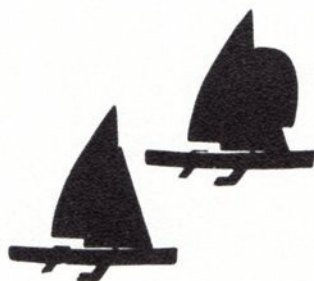


INTERNATIONAL 110 CLASS

YACHT RACING ASSOCIATION

# HANDBOOK

OF RULES & REGULATIONS



THE INTERNATIONAL 110 CLASS YACHT RACING ASSOCIATION

C O N S T I T U T I O N

ARTICLE I--Name

The name of this organization shall be THE INTERNATIONAL 110 CLASS YACHT RACING ASSOCIATION.

ARTICLE II--Emblem

The emblem shall be the numerals: 110.

ARTICLE III--Object

1. The object is to promote racing of International 110 Class boats, to maintain uniformity of all 110 Class boats in "one-design" construction and sail plan, and to adopt and enforce rules and regulations to insure equality in racing competition.

2. To cooperate with and aid individuals and groups in the formation of Fleets, and to require, in return, observance of such rules and regulations as are set down by this Association.

3. The Association is not organized for and shall not be conducted for profit.

ARTICLE IV--Membership

1. Active Member. An active member is defined as --

- (a) the owner or bona fide individual charterer of a 110 conforming to the Class Plans, Rules

and Specifications, having paid dues with respect to such l10 for the then current fiscal year;

- (b) collectively, a club, association or syndicate or bona fide part owners or charterers of a l10 conforming to the Class Plans, Rules and Specifications, each skipper having paid dues with respect to such l10 for the then current fiscal year. One active membership (entitled to one vote only) may be issued to such organization or part owners or charterers with respect to each l10 owned or chartered.

Any such owner, bona fide individual charterer, club, association or syndicate or part owners or charterers may apply for active membership in the Association by written application to the Secretary-Treasurer, together with payment of dues for the then current fiscal year. Such application with dues may, in the alternative, be submitted through the Fleet with which such l10 normally sails. Any application is subject to refusal for cause by the Governing Committee.

2. Associate Member. Anyone who wishes to aid and participate in the activities of the Association, and who is not individually qualified for active membership, may become an associate member. An associate member, as such, may not vote.

3. Honorary Member. A lifetime honorary membership in the Association may be awarded to an individual who has rendered outstanding service to the Association or who has contributed significantly to the achievement of the objects for which the Association is formed. Such honorary membership may be conferred at an annual meeting upon unanimous recommendation by the members of the Governing Committee there present and vote of a majority of the Fleets there present. An honorary member shall, in all respects, have the same privileges and rights as an active member, but shall not be required to pay dues.

## ARTICLE V--Districts and Fleets

1. The Fleet. The Fleet is the local unit of the Association, composed of members of, and subject to the jurisdiction of, the Association. The Fleet shall promote and encourage the construction, ownership and racing of 110's in its locality. It shall supervise and regulate the racing of 110's in its locality, so that the same shall be conducted in accordance with the rules and specifications of the Association. It shall be responsible for the measurement of boats and sails, the collection of Association dues and the implementation of Class policy at the local level. It shall elect its own officers, one of whom shall be designated "Fleet Secretary."

2. Fleet Charter. Three or more active members who are the owners of three or more 110's, which regularly sail together in a locality where a Fleet is not then in existence, may apply to their District Secretary or the Secretary-Treasurer for a Fleet charter. Notice of such application shall be given to the Governing Committee, together with any recommendation which the District officers may care to make. The Governing Committee shall promptly act upon such application, and if its action is favorable, the Secretary-Treasurer shall issue a Fleet charter to the applicants. If an existing Fleet at any time ceases to meet the requirements for a Fleet charter, its charter may be revoked by the Governing Committee.

3. Districts. The District is the regional unit of the Association and has duties and purposes similar to those of the Fleet at the regional level. The Governing Committee shall assign Fleets to Districts. The Governor of each District shall appoint a District Secretary to hold office until the next annual meeting and until a successor is duly designated. The District Secretary shall assist the District Governor in the performance of his duties and, in addition to such duties as may be assigned by the Governor, shall be responsible for seeing that all



Fleets within the District have assisted in the collection of dues and have duly filed their annual reports with the Secretary-Treasurer.

#### ARTICLE VI--Dues

Active membership dues are \$10.00; associate membership dues are one-half of active membership dues. All dues are payable for a fiscal year beginning October 1, and ending September 30. Dues shall be forwarded by mail to the Secretary-Treasurer, postmarked on or before July 1 of the current fiscal year, in order for an active member to qualify for Fleet regional and national events for that year. Dues may be forwarded through a Fleet officer, together with a list of the names, addresses and boat numbers of all members for whom dues are submitted, but it is the responsibility of each member to see that his dues are paid to the Secretary-Treasurer on time. Payment to a Fleet officer does not fulfill this requirement.

#### ARTICLE VII--Fleet Reports

Each Fleet shall file the following reports annually:

(a) Report of election of Fleet officers not later than January 15 of each year. Report to be filed with the Secretary-Treasurer.

(b) Report on the collection of Association dues to be filed by July 20 in each year with the Secretary-Treasurer, such report to include a Fleet roster listing boat numbers, boat names, owners' and/or charterers' names and their current addresses (including zip codes).

(c) Reports to the Secretary-Treasurer and the Publicity Chairman on race results and other Fleet news from time to time. Report at the conclusion of the season to said officers on the racing results for the season which has concluded.

(d) Report immediately to the Secretary-Treasurer any changes or additions to the Fleet roster.

Failure to timely file the above-described reports shall be grounds for suspension of a Fleet charter.

#### ARTICLE VIII--Officers and Duties; District Governors

The Association shall be governed by the following officers. The officers shall be elected at the annual meeting, and all officers shall (except as provided in paragraph 1 below) serve until their successors are duly chosen.

1. The President. The President is the chief executive officer of the Association. He shall preside at meetings, rule on procedure and appoint special committees. He shall be empowered to call special meetings in accordance with Article X hereof. He shall oversee the functioning of the Association at all levels. In the event that any elected or appointed official of the Class shall be negligent or repeatedly dilatory in the performance of his duties as such official or in the event of a vacancy in any such office, the President shall appoint a replacement for or successor to such official, and shall notify the Secretary-Treasurer of such action. The person so appointed shall thereupon have all the powers and duties of the official whom he replaces, and the papers and records pertaining to such office shall forthwith be turned over to such appointee.

The President shall annually, before August 1, appoint a Nominating Committee composed of members of the Association, who shall recommend a slate of officers for election at the annual meeting.

The President shall report to the annual meeting on the activities and accomplishments of the Class over the preceding year.

In addition to fulfilling the above executive

functions, the President shall direct his energies to promoting the popularity of the 110 and the growth of the Class through the increase in number of active 110's and active 110 Fleets.

