

MINI CLASS RULES

2017 EDITION

FOREWORD

All the Mini events are organized under the auspice of the National Sailing Federation and are under the control of the Classe Mini Association with the participation of the organizers and local communities and / or private partners.

Mini events are sport events intended to encourage offshore racing in 6.50 meters long monohull sailboats.

The objective is to encourage the study and development of these boats and to increase safety while promoting performance in offshore conditions.

The rules are designed to encourage seamanship, a sense of responsibility for all crew and to promote sportsmanship and solidarity between competitors.

R-1 RESPONSIBILITY

R-1-a All competitors and their vessels must remain completely independent of any outside assistance while racing. They must rely solely on their own abilities to complete a race and in doing so assume all hazards of racing. Competitors must be able to face all the difficulties of racing at sea and be capable of entering a port by their own means.

The race courses are such that it is not possible to guarantee the success of rescue operations. Additional safety resources put in place by the Organization, does not guarantee the total safety of the competitors in a rescue operation or at any time.

R-1-b The full responsibility of all incidents rests with the persons onboard. The Organizers or Classe Mini cannot be held responsible by the competitors or third parties for any accident during the race or its preparation.

R-1-c Each competitor is free to abort the start or abandon the race at any time.

R-1-d In case of retirement, the competitor must do everything possible to alert the race organization so as not to incur penalties.

R-2 ELIGIBILITY

R-2-a Mini events are open to all monohulls complying with the Mini Class Rules, Special Rules for Events and Mini Rules of the current year.

R-2-b All boats must conform to the laws of her country of registry

R-2-c Any boat registered in a country which is a member of the European Union must comply with one of the following requirements:

Prototypes: According to the article 243-1.07 from July 7th, 2008 (or the article 245-1.03 from June 5th 2015), the owners of prototypes registered in a country which is a member of the European Union wi- have to supply roof of compliance of a prototype boat (see model in the Appendix of the French Guide Mini) certifying that the boat complies with the C category requirements of design.

Production boats: Production boats launched after June 16th, 1998 must be stamped «CE» and classified in design category C minimum, criteria of B category have to be applied for the structure. Boats launched before this date must have been subjected to a national approval as production boats in 3rd category of navigation.

R-3 CATEGORIES - RANKINGS

R-3-a Registrations are divided up into two categories: prototypes and production boats.

R-3-b There will be two separate rankings. Finish positions are established according to actual finishing time.

R-3-c Official mini events must be on a strictly identical format for both categories (productions boats and protos).

R-3-d Other trophies may be allocated in agreement with Classe Mini.

R-4 CHAMPIONNAT DE FRANCE DE COURSE AU LARGE EN SOLITAIRE – MINI 6,50

The French Sailing Federation, in collaboration with the Classe Mini has introduced the “Championnat de France Course au Large en Solitaire – Mini 6,50”. This Championships’ rules are available on both websites of the Classe Mini and FFVoile.

Any competitor who enters one of the events of the championship can participate subject to compliance with the rules.

R-5 VALIDATION OF RACING MILES

R-5-a Only events that the competitor has finished will count. An event is considered as “finished” when the competitor has finished the entire race, that is to say all the legs if there are more than one, without any external assistance (see E-21) and before the official closure of the finish line.

R-5-b Regarding A level races, all the NM of a completed leg are taken into account.

R-5-c The number of NM counted is the number determined in the Notice Of Race. If the course is reduced by more than 25%, the number of NM counted will be the number of the actual proposed course.

R-6 LEVELS OF RACES

R-6-a Events are classified according to levels as follow:

Day event	Event with no leg of more than 300 NM	Event with one or more leg(s) of more than 300 NM	Event with one or more leg(s) of more than 1000 NM
D level	C level	B level	A level

R-6-b Classe Mini Board of Administrators reserves the right to downgrade or upgrade a race at the moment of the publication of the calendar.

R-6-c If the course is reduced, the event keeps the level determined in the Notice Of Race.

R-7 ENTRIES

R-7-a Entries are open to every boat satisfying the eligibility criteria (R-2).

R-7-b Competitors less than 18 years of age must provide a certificate of parental consent.

R-7-c The registration deadline is determined in the Notice Of Race. Entry forms are available from the Organizers of each event.

R-8 QUALIFICATIONS

Competitors must adhere to the following qualification rules.

R-8-a Qualification for B level events

B level events are accessible only for competitors who comply with one of the both following criteria:

- having finished a C or B level event in the 5 preceding years.
- having validated their 1000 NM single handed course on the boat they wish to complete the B level event in the 5 preceding years.

For a double handed race, only one member of the crew must comply with this rule.

R-8-b Qualification in Mini events for A level events

The boat and skipper must qualify together, in the category in which it wishes to enter the A level race (production or proto).

R-8-b-1 1000 NM in Mini events

In the year a competitor wishes to participate in an A level race, the competitor must have completed at least 1000NM in Mini events dated after January 1st of the 5 years prior, and as follows:

- from the official Mini program
- on the boat he has entered the A race with,
- with a minimum of two races, including at least one single handed,
- with at least a leg of more than 500 NM non-stop.

