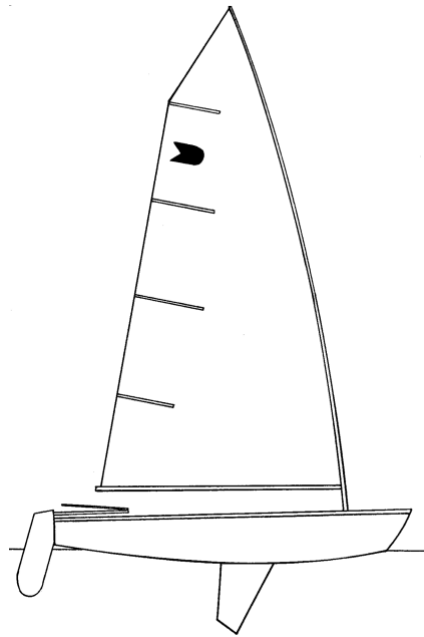




INTERNATIONAL OK DINGHY MEASUREMENT FORM



| | |
|------------------------------------|--|
| Boat Details | |
| Country Code | |
| Official Sail Number | |
| World Sailing Plaque Number | |

Authority: OK Dinghy International Association

Effective date: 1st March 2021

The OK Dinghy was designed in 1957 by Knud Olsen and was adopted as an International Class in 1972

NOTES

GENERAL

1. This measurement form should be completed in conjunction with the OK Dinghy Class Rules and the Equipment Rules of Sailing.
2. The builder shall pay the current building fee to the National OK Dinghy Association (or OKDIA if there is no NCA or the NCA does not want to administer) which shall issue a building fee receipt and World Sailing plaque to the builder.
3. The owner or builder shall apply to the owner's **certification authority** for a sail number, enclosing the building fee receipt, and may at the same time submit the proposed name of the boat.
4. This measurement form, when completed, shall be submitted by the owner to his **certification authority** together with any required **certification fee**.
5. The builder shall sign the declaration to certify that the **hull** has been built in accordance with the **class rules** and the measurement form

TO THE MEASURER(S)

1. An **official measurer** recognised by their **certification authority** shall carry out **certification control** and record all the measurements on this form.
2. If the **official measurer** feels the slightest doubt concerning the accuracy or compliance with the **class rules** of any part of the **hull**, they shall report it on the measurement form and send it to the **certification authority**.
3. The **boat** shall conform to all the **class rules**, even if some of the rules are not mentioned on the measurement form.
4. All measurements are in millimetres unless stated otherwise.
5. The **official measurer** shall sign the declaration on completion of measurement that the **hull** is in accordance with the **class rules** and the measurement form and that there has been no departure from the intended nature and design of the **hull** except as stated above.

TO THE OWNER

1. It is the sailors' responsibility to ensure that the **boat** is in compliance with Section C of the **class rules**.
2. They shall also undertake that the **correctors weights** (if any) shall not be altered or removed except when done in conjunction with an official re-weighing and that only **sails, hull appendages, masts** and **booms**, which have been measured and **certified** shall be used.
3. The owner shall sign the declaration to race this International OK Dinghy only so long as they maintain it in conformity with the **class rules**.

TO THE CERTIFICATION AUTHORITY

1. The **hull certificate** shall only be issued when this form is complete and all the declarations have been signed.
2. The **hull certificate** is valid only if the document has been validated with the **certification authority's** stamp.
3. If an **official measurer** reports any concerns about the compliance with the **class rules**, either an OK Dinghy International measurer or the OKDIA Technical Committee Chairman shall be contacted for a clarification.

The **certification authority** is the MNA of the owner of the boat, unless the MNA has delegated that responsibility to the National OK Dinghy Association or to the OKDIA as allowed under Rule A.4.2.

