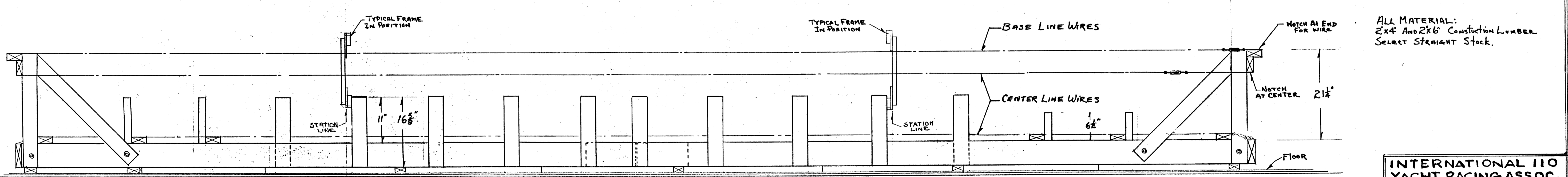
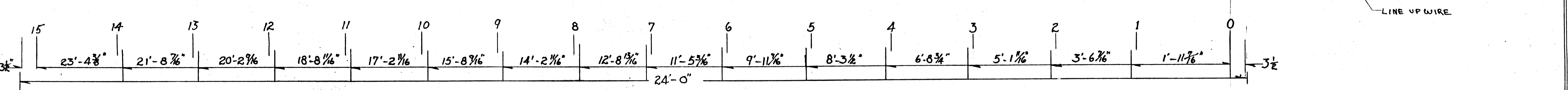
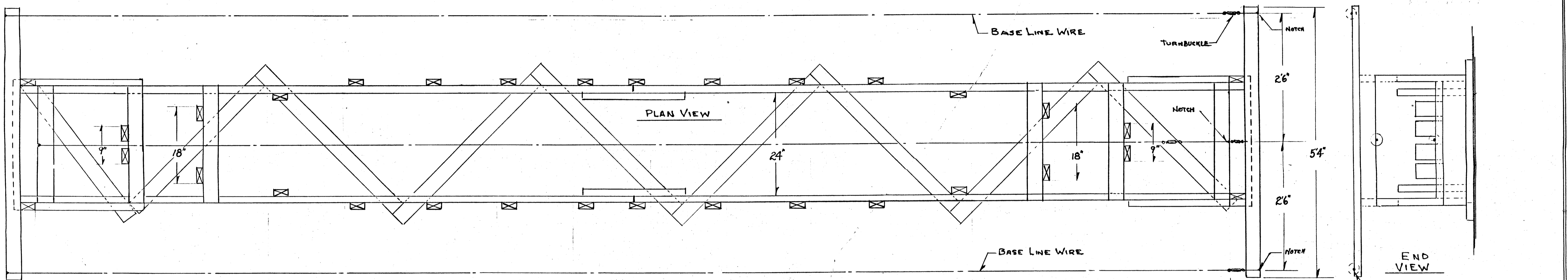
APPROVED	FRANK 1971 W. CRAIG	REV. 1106 F
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Location	Size	No. REQ'D	Sq. Ft.	Pcs. REQ'D	Sq. Ft.
BOTTOM	12' x 4' x 3/8"	2	96	4	192
SIDES	12' x 4' x 3/8"	2	96	3	144
DECK	8' x 4' x 3/8"	2	64	4	128

2.56 sq. ft. total for one BOAT

NESTING OF PLANKING FROM STANDARD SHEETS



ALL MATERIAL: 2x4 AND 2x6 CONSTRUCTION LUMBER. SELECT STRAIGHT STOCK.

BOLT ON WITH 3/8" BOLTS FOR REMOVAL WHEN PLANKING THE SIDES

INTERNATIONAL 110 YACHT RACING ASSOC.