2. The First Vice President. The First Vice President shall assist the President in the performance of his duties and shall officiate, in the absence of the President, at Class meetings. In the event that the President shall be negligent or repeatedly dilatory in the performance of his duties, or if there is a vacancy in said office, the First Vice President and the Second Vice President shall, successively, after an affirmative vote of a majority of the Governing Committee then in office, become President of the Association.

3. The Second Vice President. The Second Vice President shall also assist the President in the performance of his duties. He shall officiate at Class meetings in the absence of the President and the First Vice President.

4. The Secretary-Treasurer. His duties as Secretary shall be as follows: He shall keep the records of the Association, including minutes of meetings, Fleet reports, membership records, records of registration of boats and copies of measurement certificates. He shall register new boats and assign them official Association numbers. He shall solicit Fleet and District reports. He shall circularize correspondence and other communications pertaining to the affairs of the Association among the members of the Governing Committee. He shall answer correspondence relative to the Association or shall refer it to other officers for action and answer. He shall issue all Fleet charters.

His duties as Treasurer shall be as follows: He shall collect and deposit all dues and other Class receipts in the Association's checking or savings accounts. He shall have full responsi-



bility for the timely collection of Association dues, and shall annually, on or before the first of June, and again after July 1, supply all Fleets with a list of the names and boat numbers of active members who have paid current dues as of such dates. He shall promptly make disbursements for expenditures which he determines to have been properly incurred by Association officials or which have been duly authorized by the President or the Governing Committee. He shall be responsible for the financial well-being of the Association, and shall promptly call attention to expenditures incurred on behalf of the Association which he shall determine to be individually or collectively excessive. He shall maintain a roster of members of the Association. He shall prepare and submit a current financial statement to the annual meeting, and shall publish a balance sheet and statement of income and expenditures for the preceding fiscal year in the Class Newsletter within sixty days of the termination of such fiscal year. He shall render a current financial statement upon request of any member of the Governing Committee.

5. The Class Publicity Director. He shall quarterly prepare and distribute a Class Newsletter which shall be distributed to all active, honorary and associate members and to such persons, newspapers and magazines as the Publicity Director may determine to be advisable in the interest of promoting the 110 and the Association. He may prepare such other promotional material as he shall determine to be advisable for such purposes. The Publicity Director shall be custodian of motion pictures, slides and other Class promotional material which he shall lend to Fleets and interested individuals. He shall insure that such materials are safely returned after they have been used. The Publicity Director shall bend every effort to insure that the 110 and the 110 Class are given frequent and full coverage in local and national news media, including newspapers and magazines.



6. The Technical Chairman. He shall interpret the Class Rules and Specifications, plans, and sail regulations and shall determine the form and content of Form M-1 "Measurement Data" for the International Championship. He shall from time to time propose such changes in the Class measurements, Rules and Specifications, as he shall deem advisable, which, if approved by a majority of the Governing Committee or by majority vote at an annual meeting, shall be submitted to the active members of the Association for approval or rejection. He shall appoint a Technical Chairman for each District who shall assist in the performance of his duties. He shall see that all new 110's are promptly weighed and measured and conform in all respects with the plans and Rules and Specifications.

7. The District Governors. There shall be a Governor from each District established by the Association. The District Governor shall supervise and oversee Class activity within his District. He shall be responsible for the orderly scheduling of Class events, discharge by Fleets within his District of their obligations to the Association, and for the coordination and implementation of Class policy, publicity and activity within his District. Each District Governor shall be elected to represent the District within which he resides.

#### ARTICLE IX--Governing Committee

The powers of the Association shall be vested in and administered by its Governing Committee, which shall consist of the President, Vice Presidents, Secretary-Treasurer, Publicity Director, Technical Chairman and the District Governors. An affirmative vote of a majority of the members of the Governing Committee then in office shall decide all questions within the Committee's jurisdiction. In the event of a tie vote, the President shall cast an additional deciding vote. The Governing Committee is empowered to finally determine all questions of Asso-

ciation and Class policy. In addition, it shall interpret this Constitution, shall grant and revoke Fleet charters and sanction or ban Association races.

#### ARTICLE X--Meetings and Elections

1. The annual meeting of the Class shall be held at the location and at the time of the International Championship races. No notice of the annual meeting need be given other than as part of the announcement of the events to take place during such International Championship races. If necessary, a special meeting may be held in lieu of and for the purposes of the annual meeting. The order of business at the annual meeting shall be as follows:

- (a) Call of the meeting to order.
- (b) Roll call of Fleets and officers present.
- (c) Reading of minutes of the preceding annual meeting and of any special meeting of the Association held since such preceding annual meeting.
- (d) Reports of officers.
- (e) New business.
- (f) Election of officers.
- (g) Adjournment.

2. A special meeting of the Association shall be held upon call of the President, upon written request by the Fleet Secretaries of at least 25% of the total number of chartered Fleets then in good standing, or upon written request of a majority then in office of the Governing Committee. Such call or request for a special meeting shall be addressed to the Secretary-Treasurer, and shall set forth the time, place and purposes of such special meeting. At least two weeks' written notice of the time, place and purpose of such meeting shall be given by the Secretary-Treasurer to all Secretaries of Fleets then in good standing with the Association.

3. A quorum at the annual meeting shall consist of such Fleets as are represented in person by a Fleet member or by written proxy signed by the Fleet Secretary running to an active member of the Association. A quorum at a special meeting shall consist of not less than one-quarter of the total number of Fleets then in good standing in the Association. A Fleet may be represented at such special meeting in person or by proxy.

4. Voting at an annual or special meeting shall be by Fleet, each Fleet to have one vote which shall be cast by a Fleet member who has been designated Fleet delegate. Proxy votes shall be cast by the active member to whom such proxy runs.

#### ARTICLE XI--Amendments

Amendments to this Constitution and to the Plans, Rules and Specifications and Rules and Regulations Governing the International Championships may be proposed by a majority vote of an annual or special meeting or by a majority of the Governing Committee. Such proposed amendment shall be submitted to the Secretary-Treasurer in writing, who shall thereupon, by means of the Class Newsletter or otherwise, submit such proposed amendment for approval or disapproval to each active member. A majority of the votes upon such proposed amendment received by the Secretary-Treasurer within thirty days of the mailing of such submission shall determine the adoption or rejection of the proposed amendment. For the purposes of this Article, an active member for the preceding fiscal year who has not paid dues for the current fiscal year, shall none the less be eligible to vote until the dues deadline for the current fiscal year.



RULES AND REGULATIONS GOVERNING  
THE INTERNATIONAL CHAMPIONSHIP

ARTICLE I - Purpose

The purpose of the International Class Championships shall be to determine annually the champion of the 110 Class by arranging for competition between the proven champions of each Fleet.

ARTICLE II - Trophies

Suitable trophies and awards shall be given to the winning contestants in accordance with and governed by the deeds of gift.