World Sailing is not a Member National Authority (MNA)

| |
|--------------------------------|
| Measurer |
| |
| Date of Measurement |
| |
| Certification Authority |
| |
| Measurers declaration |

| |
|-----------------------------|
| Builder |
| |
| Builders address |
| |
| Date of Build |
| |
| Builders Declaration |

| |
|---------------------------|
| First Owner |
| |
| Owners Address |
| |
| Owners Declaration |

| |
|--------------------------|
| Measurer Comments |
| |

| |
|---|
| Certification Authority Comments |
| |

| WITH HULL IN MEASUREMENT TRIM (INVERTED) | | | | | |
|---|-----------------|--|------------|---------------|------------|
| The baseline shall be on the centre-plane of the hull at the following vertical distances below the bottom of the hull as defined in D.2.3 (b): | | | | | |
| Item No. | Rule No. | Measurement | Min | Actual | Max |
| 1 | D.7.2 & H.1.1 | At the hull datum point | | 200 | |
| 2 | D.7.2 & H.1.1 | At Station 3 | | 28 | |
| 3 | D.7.2 & H.1.1 | Longitudinal distance from hull datum point to Bow Measurement Point | 3990 | | 4010 |
| Vertical distance from base line to bottom of hull shell | | | | | |
| 4 | D.7.2 & H.1.1 | At station 1 | 85 | | 105 |
| 5 | D.7.2 & H.1.1 | At Station 2 | 0 | | 16 |
| 6 | D.7.2 & H.1.1 | At 3500 mm forward of hull datum point | 90 | | 110 |
| | | | | | |
| 7 | D.7.2 & H.1.1 | Longitudinal distance along base line from hull datum point to top of transom | | | 12 |
| 8 | D.7.2 & H.1.1 | Longitudinal distance from hull datum point to where extension of straight edge of foreside of stem (included keel band if any) meets base line | 3705 | | 3735 |
| Longitudinal distance from Bow Measurement Point to stem (including any stem band) | | | | | |
| 9 | D.7.2 & H.1.1 | 300mm below base line | 140 | | 150 |
| 10 | D.7.2 & H.1.1 | 180mm below base line | 265 | | 285 |
| 11 | D.7.2 & H.1.1 | Longitudinal distance from hull datum point to centre of centreboard bolt | 2390 | | 2410 |
| | | | | | |
| 12 | D.7.2 & H.1.2 | Vertical distance from base line to chine at station 0 | 237 | | 257 |
| 13 | D.7.2 & H.1.2 | Beam between chines at station 0 | 828 | | 848 |
| 14 | D.7.2 & H.1.2 | Vertical distance from base line to sheerline at station 0 | 433 | | 453 |
| | | | | | |
| 15 | D.7.2 & H.1.3 | Vertical distance from base line to chine at Station 1 | 178 | | 198 |
| 16 | D.7.2 & H.1.3 | Beam between chines at Station 1 | 1136 | | 1156 |
| 17 | D.7.2 & H.1.3 | Vertical distance from base line to sheerline at Station 1 | 449 | | 469 |
| | | | | | |
| 18 | D.7.2 & H.1.4 | Vertical distance from base line to chine at Station 2 | 164 | | 184 |
| 19 | D.7.2 & H.1.4 | Beam between chines at Station 2 | 1244 | | 1264 |

| | | | | | |
|----|---------------|---|-----|--|-----|
| 20 | D.7.2 & H.1.4 | Vertical distance from base line to sheerline at Station 2 | 482 | | 502 |
| 21 | D.7.2 & H.1.5 | Vertical distance from base line to chine at Station 3 | 216 | | 236 |
| 22 | D.7.2 & H.1.5 | Beam between chines at Station 3 | 816 | | 836 |
| 23 | D.7.2 & H.1.5 | Vertical distance from base line to sheerline at Station 3 | 537 | | 557 |

