



The red underlined sections indicate the changes compared with the previous issue.

The Mini Classe Rules include the administrative and sportive criteria necessary to enter an official Mini Event as well as the general organization of the latter.

A section called Special Rules for Events includes all the rules in relation with aboard equipment and the conduct of the boat during the events.

The Mini Rules and Mini Rules for Production Boats only include articles on measurements. In general, what is checked during the measurement sessions.

In case of a discrepancy between the French and the English version, the French version of this Guide shall prevail.

Mini Class Rules

2011 edition

FOREWORD

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

Mini events are sporting events meant to encourage offshore racing in 6,50 metre long monohull sailboats.

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

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

R-1 - RESPONSIBILITY

R-1-a All boats must be entirely independent. Each crew must be wholly responsible for the completion of a race. Each crew must deal with all events at sea on his/her own and be capable of making it to a port under their own steam.

The race courses are such that it is not possible to guarantee the success of rescue operations. The back up, put in place by the Organization, cannot guarantee in all circumstances the total safety of the competitors who cannot demand any rescue operation from it.

R-1-b The full responsibility of all incidents rests with the crew. 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 ongoing year.

R-2-b Any boat must conform to her flag state law.

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](#), the owners of prototypes registered in a country which is a member of the European Union will have to supply the proof of the compliance of a prototype boat (see model in the Appendix of the French Guide Mini).

Production boats: Production boats launched after June 16th, 1998 must be stamped "CE" and classified in design category B. 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. Classifications are established according to actual finishing time.

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

R-4 - VALIDATION OF RACING MILES

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-18) and before the official closure of finish line.

R-5 - LEVELS OF RACES

R-5-a Events are classified according to levels such 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
Level D	Level C	Level B	Level A

R-5-b Classe Mini Board of Administrators reserves the possibility to downgrade or upgrade a race at the moment of the publication of the Calendar.

R-6 - ENTRIES

R-6-a Entries are opened to every boat satisfying the eligibility criteria (Mini Rules, Special Rules for Events, Classe rules).

R-6-b Competitors less than 18 years of age must provide a certificate of parental consent.

R-6-c The registration's deadline is determined in the Notice Of Race. Entry forms are available from the Organizers of each event.

R-7- QUALIFICATIONS

Competitors will have to respect the following qualification rules:

Necessary qualification	D level event	C level event	B level event	A level event double handed	A level event single handed
Complete a C or B level event	no	no	yes	yes	yes
1000 NM in Mini events	no	no	no	yes (1 person only)	yes
1000 NM course single handed	no	no	no	no	yes
Complete an event the same year	no	no	no	yes	yes
Complete a single handed race	no	no	no	no	yes

R-7-a B level events are accessible only for competitors who have finished a C or B level event in the 5 preceding years. For double handed race, only one member of the crew must comply with this rule.

Following the Mini Transat 1999 - when about half of the fleet gave up and many EPIRBS were activated - the Classe Mini, strongly incited by the French Sailing Authority (FFVoile), had to react. We thus set up a qualification in two steps: 1000 NM single-handed on a designated course and 1000 NM in race, single or double-handed but with at least one single-handed race. That is to say, on the whole, 2000 NM carried out by the couple skipper/boat which wishes to take the start of a A level single-handed race.

The objective is simple: to allow the candidates in an A level race to become aware of their true sailing level and their psychological aptitude for single handed navigation. To cross the Atlantic single-handed is not an easy task. It is a true personal engagement in an experience where one completely takes charge of his destiny. In the middle of the ocean, you cannot count on anybody. And the qualifications, in particular the designated course, are there to prepare yourself. That's why we strongly urge you to not complete this course with others. The voluntary members of the Qualification Committee, who study your qualification file, are not there to sanction but help your preparation.

Some see this "qualif." as an obstacle to overcome in order to start the Mini-Transat. Others, the majority of those who made it, appreciate it. One learns much during his qualification. Often, one comes back changed.

You will see, you will not regret it.