ARTICLE III - Situs

The International Championship Series shall be an annual event held in mid-August successively in the several Districts in the following order: I, III, II, IV. Bids from the several Fleets in the eligible District shall be submitted to the Secretary on or before the date of the annual meeting of the year prior to the series in question. In the event of no bid having been received on or before such date, or should all bids received on or before such date be rejected, the Secretary shall notify Fleets of the next successive District in the order given above, setting a reasonable deadline for receipt of bids. Acceptance or rejection of all bids shall be by the Governing Committee, which shall act upon bids received on or before the date of the annual meeting before the conclusion of the International Championship Series then in progress, and shall announce its decision at the conclusion of said series. Should bids pass to the next succeeding District, the Governing Committee shall announce



its decision with respect to all bids received from such District on or before the expiration of thirty days from the deadline for receipt of bids.

The responsibility for arranging and providing for the proper facilities, prizes, entertainment, and all related matters, shall rest with the Fleet on whose waters the Championship Series is held. In this regard, it must follow all reasonable recommendations of the Governing Committee.

The following traditional activities are noted for guidance of the host Fleet:

- \*Saturday: Measurement and weighing of boats and measurement of sails.
- \*Sunday: Practice Race, followed by Commodore's reception cocktail party.
- \*Monday: First Race.
- \*Tuesday: Second Race.
- \*Wednesday: Gold Cup Race.
- \*Thursday: Fourth Race and Annual Meeting.
- \*Friday: Final Race and trophy presentation banquet.

\*Evening entertainment is optional but it is customary to allow only one completely open evening during the week. The annual meeting is traditionally held after dinner on Thursday. As one of the principal purposes of the International Championship Series is to foster good fellowship and the exchange of ideas among the members of the Class, a full schedule of social activities is strongly recommended.

#### ARTICLE IV - Entries

Each Fleet is entitled to enter one active member from such Fleet for each group of six active members, or fraction thereof, in said Fleet. The host Fleet shall, in addition to such entry or entries, be allowed to enter the remaining active members in its Fleet or five active members, whichever is less.

Each Fleet shall be vested with the authority, subject, however, to these Rules and Regulations as interpreted by the Governing Committee, to determine in which manner its entry or entries shall be selected.

Former Class Champions shall have the right to participate in the Championship Series without having his entry charged to his home Fleet, provided he is an active member for the then current year.

Each District Champion and the Atlantic Coast Champion of the current year shall have an automatic eligibility not chargeable to his home Fleet.

The Class officers described in Article VIII of the Constitution shall have an automatic eligibility not chargeable to their respective home Fleets.

Each entrant must sail the yacht with which he qualified, except by permission of the Governing Committee. In no event, may an entrant sail in other than the yacht in which he qualified if his home Fleet is in the District in which the Championships are being held, except upon establishing to the satisfaction of the Governing Committee that the yacht with which he qualified shall have been demolished, or badly damaged, since the time of his qualification. A contestant borrowing a yacht may not exchange said yacht for another without permission of the Race Committee.

#### ARTICLE V - Alternates

Alternate entries may be designated by the com-

peting Fleets, but any contestant starting the Series may not have an alternate or other substitute take his or her place.

#### ARTICLE VI - Eligibility

Each entrant must be certified eligible by his Fleet and, in addition, must have sailed his own, his chartered, or his organization's boat in a representative number of 110 races in his home Fleet within the current season, and by reason of residence or normal yachting activities be qualified to represent the Fleet. This last requirement may be modified by the Governing Committee for newly formed Fleets and with respect to an individual active member who, due to absence in the military service, is prevented from sailing a representative number of races with his home Fleet.

The crews must be composed of Corinthian sailors. Each boat must be sailed by not less than two such persons, i.e., a helmsman and one crewman.

All boats and sails used in the International Championships shall be measured and all such boats shall be weighed prior to the first race of such Championship Series. Sails shall be stamped as approved by the chief measurer, so appointed for such series. If any sail does not come within the restrictions, or within the tolerance permitted, such sail shall be impounded during the entire series.

#### ARTICLE VII - Championship Committee

It is suggested that the Fleet or the executive officers of the Fleet in whose waters the Championship Series is held appoint a Championship Committee to be in charge of the Series, which is composed of chairmen of the various subcommittees such as room reservations, programs, prizes, launching and hauling, measuring sails, borrowing 110's, entertainment,



and Race Committee.

The duties of the Race Committee shall be:

To prepare the racing schedules subject to the approval of the Governing Committee; to conduct the races; to conduct the starting, finishing, and timing of all races; to provide all proper marks of the course; to nominate three judges, who may be members of the Race Committee, subject to the endorsement of the Governing Committee; to appoint any other necessary officials; to make readily available to all contestants race circulars and necessary information regarding the series; to report the Championship results to the Secretary; and to do all other things necessary and proper concerning the management of such series.

#### ARTICLE VIII - Races

The International 110 Championship Series shall consist of six races which shall be held in open waters as free as possible from headlands, shoals, obstructions or aids to navigation. At least three completed races must be sailed to constitute a Championship Series.

The course for two or three of the races shall be a twice-around equilateral triangle measuring 1-1/2 nautical miles on each leg; two or three of the races shall be twice-around windward-leeward courses with a minimum of 2-1/2 nautical miles per leg. An alternate form of windward-leeward course, only if adequate racing space is not available at the sailing site, is a course of 1-1/2 nautical miles in length and sailed three times around. One race shall be sailed over a Gold Cup course, consisting of two equilateral triangles, as described above, with an addition of a windward leg sailed to the weather mark and a direct return to the last turned leeward mark which shall be the finish. If deemed necessary, due to lack of wind, one triangle may be deleted



from the Gold Cup course prior to the start of the race, but if this procedure is followed, the Gold Cup course may not again be shortened, anything to the contrary in the following paragraph notwithstanding.

The "Olympic" course is permitted at National Regattas at the discretion of the local committee. In the event that the Race Committee determines that is a substantial probability that a race will overrun the time limit, it may, either before or after the starting signal, shorten the prescribed courses, as defined in this Article, by a maximum of two legs. In the event the course is shortened after the starting signal, the Race Committee must show its intention at the turning buoy preceding the new finishing mark by firing two guns and displaying code flag S as the leading boat reaches such turning buoy and then proceeding to the new finishing mark. This procedure for shortening courses shall supersede IYRU Rules as adopted by the NAYRU or any rule for shortening courses adopted by NAYRU in the future.

The Race Committee shall start and finish all races at the leeward mark with the exception of a shorter course finish described above, unless a different procedure is approved by the Governing Committee prior to commencement of the Series.

#### ARTICLE IX - General Rules

1. The International 110 Class Championship Series shall be governed by the current Racing Rules of the North American Yacht Racing Union, by these Rules and Regulations, and by the Racing Instructions established by the host Race Committee. In the event of a conflict between these Rules and Regulations and such Racing Instructions, these Rules and Regulations shall govern. In the event of a conflict between these Rules and Regulations and such NAYRU Rules, the Race Committee is requested to follow these Rules and Regulations.

2. The time limit for all races shall be three hours. If one boat finishes within said time limit, the race is official, and all competitors must be timed.

3. In case a resail of any race is necessary, no boat shall be prevented from entering the resail for any cause arising out of the incompleted race, except in accordance with paragraph 4 of this Article.