| | | | | | |
|----|----------------|---|------|--|-----|
| 24 | D.7.2 & H.1.1 | Vertical distance from base line to Bow Measurement Point | 588 | | 608 |
| 25 | D.7.2 & H.1.1 | Vertical distance from base line to deck at centreline of transom | 462 | | 482 |
| 26 | D.7.2 & H.1.6 | Radius of chines aft of Station 3 | | | 15 |
| 27 | D.7.2 & H.1.13 | Keel band: width | 9 | | 22 |
| 28 | D.7.2 & H.1.13 | Keel band: depth | 3 | | 10 |
| 29 | D.7.2 & H.1.1 | Radius of stem forward of 3500mm | | | 11 |
| 30 | D.7.2 | Length of keelband from hull datum point measured along keelband | 3500 | | |
| 31 | D.7.2 & H.1.7 | Distance from a straight edge placed at right angles to the base line on bottom panel at: | | | |
| 32 | D.7.2 & H.1.7 | Station 0 | | | 15 |
| 33 | D.7.2 & H.1.7 | Station 1 | | | 25 |
| 34 | D.7.2 & H.1.7 | Station 2 | | | 30 |
| 35 | D.7.2 & H.1.7 | Station 3 | | | 35 |
| 36 | D.7.2 & H.1.8 | the topside panel at any point | | | 8 |
| | | N.B: Measurement 36 (above) shall be taken between the sheerline and the chine and not from the underside of the sheerguard. | | | |

| WITH BOAT RIGHT WAY UP | | | | | |
|-------------------------------|-----------------|--|------------|---------------|------------|
| Item No. | Rule No. | Measurement | Min | Actual | Max |
| 37 | D.7.2 | Longitudinal distance of forward face of aft bulkhead from hull datum point | 785 | | 815 |
| 38 | D.7.2 | Longitudinal distance of aft face of forward cockpit bulkhead from hull datum point | 1779 | | 1809 |
| | D.7.2 | Longitudinal distance of forward face of station 3 from hull datum point | 2800 | | |
| 39 | D.7.2 & H.1.2 | Beam of hull at sheerline at Station 0 | 898 | | 918 |
| 40 | D.7.2 & H.1.3 | Beam of hull at sheerline at Station 1 | 1228 | | 1248 |
| 41 | D.7.2 & H.1.4 | Beam of hull at sheerline at Station 2 | 1408 | | 1428 |
| 42 | D.7.2 & H.1.5 | Beam of hull at sheerline at Station 3 | 1150 | | 1170 |
| 43 | D.7.2 & H.1.9 | Depth of sheerguard, measured vertically from sheerline | 9 | | 35 |
| 44 | D.7.2 & H.1.9 | Width of sheerguard, measured horizontally from sheerline | 3 | | 35 |
| 45 | D.7.2 & H.1.11 | Total width of side-deck assembly, excluding sheerguard | 120 | | 240 |
| 46 | D.7.2 & H.1.11 | Height of side deck assembly above line joining sheerlines on opposite sides of the hull | | | 40 |
| 47 | D.7.2 & H.1.11 | Depth of side deck assembly below line joining sheerlines on opposite sides of the hull | | | 80 |
| 48 | H.1.11 | Do hiking pads, if fitted, comply with the rule? | | Yes/No | |
| 49 | D.7.2 | Height of continuation of centreline of deck above sheerline at centre of mast | 20 | | 40 |
| 50 | D.2.6 (c) | Do the decks comply with the rule? | | Yes/No | |
| 51 | D.7.1 | Is a towing eye fitted correctly? | | Yes/No | |
| 52 | D.2.4 (b) | Are the sail numbers and national letters on a plaque or cut or burned into the hog or centreboard case or bulkhead at Station 2 on centreline in figures of not less than 20mm? | | Yes/No | |
| 53 | D.2.4 (a) | Is a World Sailing plaque fitted in accordance with rule D2.4 (a)? | | Yes/No | |

| BUOYANCY | | | | | |
|-----------------|-----|---|--|--|--------|
| 54 | D.5 | Do the buoyancy arrangements comply with rules D.5? | | | Yes/No |

| | | | | | |
|----|-------|--|------|--|-------|
| 55 | C.6 | WEIGHT (Measurers are advised to check C.6) | | | |
| 56 | C.6.1 | Weight of hull including all corrector weights | 72kg | | |
| 57 | C.6.1 | Number of corrector weights | | | |
| 58 | C.6.2 | Weight of corrector weights at station 2 bulkhead | | | 5kg |
| 59 | C.6.2 | Weight of corrector weights under deck at: Bow | | | 2.5Kg |
| 60 | (c) | Transom | | | 2.5Kg |