ASSEMBLY JIG 4 NESTING OF PLANKING

TRACED WORKING 4/6/89

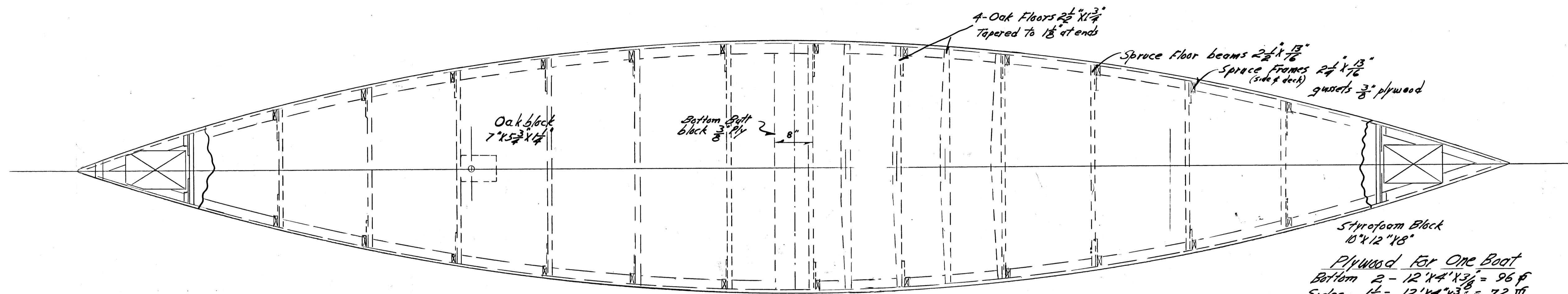
DESIGN NUMBER 1107

2-88-93 APPROVAL

STERN

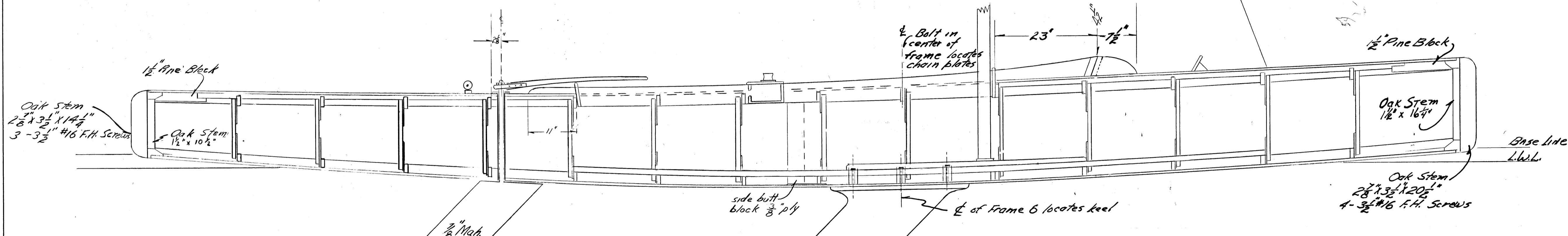
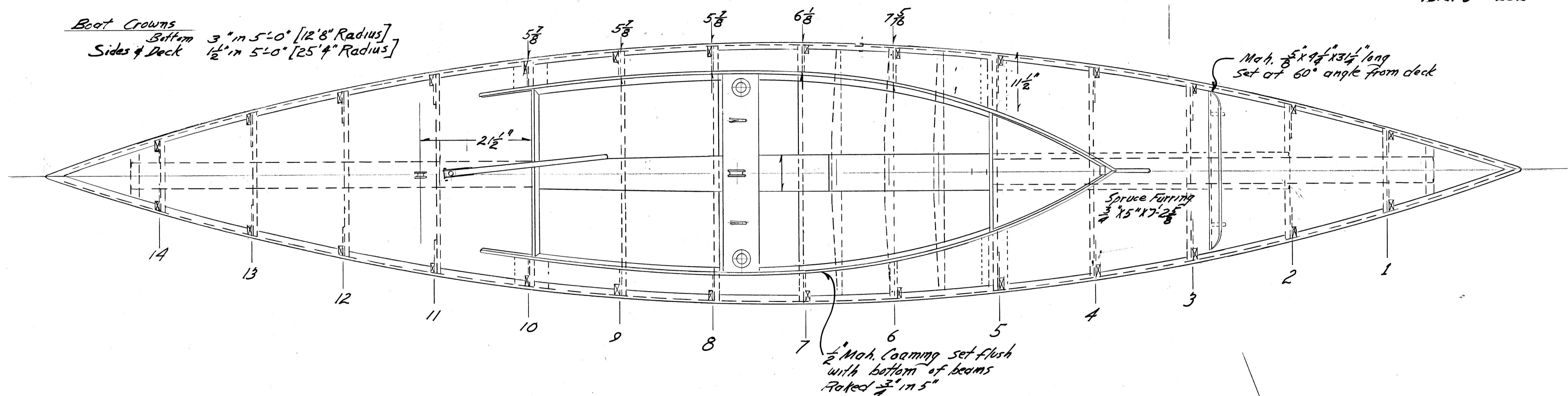
ELEVATION ASSEMBLY JIG