4. In the 110 International Championship Races, so-called "Team Racing Tactics" (for example, but not by way of limitation, the act of deliberately and willfully sacrificing one's own chances or place in a race for the purpose of injuring or improving the chances or place of others) are barred and shall be grounds for protest and disqualification. Covering or luffing, provided a yacht is sailing within the right-of-way rules and in a manner consistent with maintaining or bettering its own standing in the race or point score, shall not be deemed Team Racing Tactics. In flagrant cases, affecting the point score among the leaders, the judges shall have the power, with or without protest, to disqualify the offenders or to order the race resailed and/or to bar the offenders from the remaining races and recommend their suspension to the Governing Committee.

5. In the event of postponement of one or more races due to unfavorable weather conditions or for any other cause, the Race Committee shall attempt to reschedule such race or races later during the week of the Championship Series (for example, by sailing two races on one day). In the event that the Race Committee determines that any postponed race cannot practicably be rescheduled, it may cancel such race, provided, always, that at least three races are completed during the Series. Postponed races may be sailed after the announced dates of the Series with the consent of at least three-fourths of the entrants.

6. The host Fleet shall determine whether or not the Series is to be dry sailed. If the Series is not to be dry sailed, all competing boats shall be in the water twelve hours prior to the first scheduled race and shall remain in the water during the time of the entire Series except by special permission of the Race Committee.

7. If a stake boat is used to locate marks for

the contentants, such boat shall proceed at a constant speed, on the proper course, stopping only when it has reached the location of the next mark.

#### ARTICLE X - Methods of Scoring

The low point system shall be used, viz.: The winner of a race shall receive 3/4 point, the second place boat two (2) points, the third place boat three (3) points, etc. A boat which does not start or does not finish or is disqualified shall receive one (1) more point than the highest number of starters in any race of the Series.

Each contestant's best five of the six races sailed shall be used to determine his standing as described in the following paragraphs. If less than six races are sailed, all races shall be counted or used to determine the contestant's standing.

The contestant with the lowest score at the conclusion of the Series shall be the champion; the contestant with the second lowest score shall be the runner-up, etc.

When two yachts are tied, the yacht which has beaten the other yacht in the most races shall be the winner.

#### REGIONAL CHAMPIONSHIPS

##### District Championships

District Championships shall be an annual event held on the waters of the District. Such Championships shall be conducted pursuant to the Class Constitution, Rules and Regulations Governing the International Championship, Specifications and Sail Regulations, except as these may be modified or changed by rules of the host Fleet. The time and place of such Championship and number of races shall be in the discretion of the Fleets in such District, acting through the District Secretary. To be recognized and to qualify as such Championship, however, such races must be held pursuant to invitation to all Fleets of the District (invitation to and participation of other District Fleets or isolated owners

is optional with the Districts) and be participated in by three or more Fleets.

#### Courses - Regional and District

Regattas: Windward legs shall be no less than one mile in length unless prohibited by local conditions.

#### Fleet Championships

Fleet Championships shall be an annual event held on waters in the vicinity of the Fleet. They shall be conducted pursuant to the Class Constitution, Rules and Regulations Governing the International Championship, Specifications and Sail Regulations, except as they may be modified or changed by the Fleet rules.



# SAIL REGULATIONS

## 1.0 GENERAL

### 1.1 Purchasing of Sails

Two suits of sails may be acquired in the first calendar year of the boat's life, and one suit each year thereafter, not to be cumulative. In the event of the loss or destruction of a sail during year in which it was purchased, such sail may be replaced within the year, then evidence substantiating the loss is considered justified by the Fleet Officers.

### 1.2 Dating of Sails

Sailmakers shall indelibly mark in approximately 1" characters, at tack, month and year of sale of each sail. Sails submitted for measurement without having a sailmaker's date shall be assumed to have been acquired in the current year, unless it is obvious that they were acquired during an earlier year.

### 1.3 Royalty Patches

All sails (Mainsails, Jibs, and Spinnakers) purchased after January 1, 1968 must have a royalty patch affixed by the sailmaker at time of manufacture. Such Royalty patches may be purchased by a sailmaker from the International Secretary/Treasurer at a cost of \$2.00 each.

### 1.4 Fleet Competition

It is recommended, but not required, that sail dimensions be initially controlled at a fleet level. To this end, each fleet should require that all sails be measured before being used in fleet competition.

### 1.5 District Competition

For District Championship competition

sails shall conform to the regulations set forth below. At the option of the host fleet, sails shall be measured prior to competition or such measurement may be waived on the basis of fleet measuring according to Section 1.4 above.

#### 1.6 International Championship Competition

Sails shall be measured and inspected immediately prior to International Championship Regattas, for conformance with the following regulations. Sails that are in compliance shall be legibly marked by the measuring committee, and only such sails shall be used in competition. Sails may be re-measured at any time during the regatta, at the option of the measuring committee, but retroactive disqualification as a result of such re-measurement can be imposed only in the case of intentional concealment of information during the initial measurement or subsequent willful modification.

1.7 No more than two each of main, jib and spinnaker may be submitted for measurement at the National Regatta. If any sail is impounded by the measuring committee, one sail may be submitted for measuring for each sail impounded.

### 2.0 MAINSAILS

#### 2.1 Materials:

Mainsails may be made of cotton duck or any woven synthetic material. The weight is optional.

#### 2.2 Dimensions:

2.2.1 Minimum: Luff 18' Foot 8'9" Leech 20'0"

2.2.2 Maximum:

When the sail is set, no part of the head shall extend above the bottom of the upper mast band, and no part of the tack shall extend below the top of the lower mast band (corresponding to a maximum luff length of 19'6").

When the sail is set, no part of the tack shall extend beyond the end of the boom and/or forward of the aft face of the mast (corresponding to a maximum luff length of  $9'7\frac{1}{4}"$ ).

The leech dimension shall not exceed  $21'7"$ .

The mid-girth dimension shall not exceed  $6'6"$ . The headboard fore and aft dimension shall not exceed  $6"$ .

Three batten pockets are required, located so as to divide the leech into four approximately equal parts:

The upper batten pocket shall not exceed  $19\frac{1}{2}"$ .

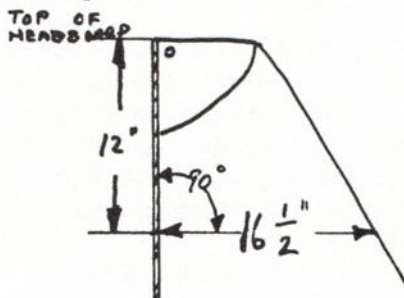
The middle batten pocket shall not exceed  $31\frac{1}{2}"$ .

The lower batten pocket shall not exceed  $25\frac{1}{2}"$ .

The battens respectively shall not exceed  $18"$ ,  $30"$ , and  $24"$ .

## 9.25 Head Girth

The mainsail girth  $12"$  down from the top of the head board and  $90$  degrees to the luff shall not exceed  $16\frac{1}{2}"$  including boat rope (see drawing).



## 2.3 Measuring:

2.3.1 Mainsail dimensions are over-all dimensions including the boltrope. The leech dimension is defined as the length from the extreme corner of the clew to the upper forward corner of the headboard.



