

GENERAL NOTE II

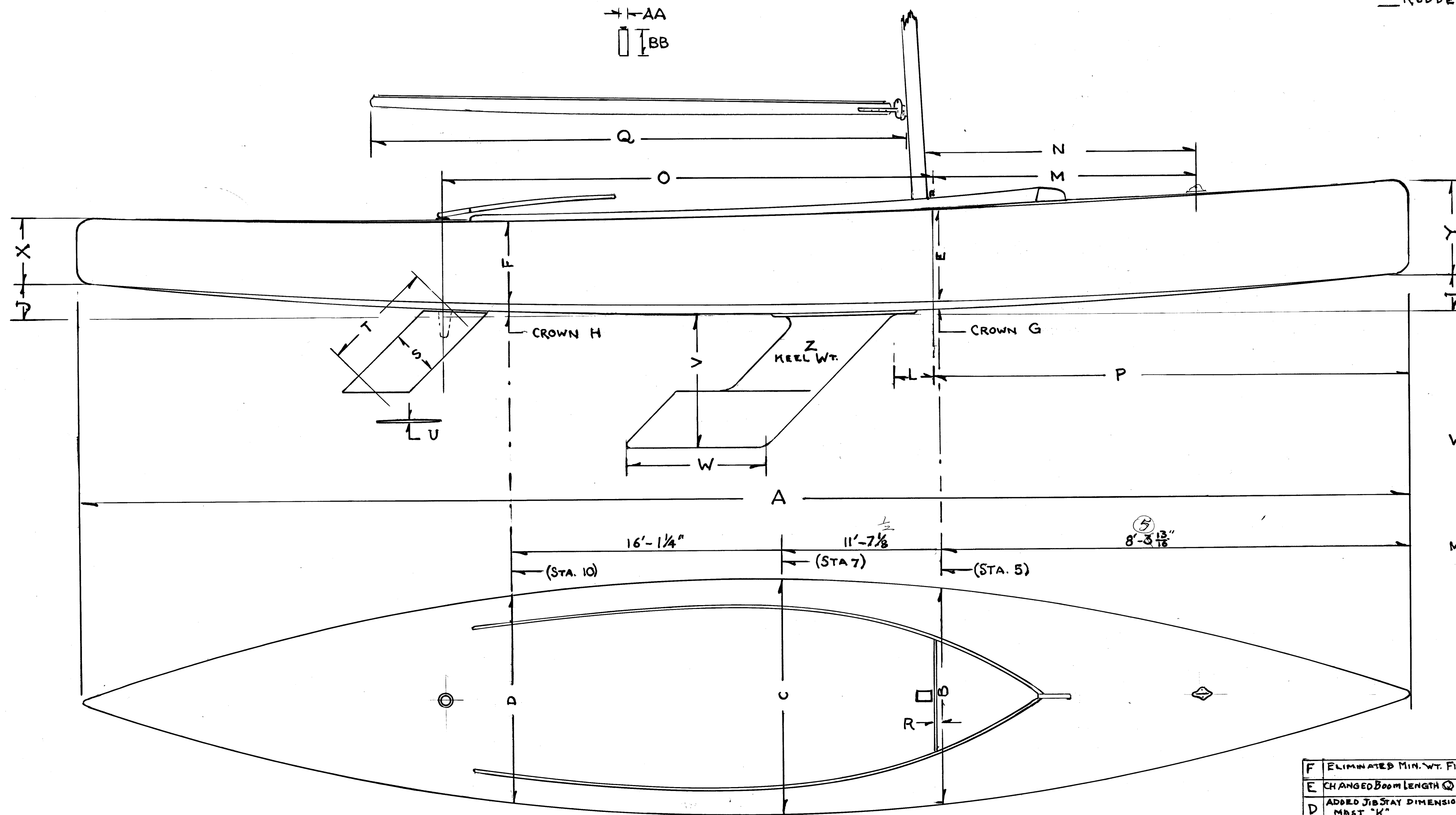
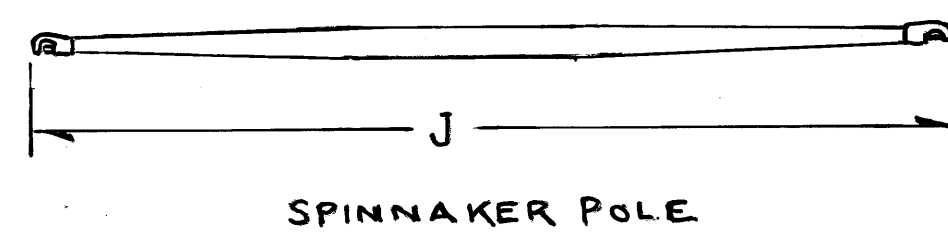
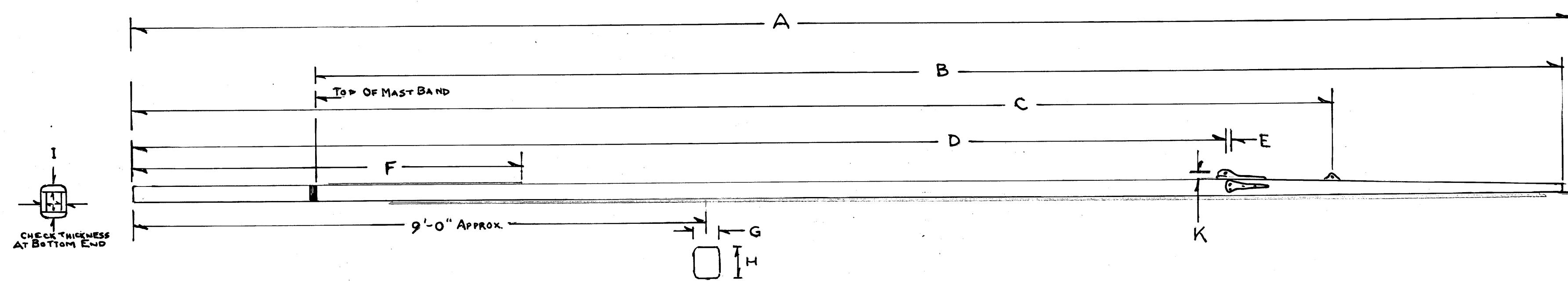
THE WOOD AND OTHER MATERIALS USED IN CONSTRUCTION SHALL WHEREVER POSSIBLE CONFORM TO THOSE SPECIFIED. EXCEPTIONS WILL BE PERMITTED WHERE SPECIFIED MATERIALS ARE NOT AVAILABLE. SUBSTITUTIONS SHALL BE ON THE BASIS OF EQUIVALENT WEIGHT PER CUBIC FOOT, STRENGTH AND RESISTANCE TO DETERIORATION.