R-7-b Qualification in Mini events for A level events

R-7-b-1 1000 NM in Mini events

For an event the Y year, the competitor must have completed after January, 1st of the Y-5 year at least 1000 NM in Mini events:

- 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-4).

R-7-b-2 In the year of the A event he 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-7-c 1000 NM single handed course for single handed A level events

R-7-c-1 Distance: 1000 NM single-handed on the boat the skipper wants to qualify with.

R-7-c-2 Deadline: no later than June, 30th the year of the event for which he/she qualifies.

R-7-c-3 This mandatory qualifying course is defined by the 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-7-c-4 This course must be completed with no stop over.

R-7-c-5 This qualification course being designed to improve seamanship of the competitors, they can, in case of severe weather conditions only, decide to make a stop over.

R-7-c-6 The engine use is strictly limited to manoeuvre in and out of the harbours.

R-7-c-7 The competitor must send the form to Classe Mini by mail, fax or e-mail to inform the Classe he is leaving (this form is available on the official website - www.classemini.com or can be asked for at the office).

The competitor can provide information about his progress.

All the rounded marks, or failing that, the GPS position when rounding the mark must be photographed with the skipper and/or the boat clearly identifiable.

The logbook of this qualifying course must be signed by a local authority at the start, stop over (if necessary) and finish. The logbook and its associated marine chart shall be sent the Classe Mini within a fortnight (postmark date). In this log book, one has to mention:

- at least two celestial navigation sights must be computed and plotted on the chart in details using the zenith's position by the "line of position + meridian" method or in the absence of possible sights, using the zenith's position by two positions 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,
- the following observations (8 times a day): hour, position, compass course, log, weather observations (sea, force and direction of the wind),
- sails and changes of sails,
- any relevant observations (special marks, damages, etc...),
- the associated marine chart(s) covering the whole course with at least two plots a day.

R-7-c-8 Atlantic qualification course:

Three rounding marks (positions not official – see figure below):

- Conninbeg Light Vessel or 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.

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

R-7-c-9 Mediterranean qualification course:

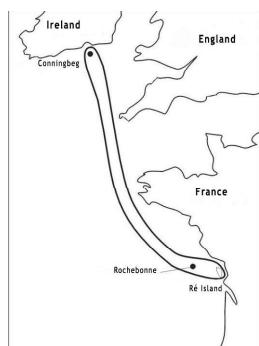
Four rounding marks (Positions not official - see figure below):

- Barcelona: soundwater buoy 41°20' N ; 002°13' E

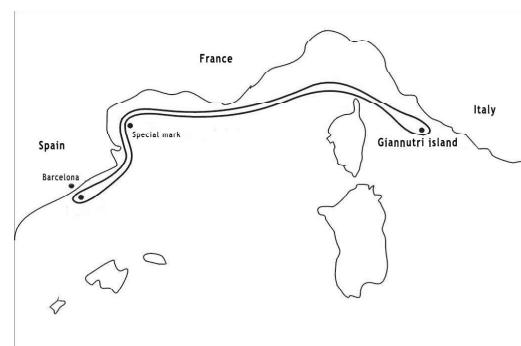
- Golfe du Lion: special mark buoy 42° 59' N - 3° 45' E

- Giraglia Island: 43° 02' N - 9°24' E

- Giannutri Island: 42°14'N - 11°07' E



Atlantic course



Mediterranean course

R-7-d Skippers who have already finished one event with more than 2000 NM single-handed with maximum one stopover are exempted from the qualifying course defined in R-7-c.

R-7-e Configuration of the boat for the qualifying course

- During an event: boats 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 bring aboard the EPIRB beacon and the life suit for the 1000 NM course single handed.

R-7-f In the following circumstances, the skipper will have to notify Classe Mini, and the Measurement Committee will determine whether an additional qualification 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 aptitude of the boat to be conforming with the criteria of stability defined in the Mini Rules,
- modifications calling into question the structural integrity of the boat, including the additions of mass in the bulb.