2.3.2 Mainsails shall be dry when measured, and shall be smoothed out as well as possible on a flat floor or deck, but the cloth need not be under tension when measured.

2.3.3 The points on luff and leech which define the mid-girth shall be located by the creases resulting from successively folding together the extreme corners of the tack and clew with the upper forward corner of the headboard. For this purpose, the leech shall be defined as a faired curve over the outer ends of the batten pockets.

2.3.4 Maximum luff and foot dimensions are limited by the spars, as indicated in Section 2.2.2 above, and need not be measured.

#### 2.4 Additional Stiffening

No additional battens or headboards, oversize grommets or additional stiffening other than that provided by the sail fabric itself shall be permitted.

#### 2.5 Windows

A portion of the sail near the foot may be made of transparent plastic material. This shall be limited to a reasonable area for viewing purposes, and shall present a minimum compromise of the intent of any of the accompanying regulations.

#### 2.6 Reefing

Reefing may be accomplished at the foot only, with the usual reef points. Roller reefing is prohibited.

#### 2.7 Slides

The sail shall be attached to the boom and mast by means of slides on a 5/8" track. (Note: An exception is provided under Rules and Specifications, Article II (11)).

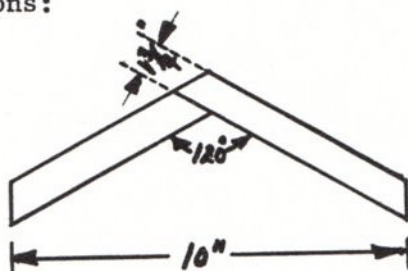


## 2.8 Insignia and Numbers

The Class insignia "110" and registered racing number in figures not less than 8" high and not less than 2" block width in any contrasting color shall be affixed to both sides of each mainsail.

## 2.9 Chevrons

2.91 Chevrons shall be of the following dimensions:



2.92 Chevrons may be displayed on the mainsail at any point above the lower batten. Chevrons shall be attached with the vertex upward.

2.93 The following chevron colors denote the type of Championship won:  
A - International, Gold; B - Atlantic, Silver; C - District, Blue; D - Fleet, Red.

2.94 Only one chevron may be displayed on the sail at one time. It is thus suggested that the skipper display the chevron representing his highest award.

2.95 Chevrons are awarded not to the boat but to the skipper and shall be retained by the skipper for use on any 110 that he may sail while still a member of the Association.

## 3.0 JIBS

### 3.1 Materials:

Jibs may be made of cotton duck or any woven synthetic material. The weight is optional.

### 3.2 Dimensions:

Jibs of three different sizes are permitted, although only the largest, No. 3, is normally used in competition.

#### 3.2.1 Basic Dimensions

	Luff		Leech		Foot	
	Max.	Min.	Max.	Min.	Max.	Min.
No. 1	11'0"	10'10"	9'10"	9'4"	6'0"	5'8"
No. 2	14'2"	14'0"	13'2"	12'6"	7'0"	6'7"
No. 3	15'0"	14'9"	15'0"	14'3"	10'0"	9'6"

3.2.2 Mid-Girth Dimension maximum for the No. 3 jib shall be 4'8". No minimum mid-girth is specified. The mid-girth dimensions for the No. 1 Jib and for the No. 2 Jib are optional.

3.2.3 Additional stiffening. No battens or headboards, oversize grommets or additional stiffening other than that provided by the sail fabric itself shall be permitted.

To limit the "headboard" effect that can be achieved by excessively large grommets or other devices at head, tack or clew of any jib: The width between adjacent edges (or faired extensions thereof) at the head, tack or clew, as measured across the point defining the measuring point, shall not exceed two inches.

### 3.3 Measuring

3.3.1 Jibs shall be dry when measured.

3.3.2 Measuring Points. The measuring of jibs will be greatly simplified if the grommets at head, tack and clew are so located that measurements can be taken between the extreme sides of awls or nails thru these grommets. Alternatively, however, any three points may be selected as measuring points, on or beyond the sail, that simultaneously sa-

tisfy the luff, foot and leech dimensions and all other requirements including the width limitation of Section 3.2.3 above. The points on luff and leech defining the mid-girth are located by the creases resulting from successively folding together the measuring points defining the tack and clew of the jib with that defining the head.

3.3.3 Tensioning. To measure the jibs, spread them out on a flat floor or deck, put an awl or nail thru the head cringle. Pull the tack away from the head with approximately a 20-pound tension, and hold it at that tension with an awl or nail thru the tack cringle. Pull the clew away from the head and tack until wrinkles are removed from the body of the sail, and hold the clew in that position with an awl or nail thru the clew cringle.

If the luff stretches considerably (as in the case of jibs that are not firmly sewn to a luff wire) during the application of its 20-pound load, this tension load on the cloth shall be increased if required, so that the slack is removed from the material along the luff of the sail.

Luff, foot, leech and mid-girth measurements shall then be taken, while under the above tension, in a straight line between the measuring point as defined in Section 3.3.2 above.

3.3.4 Stretch Allowance. If due to apparent considerable use, a jib's foot or leech, or both, have been stretched beyond the maximum dimensions specified by Section 3.2.1 above, an additional stretch allowance of 4" for the Nos. 1 and 2 Jibs and 1" for the No. 3 Jib beyond the maximums may be permitted on the foot and leech. This is to be enforced as a stretch allowance, and is not a sailmaker's allowance.

### 3.4 Windows

A portion of the sail near the foot may

be made of transparent plastic material. This shall be limited to a reasonable area for viewing purposes, and shall present a minimum compromise of the intent of any of the accompanying regulations.

#### 4.0 SPINNAKERS

##### 4.1 Number of Spinnakers

No more than two spinnakers shall be carried on board at one time during a race.

##### 4.2 Materials

Spinnaker may be made of cotton duck or any woven synthetic material. The weight is optional.

##### 4.3 Dimensions

4.3.1 Basic dimensions	Max.	Min.
Luff.....	16'3"	15'9"
Leech.....	16'3"	15'9"
Foot.....	12'0"	11'0"
Half Girth:		
6' down from head.....	5'7"	5'1"
12' down from head.....	6'4"	5'8"
Diagonal measurement.....	18'0"	17'0"

4.3.2 Additional Stiffening. No battens or headboards, oversize grommets or additional stiffening other than that provided by the sail fabric itself shall be permitted.

##### 4.4 Measuring

4.4.1 The head and clew grommets, or equivalent measuring points, will be used for all spinnaker measurements.

4.4.2 Measure the luff, leech and foot in a straight line while each is under approximately five-pound tension.

4.4.3 The half-girths and diagonal are to be measured with the spinnaker folded in half so that the folded center line assumes a curved line, with the luff and leech together. The sail should be smoothed out by hand in the direction of each measurement. The clews and foot of the sail need not be held down when measuring the half-girth.



Arcs, scribed with radii of 6'0" and 12'0" about the measuring point defining the head of the spinnaker, are used to locate the two half-girths. The half-girths are defined as the chordal distances, across these arcs, from the folded center line of the sail to its leeches.

The diagonal is measured in a straight line from the head to the foot at the folded edge.