Only events where the competitor has finished will be considered (see R-5)

R-8-b-2 In the year of the A event he or she wants to qualify for, he/she must have finished at least one C or B event of the official Mini Program on his boat. The date of this race is not taken into account in the chronology of the order of inscription.

R-8-c 1000 NM single handed course for single handed A level events

R-8-c-1 Distance: 1000 NM single-handed on the boat the skipper wants to qualify with.

7R-8-c-2 Deadline for Classe Mini to receive the file: no later than June, 30th 2017 for the 2017 Mini-Transat.

R-8-c-3 This mandatory qualifying course is defined by Classe Mini and established for each area (Atlantic, Mediterranean). This course is a loop that the competitor has to complete once. Entry point to the loop may be determined according to the starting harbour.

R-8-c-4 This course must be completed with no stop overs.

R-8-c-5 This qualification course has been designed to improve seamanship of the competitors, they can, in case of severe weather conditions only, decide to make a stop over.

R-8-c-6 Engine use is strictly limited to maneuvering in and out of the harbours.

R-8-c-7 The competitor has to be a member of Classe Mini and have an updated FFVoile license or certificate from the National Sailing authority of their country as well as a medical certificate when they start the course.

R-8-c-8 It is strongly recommended to pass the survival ISAF course before leaving for this course.

R-8-c-9 The competitor must send the form to Classe Mini, at least one week before the possible start, by mail or e-mail to inform the Class he/she plans to leave and the order he/she plans to pass the different marks (this form is available on the official website - www.classemini.com or can be asked for at the office), as well as side and deck pictures of the boat.

The competitor must provide information about their progress.

Once the course is completed, the competitor will have to provide the Committee with:

Elements to substantiate he/she has completed the course (choosing)	<ul style="list-style-type: none">✓ Pictures of the marks with the skipper and/or the boat clearly identifiable.✓ Pictures of the GPS with the date and position identifiable when rounding the marks.✓ GPS tracker or satellite beacon statement with the detail of the course (positions and dates).
Marine charts	<ul style="list-style-type: none">✓ The marine chart(s) covering the whole course with at least two plots a day.

The logbook of this qualifying course which must include:	✓ Signature by a local authority at the start, stop over (if necessary) and finish.
	✓ The following observations (8 times a day)
	- Hour
	- Position
	- <u>Atmospheric pressure</u>
	- Compass course
	- Log
	- Weather observations (sea, force and direction of the wind)
- Sails and sail changes	
✓ At least two celestial navigation sights must be computed and plotted on the chart in detail using the zenith's position by the "line of position + meridian" method or by two position lines. The geometrical construction of the navigation is required.	
✓ the weather reports collected by radio during the navigation, especially those justifying a possible stop over.	
✓ any relevant observations (special marks, damages, etc...).	
<u>Assessments</u>	✓ <u>Technical</u>
	✓ <u>Human</u>

The single-handed course will be taken into account at the date of the end of it (R-9-d) if the COMPLETE file is sent or given in hands to the Classe Mini within 15 days once it is completed (postmark date).

- If this 15 dasy period is exceeded, an additional 300 NM course will automatically be requested. The single-hande course will then be taken into account at the end of this additional course.
- All the original files have to be sent by mail (postmark date) or by hand. The skipper is entirely responsible for the proper delivery of these documents.
- In addition, the skipper has to send a scanned copy of the logbook and the pictures by email.
- When the qualification committee requires an additional course, the single-handed course will be taken into account at the end of the above mentioned additional course (R-9-d).

R-8-c-10

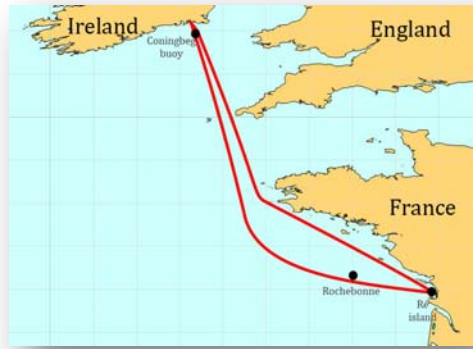
Atlantic qualification course:

Three rounding marks:

- Conninberg Buoy: 52°02,4' N - 6°39,5' W
- Rochebonne:
 - NW buoy: 46° 13' N - 2° 32' W
 - SW buoy: 46° 10' N - 2° 27' W
 - SE buoy: 46° 09' N - 2° 21' W
- Ré Island.

(Positions not official – see figure newt page)

Additionally, competitors have to round the Ushant Traffic Separation Scheme.



R-8-c-11 Mediterranean qualification course:

Four rounding marks

- Sète safewater buoy: 43°19' N – 003°50' E
- ODAS weather buoy: 43°40' N – 009°007' E
- Gorgona island: 43°26,4 N - 09°52,2 E
- Majorca – Carbrera island

(Positions not official - see figure below)



R-8-c-12 Skippers who have already finished one A level event of the Mini Calendar are exempted from the qualifying course defined in R-8-c.

