



Appendix K-4 : Application for renewal of measurement certificate for the year 2026

[Article C.IV.5 of the Internal Regulations of the IMOCA]

I, the undersigned, , active member in good standing with IMOCA, hereby request, for the **2026** races specified below, the annual renewal of my boat's measurement certificate :

Boat name :

World Sailing hull number [CR B.2(b)] :

Races covered by the measurement certificate renewal request :

- ☐ 1000 Race
- ☐ Vendée Arctique
- ☐ The Ocean Race Atlantic
- ☐ Défi Azimut
- ☐ Route du Rhum
- ☐

The list of planned/completed work must be detailed on page 2.

Unexpected inspections may be carried out, whether the boat is on land or in the water.

The checklist of documents to be provided for the renewal of the IMOCA measurement certificate is available in the members' area of the website www.imoca.org and is listed at the end of this document. **The documents must be up to date for the year 2026.**

Additional documents may be requested by the Chief Measurer.

Done at : Date :/...../.....

Skipper's signature :

In accordance with Article A.9.2(e) of the IMOCA Class Rules, please provide a detailed list of all work, modifications and substitutions that have been carried out on your boat since the last valid measurement certificate of the boat :

Boat name :

World Sailing hull number [CR B.2(b)] :

DATE	DESCRIPTION
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Done at : Date :/...../.....

Skipper's signature :

List of documents to be provided to the CM to renew the MC

At the request of the CM, this list can be completed

Documents to be provided systematically for the renewal of the CDJ :

		CR	MP
<input type="checkbox"/>	CDJ renewal application form (available in the member's area) indicating : - any modifications carried out ; - repairs carried out.	Annexe K-4	C.2
<input type="checkbox"/>	Valid keel NDT report (<4 years, covering the entire period of validity of the MC, to be renewed for each round-the-world race)	A.8.3	C.2
<input type="checkbox"/>	Valid mast NDT report (<1 an)	A.8.4	C.2
<input type="checkbox"/>	Valid hull NDT report (to be renewed in the year of departure for a round-the-world race)	A.8.5	C.2
<input type="checkbox"/>	Compliance document of installation of the AIS with the class A or B+ type mentioning : - The name of the organisation that checked the installation; - The type of VHF antenna and its impedance; - The type of coaxial cable (e.g. LMR400), its impedance and its attenuation per metre in dB for a frequency of 156.8 MHz; - The length of the coaxial cable; - The connectors, if any, (apart from the connection to the antenna and transponder) and their attenuations in dB; - The make and type of the AIS transponder and the VHF;	C.7.2	A.13
<input type="checkbox"/>	Completed calculation sheet for certification of compliance of AIS assembly (available in the member's area)	C.7.2	A.13
<input type="checkbox"/>	Drawing showing the volumes of the buoyancy foam installation	D.4(a)	C.2
<input type="checkbox"/>	A table summarising the elements with the characteristics of the closed-cell foam taken into account for the buoyancy volume calculation	D.4(a)	C.2
<input type="checkbox"/>	Inspection and/or maintenance sheets for the standardised keel tilting control system	AB-2.3	

Documents to be provided for the renewal of the CDJ when the document concerned below is modified:

		CR	MP
<input type="checkbox"/>	Complete digital model of the boat with different layers (see below) (MNCB)		C.2
<input type="checkbox"/>	Boat drainage diagram specifying the types of pumps used and flow rates	C.3.2	C.2
<input type="checkbox"/>	Invoice for the radar	C.3.14(b)	A.15
<input type="checkbox"/>	Document showing : - motor type ; - moteur brand and model	C.6.1(c)(vi)	C.2
<input type="checkbox"/>	Document certifying : - compliance with accessibility requirements from the external helm station of the "main" engine control(s) governing "forward" and/or "reverse" (reversing gear) ; - the possibility of sealing the propulsion system during racing to prevent the boat from being propelled.	C.6.1(d)	C.2
<input type="checkbox"/>	Technical Description of the propulsion system seal	C.6.1(d)	C.2
<input type="checkbox"/>	Invoice of the propeller used, showing : - brand ; - type ; - characteristics.		C.2
<input type="checkbox"/>	Document showing : - the set up of an independent starter battery or another source for starting the engine ; - the capacity of the independent starter battery.	C.6.2 (b)	C.2
<input type="checkbox"/>	Invoice of commercial production battery	C.6.2(d)	C.2
<input type="checkbox"/>	Dimensioned working deck diagram showing : - the height of the cockpit floor at the lowest point in relation to the DWL ; - the toe rail ; - stanchions ; - Pulpits, pushpits.	C.9.1 C.9.2 C.9.4 D.7	C.2
<input type="checkbox"/>	Certificate of compliance from the boat's architect certifying that the boat has been designed, built and maintained in accordance with the provisions of ISO 12215 Category A, as approved by the ISO WG18 convenor.	D.1(d)(i)	C.2
<input type="checkbox"/>	Certificate of construction plan control, in accordance with the provisions of ISO 12215 Category A, as approved by the ISO WG18 coordinator, issued by the architect	D.1(d)(ii)	
<input type="checkbox"/>	A dated and signed declaration from the boat builder confirming that the boat has been built in accordance with the plans checked by the boat's architect.	D.1(d)(iii)	C.2
<input type="checkbox"/>	Document certifying compliance with the hull materials, including : - list of materials used - Confirmation certificates for each batch of fibre used.	D.3 Annexe G.1 Annexe G.2(d)	C.2
<input type="checkbox"/>	Calculation note on cockpit drainage requirements (ISO 11812)	D.7(c)	C.2
<input type="checkbox"/>	Certificate of compliance from the architect certifying that : - the cockpit is rapidly self-draining ; - the ISO 11812 standard is complied with; - if the washboard is semi-fixed, it opens outwards only.	D.7(a)(b)(c)	C.2
<input type="checkbox"/>	2D/3D diagram of watertight bulkhead with their hatches (or dedicated MNCB tracing) showing the maximum distances between each bulkhead	D.8.1(c)(d)(e)	C.2
<input type="checkbox"/>	Calculation notes certifying that the doors of watertight bulkhead and their hatches can withstand the pressure generated by the water in a flooded compartment, in accordance with the study carried out by Bureau Veritas on the pressure generated by the rocking of a liquid mass in a compartment (available in the member's area).	D.8.2(c)	C.2
<input type="checkbox"/>	Calculation notes certifying, in accordance with the study carried out by Bureau Veritas on the pressure generated by the rocking of a liquid mass in a compartment (available in the member's area), that : - the emergency exits withstand the pressure of the water whatever the sea conditions and the position of the boat; - hatches, closing systems and associated equipment withstand water pressure when the boat is upside down.	D.9	C.2
<input type="checkbox"/>	Waterline plans of the boat and positions of the emergency exit mentioned in D.9.1(c) in the following configuration : - lightship configuration ; - companionway door(s) mentioned in RDC D.9.2 closed ; - 0°, 90°, 180° angle of heel or any other angle of heel requested by the CM.	D.9.1(c)	C.2

<input type="checkbox"/>	Position of the emergency exit located within 500 mm of the rearmost point of the hull and waterline of the boat in the following configuration: - lightship configuration ; - companionway door(s) mentioned in RDC D.9.2 open; - watertight bulkhead doors closed ; - the compartment corresponding to the companionway door(s) mentioned in RDC D.9.2 filled to cockpit overhead level; - 0° angle of heel.	D.9.1(c)	C.2
<input type="checkbox"/>	Positions of the emergency exit located within 500 mm of the rearmost point of the hull and waterline planes of the boat in the following configuration: - light configuration ; - companionway door(s) mentioned in RDC D.9.2 open; - watertight bulkhead doors closed ; - 90°, 180° angle of heel.	D.9.1(c)	C.2
<input type="checkbox"/>	Proof (plan, measurements taken by the measurer before assembly, etc.) of a mechanical stop limiting the maximum lateral angle of the keel around its axis of rotation on each edge.	E.2(e)	
<input type="checkbox"/>	Technical drawing showing the 2D longitudinal section of the bulb, indicating : - empty cavities where they exist ; - the mass of the bulb alone - the weights and material characteristics of the various parts and accessories used to connect the bulb to the keel sail, in accordance with document 0669-1410 - Keel IMOCA - IND E - Principles of metal - Bulb assembly.	E.3	C.2
<input type="checkbox"/>	Certificate of assembly of bulb with shaft Inconel 718 H, 17.4 PH or equivalent	E.3(b)	C.2
<input type="checkbox"/>	Document showing that the foil installation maintains the integrity of the watertight compartment containing the foil box in the event of a major impact to a foil.	E.4(k)	A.23
<input type="checkbox"/>	Validation file for the foils and their systems including: - Drawings ; - Construction drawings; - Materials used; - 3D of foils in Up/Down positions in boat reference ; - A1 axis; - A2 axis ; - Mass ; - CG ; - Upper/Lower bearing layout ; - Developed surface ; - Static moment ; - Details of how the first degree of freedom can be controlled and measured; - Details of how the second degree of freedom, if any, can be controlled and measured.	E.4(l)	A.16
<input type="checkbox"/>	Study report presenting the theoretical static forces and loads taken into account for the definition and construction of the structure around the keel bearings.	AB-1.3	
<input type="checkbox"/>	2D dimensioned digital layout diagram with cotation of the standardised mast including : - The mast reference 0 ; - The different chainplate positions; - The angle between the tie-rod and the outrigger in the plane formed by these two axes; - The angles of the stays and runners.	Annexe C	C.2
<input type="checkbox"/>	GV decoration project	AE.1	
<input type="checkbox"/>	In-port promotional sail decoration project	AE.3	
<input type="checkbox"/>	Alternative materials file including for each piece of equipment : - 2D/3D diagram of each component; - set up diagram - its mass ; - its centre of gravity (CG); - its volume if submerged; - the traceability of each of its components.	Annexe J	
<input type="checkbox"/>	List of installed commercial production sensor including : - Number - Brand - Model - Invoices	Annexe P	
<input type="checkbox"/>	General electrical diagram of the boat including : - a table specifying the various batteries on board ; - the positions of the batteries in the boat register.		C.2
<input type="checkbox"/>	Document certifying the density of the bulb		C.2
<input type="checkbox"/>	Compliance document of the standardised mast		C.2
<input type="checkbox"/>	Compliance document of the standardised keel		C.2
<input type="checkbox"/>	Compliance document of the standardised canting system		C.2
<input type="checkbox"/>	Compliance document of the standardised boom		C.2
<input type="checkbox"/>	Any other document request by the CM		C.2