#### 4.5 Racing Number

The registered racing number, in figures not less than 8" high and not less than 2" block width in any contrasting color shall be affixed to at least one side of the spinnaker. The Class insignia "110" need not be displayed on the spinnaker.

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# RULES AND SPECIFICATIONS

**BUILDERS:** The International 110 Class Yacht Racing Association has full control in the building of all 110 Class Boats to the extent of refusing to register and assign a number to any new boat not complying with the plans, the Rules and Specifications. A new boat may be constructed only from the official plans issued by the Associations, as revised from time to time by proper vote or action; or, if constructed of fiberglass, from molds or forms approved by the Association.

Home building is encouraged, but the strict requirements imposed on commercial builders apply equally to home builders.

**PLANS:** Preservation of the one-design feature is paramount, and the plans issued by the Association's Secretary as amended from time to time shall be strictly adhered to.

## MEASUREMENT CERTIFICATE AND NEW BOAT REGISTRATION

Each new boat must be measured and registered prior to its participation in Association sanctioned races. This requirement applies to all new boats regardless of builder. An owner may apply for registration as follows:

(1) He must submit his boat for measurement to a local Association representative. (Name and address of nearest, may be obtained from the Secretary.)

(2) Send the completed measurement form to the Chairman, Technical

proposes to take whatever steps may be necessary to protect both the 110 name and emblem from any unauthorized use.

## ARTICLE I - Explanations

Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered or governed by the dictates of common sense, a ruling must be obtained from the Technical Committee. In interpreting any point not covered, or wording of obscure meaning, the Technical Committee shall consider the intended meaning rather than any technical misconception that might be derived from the wording and shall bear in mind at all times the basic principle of the specifications which is to maintain the International 110 Class as a one-design Class. As such rulings are made they will be published in the Association's periodic newsletters. Prior rulings will be found listed in Article II, Section 19 of these rules and specifications. This list will be added to in each publication of the yearbook/handbook. The owner shall be bound by all rulings appearing in the latest yearbook/handbook and in newsletters published since the latest yearbook/handbook.

**YACHT NUMBERS:** The yacht number must be burned or cut into the keelson or mast step cap, and in such a place as to be readily seen by a person standing in the cockpit, such numbers to be in at least two-inch figures, and to be cut or burned in at the time the number is awarded.

**OPTIONS:** Nothing is optional in these specifications unless it is so stated.

**MEASUREMENTS AND ALLOWANCES:** The specifications are in feet, inches, and pounds in

accordance with the standards of the United States Bureau of Weights and Measures. Yacht must be built to the exact dimensions given on the official drawings, Sheets 1300 to 1306 inclusive, as revised November 1952 and any subsequent additions or revisions. Allowances will be made for expansion and unavoidable fractional inexactness, which are not sufficient to permit any intentional deviation. 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 measurers shall be instructed not to approve boats which are not built with a reasonably high skill and careful workmanship. The measurer shall be required to measure those items called for on the New Boat Measurement Form. There are separate and distinct forms to be used for boats constructed of fiberglass and for those constructed of wood. Forms are available from the Association Secretary. The completed form must be checked against the established tolerances and, if warranted, approved by the Technical Committee prior to a number being issued.

## ARTICLE II - Specifications

(1) KEEL: The keel is to be an iron casting as shown in the plans, weighing three hundred pounds. There shall be an allowance of plus and minus five per cent in the weight of the keel. The keel must be cast from a mold made from an Association approved pattern; in addition, several critical dimensions, as specified on the measurement forms, will be taken and evaluated by the Technical Committee to insure that the mold did not distort during the casting operation. The keel is to be fastened to the hull at the position indicated in the plans. The keel may be faired to the bottom of the boat. This may be accomplished



by putty, surfacing compounds, or other similar products.

(2) PLANKING: Bottom, topsides and decks are to be made of 3/8" marine resin bonded plywood, three or more ply, fir or any other facing desired, finished at least on one side. The plywood may have an impregnated Kraft fiber overlay. The chines shall be of Douglas fir or equivalent wood.

(3) FLOORS, FRAMES, DECK BEAMS AND BUTT BLOCKS: Shall be as shown on the plans. However, equivalent materials may be substituted.

(4) FLOATATION: All boats must have floatation tanks of at least five gallons capacity in both bow and stern, or a floatation material providing an equivalent positive buoyancy. (2310 cubic inches of air)

(5) STEM AND STERN: Shall be of oak or equivalent wood and follow the specifications shown on the plans.

(6) COCKPIT: The cockpit shall be of size and shape as shown on the plans. The coaming shall be of size and shape as shown on the plans. The coaming shall be of mahogany or equivalent wood as shown; the height above deck abaft the main shrouds may be reduced, but in no place shall the top be less than 1" above the deck.

(7) FLOORBOARDS: Floorboards are required, and shall cover the entire open cockpit area, so as to prevent the possibility of stepping on the bottom of the boat. The space between the frames directly under the thwart (or bridge deck) may be left uncovered for bailing.

(8) OPTIONAL ITEMS (NOT REQUIRED):

CROSSBEAM: The crossbeam, not of struc-

tural importance, supporting the snubbing winch may be redesigned or relocated to provide for a more convenient means of trimming the mainsail, jib, or parachute spinnaker.

**LOCKERS AND SHELVES:** The addition of lockers, and shelves, on the inside of the hull is permitted.

**RAILS:** Foot and hand rails may be attached to the fore and aft decks.

**SHIELDS:** Metal shields may be attached to the bow and stern.

**TRAVELER:** A mainsheet traveling block may be located within a 3" wide strip beginning 21" aft of the after-face of the after-coaming. This block may not extend athwartships beyond the intersection point of the deck and the deck chines. The method of attachment and details of construction are optional. Except for this traveling block arrangement, the mainsheet rig may not be altered from the design and location as shown on the plans.

**RUB RAILS:** A single rub rail not more than  $3/4"$  x  $1\frac{1}{4}"$  may be affixed to each side of the boat, no lower than 6" below deck level.

**(9) RUDDER AND TILLER:** The rudder shall be of mahogany or any other equivalent wood. The thickness of the finished rudder shall not exceed  $1\frac{1}{8}"$  at any point, except for rudders constructed with an external jaw type rudder shaft where the thickness shall not exceed  $1\frac{3}{4}"$  for more than 10" below the bottom of the hull. The tiller shall be of ash or any other equivalent wood.

A tiller extension as 'hiking stick' is permitted; design and material used is optional.

(10) FASTENINGS: All joints shall be glued and fastenings shall be of brass, copper, nickel, or any marine alloy, but not aluminum or any other lightweight metals or alloys. All such fastenings shall be screws or "boat nails" or through bolts as required.