BOW



Styrofoam Block
 10' x 12' x 18"
 Plywood for One Boat
 Bottom 2 - 12' x 4' x 3/8" = 96 ft
 Sides 1 1/2 - 12' x 4' x 3/8" = 72 ft
 Deck 2 - 12' x 4' x 3/8" = 64 ft
 Total ft 232

Boat Crowns
 Bottom 3" in 5' 10" [12' 8" Radius]
 Sides & Deck 1 1/2" in 5' 10" [25' 4" Radius]

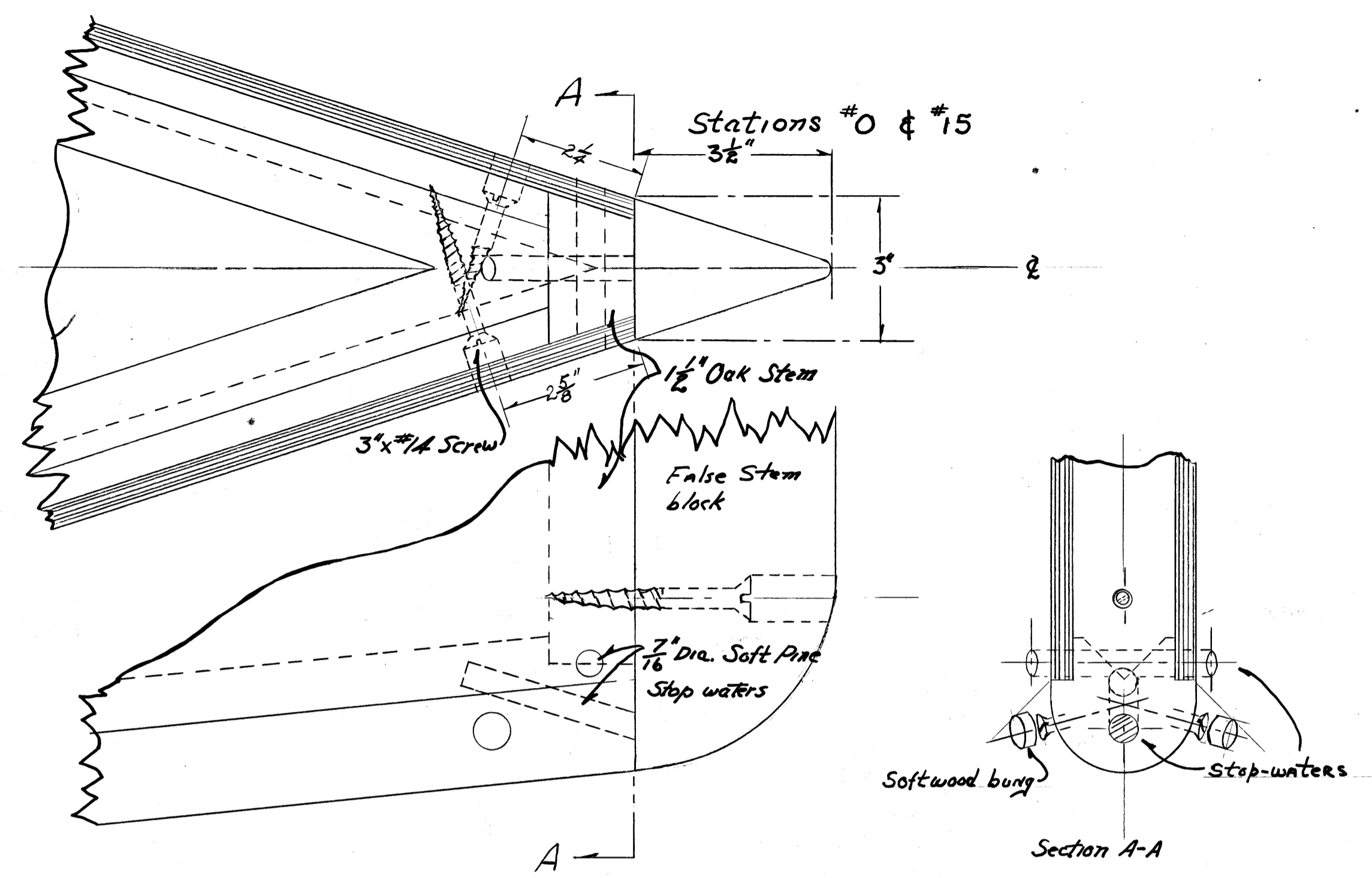


LENGTH O.A. - 23'-11 3/8"
 LOAD WL - 18'-2"
 BEAM - 4'-3"
 DRAFT - 2'-9"