R-8 - ENTRY ORDER AND NUMBER OF ENTRIES

R-8-a For A level events, if the maximum number of registrations is reached, each category (production and prototypes) is limited to 40% of the maximum number of registrations after deduction of competitors granted with a Derogation to the Qualification Calendar - DCQ (such as defined in the articles R-9 and R-10). The other 20% are distributed in the order of entrance.

R-8-b To be considered as fully registered for an event, each competitor must have paid the entry fees, must have completed the qualifying course, if there is one and have been accepted by the Race Committee and the Protest Committee after the prestart controls in the starting harbour.

R-8-c The entries, except DCQ, will be governed in chronological order once all the requirements below have been filled, irrespective of the order:

- the sending date of the entry form and the entry fees (date of postmark) to the Organizer,
- the date of the end of the qualification race (if necessary),
- the date of the end of the single-handed qualification (if necessary).

R-8-d Due to the importance of events scheduling, events 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 cheque: day of the postmark.

R-8-e Cases of a tie for A level events

R-8-e-1 In 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-8-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-8-e-3 If, after this, two competitors are still on a tie, the date they did their single-handed qualification (if necessary) course will count.

R-8-e-4 If, by chance, two competitors happen to still be on a tie, the day (according to the postmark) they have sent the cheque for entry fees balance will count.

R-8-f Cases of a tie for B, C and D level races

R-8-f-1 At the same time of the registration to the Organizer, each competitor has to sort by order of priority the races he wants to take part as a skipper, according to a form established by the Classe Mini.

R-8-f-2 The competitor must send his form filled and signed to the office of the Classe Mini. One member who is registered as a skipper of one boat at least once in the season cannot be co-skipper on the same boat during a race that is not mentioned on his form of preferences (this race must appear at the same rank as the one mentioned on the form of his crew, otherwise only the lowest rank of preference will be considered).

R-8-f-3 In case the maximum number of competitors is reached as soon as the D-day (date of registration), the Classe Mini then organizes the entries' lists according to the order of priority the skipper has given to the races in the preferences' form.

R-8-f-4 If oversubscribed, there will be a drawing to determine the waiting lists.

R-8-f-5 The schedule:

- December, 6th 2010: download the form of preferences for events on the Classe Mini website.
- January, 28th 2011: deadline for skipper's responses.
- February, 7th 2011: registration list published.

R-9 - DEROGATIONS TO THE QUALIFICATION CALENDAR (DCQ) - FOREIGNERS

R-9-a For A level races, applicants living in a country which is out of the European continent can ask for a Derogation to the Qualification Calendar.

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

R-9-c The eligibility of competitors who may be granted with a DCQ is agreed by both Classe Mini and Organizers.

R-9-d Eligible Competitors shall complete their qualifications as defined in articles R-7-a, R-7-b and R-7-c.

R-9-e Qualifying courses defined in the article R-7 for the admissible competitors may be defined in agreement with the Classe Mini.

R-9-f 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 pairs.

R-9-g The deadlines are as follows, the year previous 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.

After this deadline, if less than 6 places are awarded as DCQ, the remaining places are attributed to the other competitors in waiting list.

R-10 - DEROGATIONS TO THE QUALIFICATION CALENDAR (DCQ) - PROTOTYPES

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 fitting with the production boat mini rules.

R-11 - SURVIVAL - FIRST AID TRAINING

For any race of OSR category 1 and 2 (see the Notice of Race for A and B level races) the crew must document that they undertook a sea survival training in compliance with ISAF rules and at least one member of the crew must hold a Senior First Aid Certificate or equivalent (less than 5 years old).