(11) SPARS:

**MAST:** The mast is to be hollow and rectangular in section, made of Sitka spruce or Douglas fir, with blocking as shown on the plans, and with wall thickness not less than  $\frac{1}{2}$ " thick at any point for the full height of the mast. (Measurement of wall thickness will normally be done at the top, butt, and at thru bolt fittings, however, where in the opinion of the measurer, additional measurements are absolutely necessary, holes not to exceed  $\frac{3}{16}$ " diameter may be drilled. Such holes must be immediately be glued and plugged). The four edges of the mast will be rounded with a radius of not in excess of  $\frac{1}{2}$ ". No slotted masts are allowed. Where tapers are called for such tapers shall be a straight taper. Although tapers slightly convex will be allowed, concave tapers will not be allowed. All dimensions specified are minimum with no minus tolerance.

Internal Halyards are not permitted.

**Standard Mast:** The butt cross section shall be  $2\frac{7}{8}$ " x  $2\frac{1}{2}$ " and the mast shall taper from this point to  $2\frac{1}{2}$ " x  $2\frac{1}{4}$ " at a point 17'6" above the butt. From this



latter point, the mast shall taper to  $1\frac{3}{4}" \times 1\frac{1}{2}"$  at a point  $22' 5\frac{3}{4}"$  above the butt.

**Alternate Mast:** The butt cross section shall be  $2\frac{3}{4}" \times 2\frac{3}{8}"$  and shall be straight, at the same dimension, to a point  $9'0"$  above the butt. From this latter point, the mast shall taper to  $1\frac{3}{4}" \times 1\frac{1}{2}"$  at a point  $22' 5\frac{3}{4}"$  above the butt.

To indicate the maximum height to which any part of the sail head shall extend when set, a line shall be marked around all sides of the mast at a height not to exceed  $22' 5\frac{3}{4}"$  above the foot/butt of the mast. The portion of the mast above this line shall be painted a contrasting color to define the upper mast band.

To indicate the lowest point to which the sail tack shall extend when the sail is set, a line shall be marked around all sides of the mast at a distance not to exceed  $19' 6\frac{1}{2}"$  below the bottom of the aforementioned upper mast band. A band at least  $1"$  in width of contrasting color shall be painted about the mast below this line to define the lower mast band.

**Exception:** Slotted masts built prior to 1946 may be retained, but not replaced.

**BOOM:** The boom may be made of any material and be of any cross sectional shape so long as the finished spar, exclusive of fittings, but including sailtrack (if used) will pass through a  $3\frac{1}{2}"$  diameter hole. Slotted booms are permitted. The track or slot used for the mainsail attachment must be straight in both horizontal and vertical planes.



**SPINNAKER POLE:** The spinnaker pole shall not be longer than 6' 1½" overall including fastenings. The material used and the thickness of the pole is optional. When in use the inboard end must be attached to the mast.

**WHISKER POLE:** An additional whisker pole not to exceed 9'6" overall including fastenings may be used to wing out the No. 3 jib. It may not be used on the spinnaker. The material used and the thickness of the pole is optional. When in use the inboard end must be attached to the mast.

(12) **RIGGING:** The standing rigging shall be of multistrand construction, not less than 1/8" in diameter, 1 x 19. It shall consist of jib stay, mainshrouds, and diamond truss fixed in the position as shown on the sail plan. No forward struts or jumper stays are permitted. The type of turnbuckles is optional. Any changes in the set of standing rigging except as occasioned by accident or by conventional turnbuckles during a race shall be prohibited. A single jib downhaul is permitted, fittings therefore optional. It may be used either for adjustment of the tack height of a conventional jib sewn to its luff wire or for draft control on a loose-luff jib. The jib downhaul shall not be attached to the jib stay in such a manner as to permit

adjustment of jib stay tension from the cockpit. A masthead backstay is permitted provided that it may not be adjusted during a race. Material used and size are optional.

(13) DECK, SPAR, AND BOOM HARDWARE: The deck, spar, and boom hardware, together with the running rigging shown in the official plans, is not absolutely fixed and equivalent fittings may be used except that the jib sheet must be led through blocks or fairleads centered on the joint of the deck plywood and the upper chine, or an equivalent location on fiberglass boats.

Jib and mainsail halyard locks are permitted; their location is optional.

(14) FINISH: The finish of the hull, rudder, keel, and spars is optional, except that the use of potlead or graphited bottom paints is prohibited. The keel may be enameled, galvanized, or plated. The use of fiberglass or equivalent covering material is permitted.

(15) HIKING STRAPS: The use of hiking straps or toe straps is permitted either longitudinally or athwartships within the cockpit. These may be either rope or canvas webbing or other suitable material fastened not higher than the bottom edge of the cockpit coaming. When fully extended they shall not project above the deck line.

(16) BOOM VANG: A boom vang (boom jack) is permitted, provided load is carried directly to the centerline of boat.

(17) HULL WEIGHT: Hull minimum weight shall be 900 pounds. Boat to be weighed with mast and boom in place, all loose equipment to be removed except spinnaker pole, and main, jib and spinnaker sheets. Loose equipment to be construed as such items as paddles, anchors,

sail, whisker pole, etc. If weight must be added, such weight must be permanently affixed to deck frames.

(18) FIBERGLASS CONSTRUCTION: Fiberglass construction by a builder or builders approved by the Association is permitted provided that the Technical Committee has approved such builder's Details of Construction prior to commencement of actual construction. Sections 2, 3, 5, 9, and 10 of this article may be altered, at the discretion of the Technical Committee, to allow fiberglass construction. No alterations to these specifications may be made that will result in the outclassing of conventional wooden boats.

(19) TECHNICAL RULINGS:

1. Mainsail headboard dimensions remain at the six inch figure as stated in the Sail Regulations and additional stiffening in the sail cloth at the head so as to give additional headboard effect will not be allowed. "Headboard" is defined as the internal piece, not including the bolt rope and cloth.
2. Glued sails are approved for use providing that no stiffening effect at clew, tack, or head has been applied; that is, no more than in a sewn sail.
3. Plastic sail track is allowed.
4. Generally the flush to the bottom type rudder is acceptable so long as it meets all other published requirements. Corner radii are optional. The so-called Maltheaner rudder is permitted.



5. Cleats and chocks are not required equipment and the use of a hole in the deck through which the painter is lead is legal.
6. Chainplates must be on deck with a fitting similar to the Merriman fitting described on the plans. The use of under-deck levers or other devices to slacken the shrouds is not allowed.
7. Five gallons of floatation is required in both the stem and stern. Styrofoam blocks of equivalent volume are allowed.
8. The use of an endless spinnaker hal-yard is permitted.
9. Lengths of spinnaker and whisker poles are measured overall including the complete end fitting.
10. Mast steps which can be adjusted while under sail are not allowed.
11. Keels may be made of cast iron only. Drilling and plugging with heavier, or lighter materials is not approved.
12. Thru-deck Spinnaker Turtles: This type of turtle is legal and may be used in any sanctioned 110 race. However, it is suggested that the following limitations be adhered to so that an acceptable degree of safety is maintained. The opening in the deck should be no more than about 12" x 12" and should be fitted with a hatch or cover. A development of this rig allows the spinnaker to be retracted into the turtle by pulling a line in the cockpit, thereby, eliminating the



need to go forward to restuff the tuftle and providing a positive means to lower the sail when necessary - this device is legal also.