Complete digital model of the boat (MNCB) in Rhino format, in the boat reference, containing a specific layer for each of the following elements:

	CR	MP
<input type="checkbox"/> Complete digital model of the boat (MNCB)	D.2(a)(b)(c)	C.2
<input type="checkbox"/> Cockpit floor height according to ISO 11812 in relation to the DWL	C.9.1(a)	C.2
<input type="checkbox"/> Working deck	C.9.1(b)	C.2
<input type="checkbox"/> Pulpits, stanchion, toe rail	C.9.1(b) C.9.2(a)(i) C.9.2(b)(iii)	C.2
<input type="checkbox"/> Theoretical sheerline	C.9.1(b) D.2(f)	A. 7.13
<input type="checkbox"/> Line passing through the two rearmost points of the sheerline on either side of the boat	C.9.1(b)	
<input type="checkbox"/> Projection théorique sheerline one the XY plan	C.9.1(b)	A. 7.13

<input type="checkbox"/>	Section of the hull on the YZ plane of the boat reference 1000 mm aft of the foremost point considered to determine the hull length	D.2(d)	
<input type="checkbox"/>	Curve formed by the projection on the XY plane of the boat reference of the points whose Y coordinates for each cross-section of the hull are maximum.	D.2(e)	
<input type="checkbox"/>	Transvers section of the hull at the Bmax	D.2(e)	
<input type="checkbox"/>	Transvers section of the hull X=17000mm, Transvers section of the hull at X=500mm	D.2(f) D9.1(c)	A. 7.15
<input type="checkbox"/>	Complet rigging with all cables in position	D.5 F.2	C.2
<input type="checkbox"/>	Ballasts	D.5	
<input type="checkbox"/>	Keel in 0° position with its axis of rotation, keel angled at its maximum on both sides	D.5 E.2(c)(e)	C.2
<input type="checkbox"/>	Rudders in up and down position	D.5 E.1 E.5	
<input type="checkbox"/>	Foils up and down to their maximum, A1 and A2 axes	D.5 E.1 E.4	A.22
<input type="checkbox"/>	Ballasts and their filling/emptying systems	D.6	C.2
<input type="checkbox"/>	Watertight bulkhead with their hatches and maximum distances between each bulkhead	D.8.1(c)(d)(e)	C.2
<input type="checkbox"/>	Emergency exit	D.9.1	
<input type="checkbox"/>	Waterline plans of the boat and positions of the emergency exit mentioned in D.9.1(c) in the following configuration : - lightship configuration ; - companionway door(s) mentioned in RDC D.9.2 closed ; - 0°, 90°, 180° angle of heel or any other angle of heel requested by the CM.	D.9.1(c)	C.2
<input type="checkbox"/>	Position of the emergency exit located within 500 mm of the rearmost point of the hull and waterline of the boat in the following configuration: - lightship configuration ; - companionway door(s) mentioned in RDC D.9.2 open; - watertight bulkhead doors closed ; - the compartment corresponding to the companionway door(s) mentioned in RDC D.9.2 filled to cockpit overhead level; - 0° angle of heel.	D.9.1(c)	C.2
<input type="checkbox"/>	Positions of the emergency exit located within 500 mm of the rearmost point of the hull and waterline planes of the boat in the following configuration: - light configuration ; - companionway door(s) mentioned in RDC D.9.2 open; - watertight bulkhead doors closed ; - 90°, 180° angle of heel.	D.9.1(c)	C.2
<input type="checkbox"/>	Opening Hatch and portholes in open/close position	D.9.3	
<input type="checkbox"/>	Keel in 0° position with bulb CG and standardised keel fin torsion axis	E.3(b)	
<input type="checkbox"/>	Y Plan=+-5750mm	E.3(d)	
<input type="checkbox"/>	Safrans with planes grouping all the points on the leading and trailing edges, dihedral angles between these planes and the XZ	E.5(f)	
<input type="checkbox"/>	Rigging complete with all cables in position and : - 0 mast reference - chainplates - Plans X=7700mm and X=8700mm	Annexe C	C.2

Additional documents to be provided for the renewal of the CDJ when the last CDJ is more than 4 years old:

	RDC	PDJ
<input type="checkbox"/> Recent NDT boat report	AA.3.1	