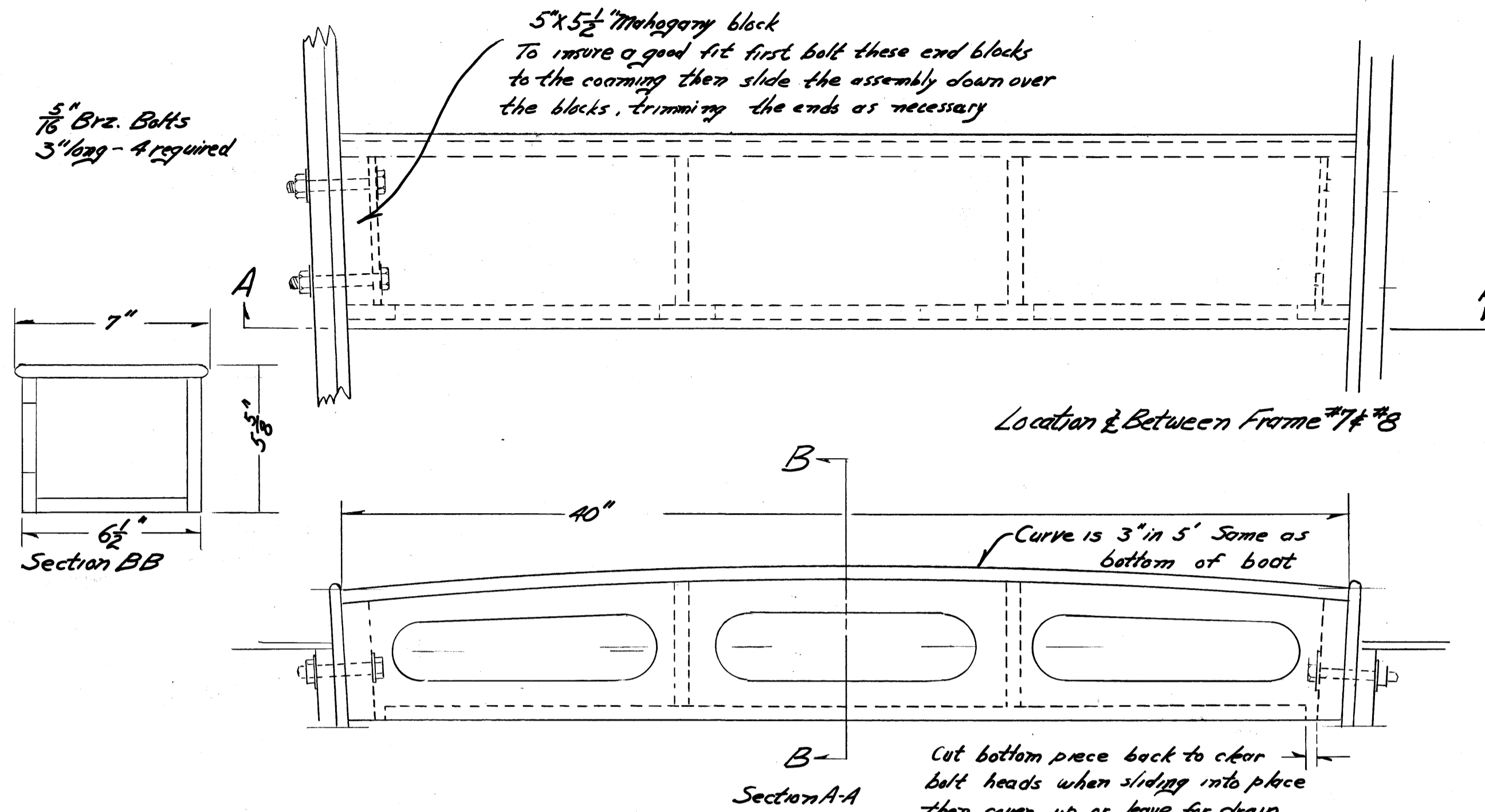
See SHEET 1303 FOR RUBBER DETAILS

Iron Keel
 5 1/4" - 300 lbs.
 See SHEET 1303 FOR KEEL DETAILS

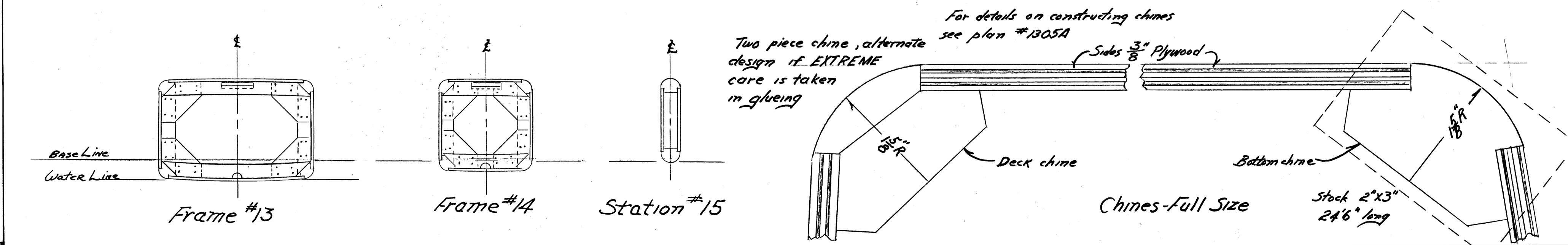