13. Keel Alterations: After a keel is cast, it is accepted as legal on the basis of three tests: (1) its being cast from an approved pattern, (2) conformance to two check dimensions specified on the New Boat Measurement Sheet, and (3) weight. Of course, the pattern of the keel is measured prior to casting, and if in conformance with the official 110 plans, becomes an "approved" pattern.

However, we have found a great variance among 110 keels despite the above three checks. The reasons behind these variances fall into two categories--one which does not disqualify a keel as legal, and one which does.

Keels cast from approved patterns and meeting test nos. 2 and 3 are legal as long as they remain essentially "as manufactured," aside from normal smoothing and finishing, even though some of their dimensions are beyond tolerance. This is because the Class has never exercised any quality control over the foundry during casting. This is a long story; but basically, a sand mold (formed from the approved pattern) will expand as the molten iron is poured in and, if not controlled, this expansion will go beyond our tolerances. This has happened many, many, times, and keels made like this are on many, many boats. All these keels have been, and are, considered legal.

Keels altered by the owner by grinding or building up (or any other way) are legal

so long as the shape of the keel is not beyond the dimensions and configuration shown on the plan. Keels altered beyond these limits are not legal and may not be used in official 110 races.

14. Cockpit Coaming: The extent of required coaming is well defined in the plans, specifically the "V" portion forward of the mast is required. The coaming should be three inches (minimum) high at the forward part of the "V" and taper to the one inch minimum as specified in the yearbook. The coaming extending aft of the cockpit is not required. One-half inch (minimum) mahogany or equal must be used.

15. Undersize Masts: Undersize masts may be built up to legal size only by a uniform application (no hollow areas - straight between measuring points) of any material equal to, or greater than, the strength of the wood used to build the mast. such as polyester resin.

16. Electric pumps are not permitted.

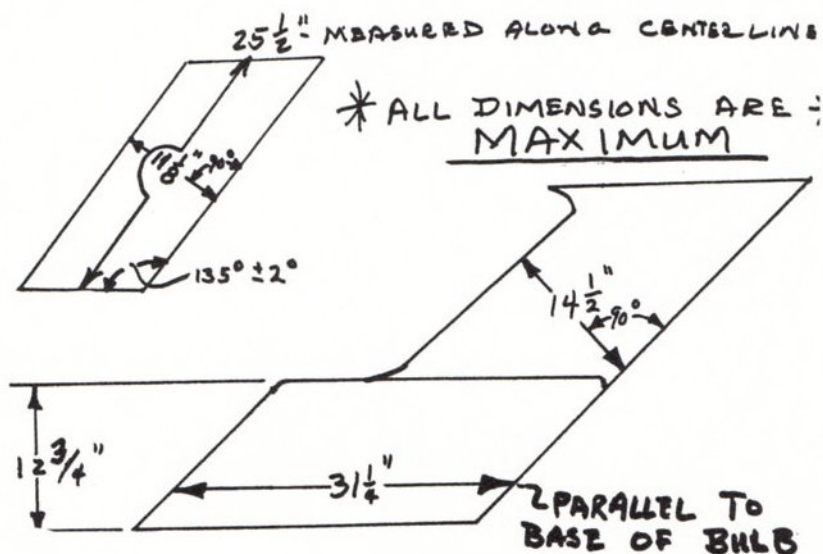
17. Splashboard: The splashboard shall be fixed at 60 degrees to the deck at the location shown on the plans. One-half inch thick mahogany, or equal, should be used. The lower edge must approximately match the curve, and fit closely, to the deck. The board is to be a constant width of 3 1/8" except that it may begin to curve to the deck 5 1/2" from the ends (at 2 3/4" from the ends 2 1/2" high). It must be 29 3/4" long measured to the inside edge of any notches used to retain spinnaker sheets. The upper edge may be rounded but not notched or cut out. This is to define the absolute minimum size of

splashboard necessary on a 110. Folding splashboards are not permitted.

18. No outriggers of any purpose are permitted.

19 A single trapeze is permitted in all 110 competition.

20 . Maximum lateral areas for the keel and rudder are defined on the following drawing and may not be exceeded:



NOTE: LEADING AND TRAILING EDGES AND TOP AND BOTTOM OF BULB MUST BE APPROX. PARALLEL.



M-I FORMMEASUREMENT DATA  
110 International Championships

10-69

	Specified Dimension and Tolerance*	OK
Mast height to lower edge of upper mast band.....	22' 5 3/4" max.	<input type="checkbox"/>
Standard mast.....	Bottom dimension 2 7/8" x 2 1/2" taper to 2 1/2" x 2 1/4" at 17' 6" taper to 1 3/4" x 1 1/2" up 22' 5 3/4"	<input type="checkbox"/>
Alternate Mast.....	Bottom dimension 2 3/4" x 2 3/8" Straight to 9' 2 3/4" x 2 3/8" taper to 1 3/4" x 1 1/2" up 22' 5 3/4"	<input type="checkbox"/>
Wall Thickness.....	1/2" throughout	<input type="checkbox"/>
Lower edge of upper mast band to upper edge of lower mast band.....	19' 6" plus 1/2"	<input type="checkbox"/>
Bottom of mast to top of spinnaker track.....	6' 1" plus 1/2" (or to top of fixed ring)	<input type="checkbox"/>
*The tolerances listed are the maximum allowable over the specified dimension. Any amount under shall be passed.		
Bottom of mast to center of spinnaker halyard when halyard is pulled at 90 degrees to mast face.....	18' 4 3/4" plus 1/2"	<input type="checkbox"/>
Bottom of mast to a point where a projection of the jibstay would intersect the forward face of the mast at an angle of 18 degrees.....	17' 5" plus 1"	<input type="checkbox"/>
Boom over-all length including gooseneck and all outhaul fittings.....	9' 7" plus 1/2"	<input type="checkbox"/>
Spinnaker pole over-all.....	6' 1 1/2" plus 1/2"	<input type="checkbox"/>
Forward edge of coaming to centerline of pin on jibstay (1" above deck - projected at 72 degrees if standard Merriman fitting is not used.).....	57 1/2" plus 1 1/2"	<input type="checkbox"/>
The forward edge of the mast cup shall be located anywhere between Station 5 and 6" aft of Station 5. (Station 5 is 3/8" forward face of oak beam under mast).		<input type="checkbox"/>
Total Boat weight, less loose gear.....	900# min.	<input type="checkbox"/>
Batten length.....	18"-24"-30" max	<input type="checkbox"/>
Whisker pole.....	9' 6" plus 1/2".	<input type="checkbox"/>
Keel Lateral Area .....		<input type="checkbox"/>
Rudder Lateral Area .....		<input type="checkbox"/>

Flotation gear installed..... ☐

REQUIRED LOOSE EQUIPMENT

Bucket.....Paddle..... ☐

Anchor and sufficient line (Min. 2½# Anchor - 100'¾" Line)..... ☐

Life jacket (one for each person)..... ☐

SAILS

All sails must be measured and stamped OK.....or  
impounded.

(No records need be kept of actual sail measurements.)

Boat Number.....Skipper.....

Crew.....Measurer.....Year.....

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