Keel Measurement Instructions:

1. Set Jig # 1 at back (trailing edge) of keel along bottom edge of the hull. (Jig # 1 is smaller than Jig # 2) Make sure two points are flush with the hull and the single point is on the trailing edge of the keel. Mark the single intersection with a pencil (MPA). Measure down 19 inches (482.6 mm) from the mark and make a second mark (MPC).

2. Set Jig # 2 at front (leading edge) of keel along bottom edge of the hull. Make sure two points are flush with the hull and the single point is on the front edge of the keel. Mark the single intersection with a pencil (MPB). Measure down 23 ¾ inches (603.3 mm) from the mark and make a second mark (MPD).

3. Measure MPA to MPB using Jig Verify the measurement falls within the minimum and maximum for chord length (955.7 mm minimum, 974.7 mm maximum). Measure MPC to MPD using Jig Verify the measurement falls within the minimum and maximum for chord length (590.6 mm minimum, 616.0 mm maximum).

4. Measure transom to MPA (2883 mm minimum, 2908.3 mm maximum) and measure transom to MPC (3003 mm minimum, 3029 mm maximum). Make sure to put tape measure at the intersection of the bottom of the hull and the stern.

5. Measure MPA to the bottom of the keel (708 mm minimum, 720.7 maximum).

6. Measure station thickness 1 (95.2 mm minimum) and 2 (73 mm minimum). Using Jigs.

7. Check station shapes using jigs (straight elliptical, deviations in shape +/- 3 mm, but not to be intentional, concave contour beyond accidental _hollow_ is considered illegal)

8. Measure trailing edge thickness between MPE and Hull (8 mm Minimum), between MPE and MPC (6 mm minimum) and below MPC (6 mm minimum).

New:

Station A Measurements

1. Additional station A is defined as the section cut of the keel stub portion of the hull between MPE and MPF.

2. Mark MPE, being 203.5 mm above MPA.

3. Mark MPF, being 253 mm above MPB.

4. Measure station thickness between MPE and MPF. 108 mm minimum

5. Measure trailing edge from MPE to hull. 8 mm minimum

Transom to MPA = Transom to MPA + MPA to MPB

<table>
<thead>
<tr>
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<th>Minimum</th>
<th>Maximum</th>
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<tbody>
<tr>
<td>Transom to MPA</td>
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<td>3003</td>
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<tr>
<td>Min</td>
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<td>Max</td>
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<tr>
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<tr>
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<td>616</td>
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<tr>
<td></td>
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MPA to Bottom of Keel

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<tr>
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<tbody>
<tr>
<td></td>
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<td>720.7</td>
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Station thickness A

<table>
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<tbody>
<tr>
<td>Station thickness A</td>
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</table>
Station thickness 1  

95.2 mm Min

Station thickness 2  

73.0 mm Min

Trailing edge Hull to MPE  

8 mm Min

Trailing edge MPE to MPA  

6 mm Min

Trailing edge MPA to Tip  

6 mm Min

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Station 1 Thickness</td>
<td>95.2 mm min</td>
</tr>
<tr>
<td>Station 2 Thickness</td>
<td>73.0 mm min</td>
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<td>Pass/Fail</td>
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</table>
STATION 1 MEASUREMENTS

STATION 1 IS DEFINED AS THE SECTION CUT OF THE KEEL BETWEEN MP A AND MP B. MP A AND MP B ARE LOCATED BY PLACING JIG #1 AND JIG #2 AS SHOWN ABOVE ON THE CENTER LINE OF THE HULL AND KEEL.

MINIMUM & MAXIMUM CHORD LENGTH

CL

37½” MIN
38½” MAX

(955.7)

(974.7)

3¾” (85.2)

NOTE: NO MAXIMUM THICKNESS

STATION 2 MEASUREMENTS:

STATION 2 IS DEFINED AS THE SECTION CUT OF THE KEEL BETWEEN MP C AND MP D AS SHOWN ABOVE.

MINIMUM & MAXIMUM CHORD LENGTH

CL

23½” MIN
24½” MAX

(590.6)

(615)

(13)

NOTE: NO MAXIMUM THICKNESS

KEEL FORWARD & AFT LOCATION

TRANSOM CORNER

113½” MIN
114½” MAX

(2883)

(2908.5)

118½” MIN
119½” MAX

(3003)

(3029)

MP A

MP C

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