Summary of the required qualification

Necessary qualification	D level event	C level event	B level event	Single handed A level event
Complete a C or B level event or <u>1000 NM sinle handed course less than 5 years old</u> (R-8-a)	no	no	yes	yes
1000 NM in Mini events (R-8-b)	no	no	no	yes
1000 NM course single handed (R-8-c)	no	no	no	yes

R-8-d Compliance requirements of the boat for the qualifying course

- During an event: boats shall be measured, complying with the Mini Class Rules and Mini Rules.
- Outside an event: boats complying with the Mini Class Rules and Mini Rules.

Note: we strongly advise competitors to try the SSB and bring aboard a EPIRB beacon and the survival suit for the 1000 NM course single handed.

R-8-e In the following circumstances, the skipper has to notify Classe Mini, and the Measurement Committee will determine whether an additional measurement is required:

- boat measured before '95,
- change of keel fin or keel bulb,
- change of keel structure or keel position,
- modifications calling into question the structural integrity of the boat, including the additions of mass in the bulb.

R-9 ENTRY ORDER AND NUMBER OF ENTRIES FOR A LEVEL RACES

R-9-a For A level events, each category (boats complying with production Mini Rules and prototypes) is limited to 40% of the maximum number of registrations after deductions of competitors granted with a DCQ (as defined in article R-9-f and R-9-g). The remaining 20% are distributed in the order of entry. The category if a boat is definitively allocated once given the number.

R-9-b To be considered as fully registered for an event, each competitor must have paid the entry fees and have completed the qualifying course, if there is one. They must also have been accepted by the Race Committee and the Protest Committee upon completion of the prestart controls in the starting harbour.

R-9-c Irrespective of the order that applications are received in, all entrants, except DCQ are registered in chronological order once all the criteria requirements below have been satisfied:

- the post mark date of the entry form and the entry fees received by the Organizer
- the end date of the qualification race (if necessary),
- the end date of the single-handed qualification (if necessary).

R-9-d Event dates are determined as follows:

- Qualification in race: day of the official results declaration for the event concerned.
- Single-handed qualification: day of the end of the course (according to harbour office stamp).
- Entry fees: day of the postmark or date of the bank operation.

R-9-e Cases of a tie for A level event registrants

R-9-e-1 In the case of a tie the competitor who has sailed the greatest distance (on the boat registered during official Mini events) except Transatlantic races, will have priority.

R-9-e-2 If two competitors have sailed the same distance on the boat registered during official Mini events, the competitor who has sailed the greatest distance during official Mini events, including Transatlantic races, on any boat will have the priority.

R-9-e-3 If after this, two competitors are still tied, then the date they did their single-handed qualification course will count.

R-9-e-4 If two competitors are still tied, then the day (according to the postmark) they have sent the cheque for the full entry fees will count.

R-9-e-5 If it still is not possible to decide between two competitors according to the 4 preceding criteria, the one who will have accumulated the most NM in races On June, 30th of the year of the A race will have priority.

R-9-e-6 If by chance, the two competitors are still tied, a draw will be made.

R-9-f Foreigners exception for calendar qualifications (DCQ)

R-9-f-1 For A level races, applicants living in a country which is out of the European continent can ask for an exception to the qualifying calendar requirements (DCQ), so they may complete their qualifying requirements within the calendar year of the A level race.

R-9-f-2 Interested competitors must send an application to Classe Mini, in digital format, including their foreseen sailing program, their sailing background, the number of the boat and their motivation for competing.

R-9-f-3 The eligibility of a competitor who may be granted a DCQ is agreed upon by Classe Mini.

R-9-f-4 Eligible DCQ Competitors shall complete their qualifications as defined in articles R-8-a, R-8-b and R-8-c.

- R-9-f-5 Qualifying courses defined in the article R-8-c for the admissible competitors may be defined in agreement with the Classe Mini.
- R-9-f-6 Six places are reserved for eligible competitors on the registration list until the last qualifying event is over. They are given to the first 6 qualified eligible boat/skipper pair.
- R-9-f-7 The deadlines are as follows in the year prior to the event:
- Deposit of the files: November, 1st,
 - Communication of the list of eligible competitors: December, 1st,
 - Communication of the successful competitors list: end of the last qualifying event or once the 6 places are provided.
- R-9-g** Prototypes exception for calendar qualifications (DCQ). For A level races, a maximum of 3 places will be kept for the first three boats qualified corresponding to the prototype mini rules that have been measured for the first time in the year of the A level race. These places cannot be given to boats complying with production boat mini rules.
- R-9-h** After the last qualifying event, if there are places left as DCQ (foreigners or prototypes), (see R-9-a), the remaining places are awarded to the other competitors on the waiting list.

R-10 SURVIVAL – FIRST AID TRAINING

The crew must provide documentation that they undertook a sea survival training in compliance with World Sailing rules for any A or B level race. For C level races, only one member of the crew must provide such a documentation.

For A and B level races, at least one member of the crew must hold a valid Senior First Aid Certificate or equivalent, that is less than 5 years old.

R-11 DOCUMENTS

Each skipper must supply the following documents to be properly registered.

R-11-a To the Classe Mini:

These documents have to be sent by digital format once your application form is sent.