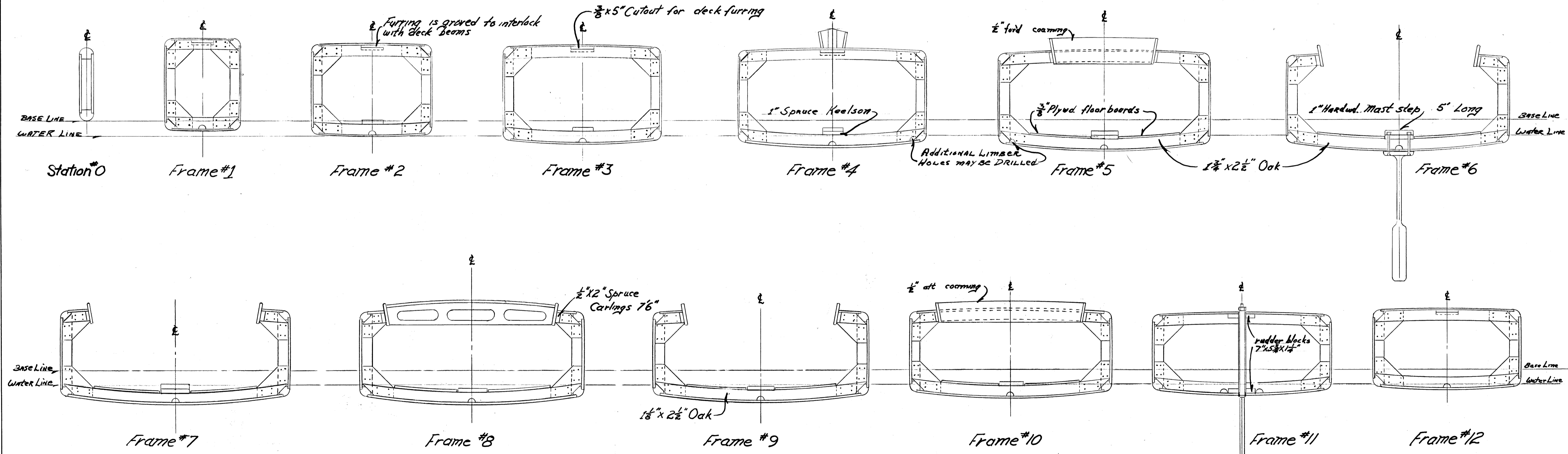
INTERNATIONAL 110 CLASS		
ASSEMBLY PLAN		
From original plan by C.R. Hunt		
DRAWN BY R. DEATIE 5-1-62		
Set No.	Approved	Drawing No.
	TRACED 3-31-62 W. CRAIG	1301