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.



TO BE FILLED IN BY MEASURER

THICKNESS OF PLYWOOD:		ACTUAL
DECK		3/8"
SIDES		3/8"
BOTTOM		3/8"
DECK BEAM	THICKNESS	15/16"
	DEPTH	2 1/4"
FLOOR BEAM	THICKNESS	1 1/2"
	DEPTH	2 1/2"
SIDE FRAME	THICKNESS	1 1/2"
	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 INSET
- TANKS
- STYROFOAM
- W.T. BULKHEADS
- RUDDER - MANOGANY

	ACTUAL
A	23' 11 3/8"
B	46"
C	50"
D	44 1/2"
F	19 3/4"
G	17 3/4"
H	1 1/2"
I	1 1/2"
J	7 1/2"
K = I + J	9"
L	57 1/2"
M	58"
N	8' 2 1/2"
O	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"
C	18' 4"
D	17' 1 1/2"
F	1/2"
G	6' 1"
H	2 3/8"
I	2 7/8"
J	1/2"
K	6' 1 1/2"
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' 0" STA 7 WAS 11' 0" STA 10 WAS 15' 0"	2-14-53	HTM

INTERNATIONAL 110  
YACHT RACING ASSOC.  
MEASURER'S SHEET

APPROVED	1106	REV. F
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