Detail of Stopwater Bow and Stern



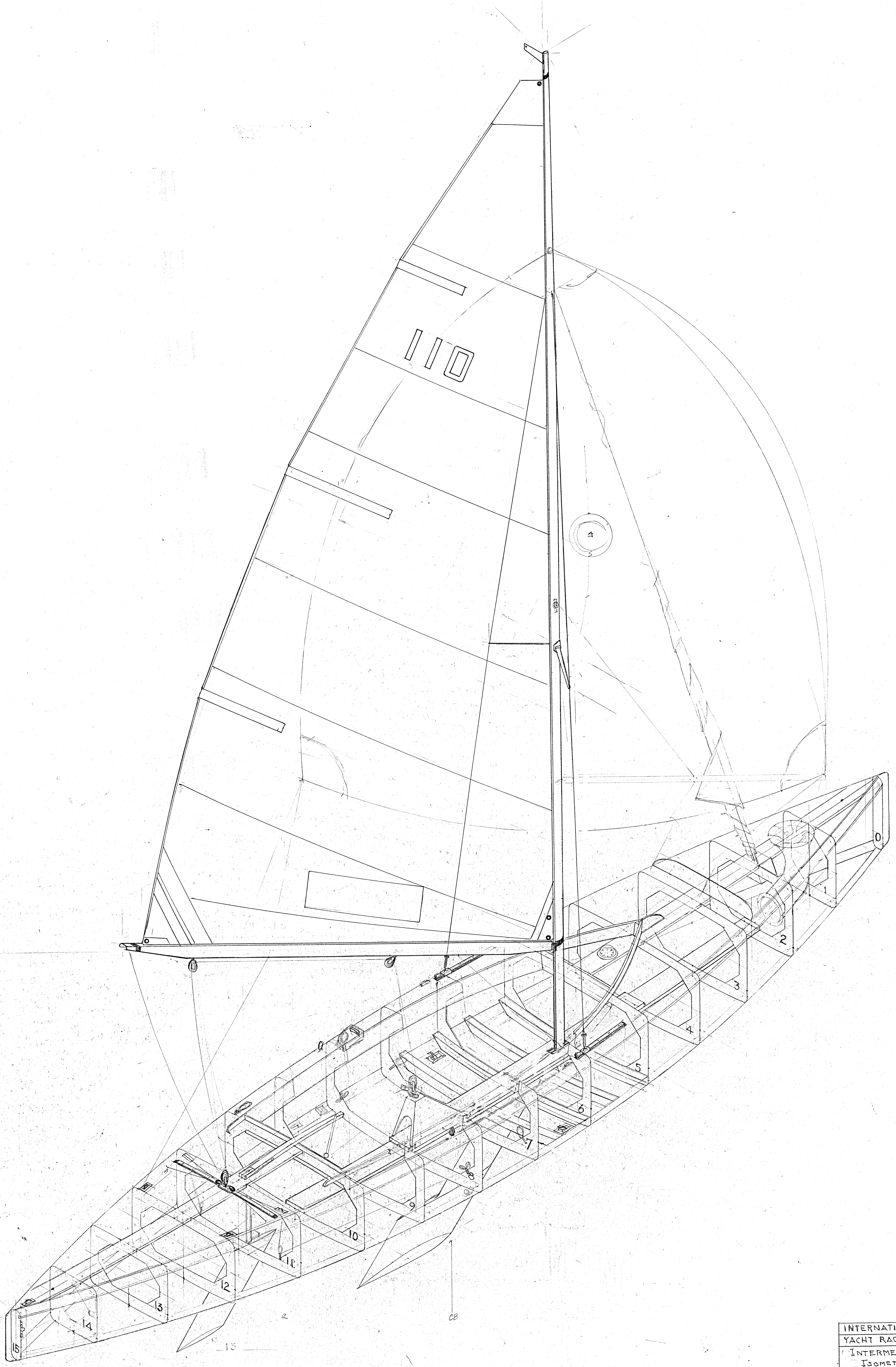
Bridge Deck (1/4 size)



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INTERNATIONAL 110 CLASS	
Details of Frames #1 to #14 Bridge Deck & Stopwaters	
From original plans by C. Raymond Hunt	
Drawn by D. Peattie Traced 1987 W.C.M.G.	
Approved:	Drawing No.
W. V. B.	1302

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INTERNATIONAL 110
YACHT RACING ASSOC.
INTERMEDIATE FRAME PLAN
ISOMETRIC VIEW