R-12 - DOCUMENTS

To be properly registered, each skipper must supply the following documents:

To the Classe Mini (1):

- photocopy of the ship's license or equivalent,
- all of the requirements detailed in R-2-c,
- for the prototypes, appendix B signed,
- copy of the liferaft booklet,
- VHF license and call sign for the boat,
- Sarsat MMSI number delivered by National authority (www.itu.int),
- Short range certificate (for the crew),
- EPIRB coding form,
- colour pictures of the boat in digital format (side view and upper view) (2),
- current advertising card (depending on national authority),
- sailing experience resume for each member of the crew,
- FFVoile license or national authority equivalent (including medical certificate) for the ongoing year,
- certificate of complementary insurance for third party liability for the amount of € 1.500.000 for any race beyond 200 NM from the coasts,
- for people who are not member of the FFVoile, a certificate of insurance in third part liability for the amount of € 1.500.000,
- Classe Mini membership for the crew (3),
- Classe Mini membership for the boat,
- photocopy of passport,
- parental approval certificate for minors,
- onshore contact phone number during the event,
- valid ISAF sea survival course certificate (see R-11),
- copy of a current Senior First Aid Certificate or equivalent (see R-11).

(1) These documents have to be sent by digital format if possible.

(2) These pictures must show the boat's graphics used during that event.

(3) For double handed races, the crew member must be member of the Classe Mini. For C and D level double handed races, he can subscribe as an occasional crew if he participates in only one race in the year.

To the Organizers:

- Entry fee,
- Entry form.

R-13 - PRE-RACE ARRIVAL

Boats and skippers must be available for the Race Committee at least:

- 10 days before the start of an A level event,
- 4 days before the start of a B level event,
- 60 hours before the start of a C level event,
- 24 hours before the start of a D level event.

During this time, skippers must be present and available for boats safety checks and finalize their administrative file.

R-14 - PENALTIES

R-14-a If a competitor cancels his entry to a race less than one month before the start of the race, for not absolutely necessary reasons, he will lose 100% of the entry fees.

R-14-b Penalties for being late regarding the pre-race arrival can only be financial and can be as follows:

- € 80 for the first day,
- € 160 for the second day,
- € 320 for each following day.

R-14-b-1 These penalty fees will be donated to a Marine Search and Rescue organization, excluding processing costs.

R-14-c To avoid the congestion of the waiting lists, for B, C or D level races these different articles will be applied:

R-14-c-1 Except for situations of force majeure, any registered competitor, even on the waiting list, who is not in the starting harbour at the date of the pre-race, ready to race and who has not withdrawn in writing first to the organizer and the Classe Mini at least 30 days before the start of the race, will be relegated to the end of the next event's waiting list that he has entered.

R-14-c-2 If one skipper does not withdraw properly twice in the same campaign, he will automatically be removed from all the events he has entered.

These sanctions do not apply on A level events.

R-15- INSPECTION

R-15-a Each boat must be checked in the presence of the skipper or the crew in the starting harbour before being declared definitively entered. This check determines if the boat complies with all the Classe Rules and safety.

R-15-b The rejection of a boat will be notified to the crew as early as possible to allow crew to rectify infringements. If time permits, a second check will be carried out.

R-15-c Boats may be checked at any time.

R-15-d The Measurement Committee may perform any measurement in order to assess seaworthiness, conformity and safety of the Minis.

R-16 - PROTESTS

R-16-a A Protest Committee is designated during the entire event. The chairman will be named by the race National Sailing Association.

R-16-b Protests regarding eligibility can not be logged later than 24 hours before the start of the race. After this time, protests will not be accepted.

R-17 -SUBSTITUTIONS

R-17-a Substitutions of skippers at the start of the event are only granted if there are still places available and if substitutes are suitably qualified.

R-17-b During the event, substitutions are only granted in case of force majeure.

R-17-c Substitutions are valid only once the Organizer, the Classe Mini, the Race Committee and the Protest Committee have agreed.

R-18 - ADVERTISING

R-18-a Advertising on boats is governed by R.R.S. 2009-2012 of ISAF rule number 80.

R-18-b In agreement with the F.F.Voile and the Organizers of Mini races, the advertising spaces are divided up as shown in figure 4. It is the skipper's responsibility to provide the spaces and material for the organizers' advertising/branding.

R-18-c The Classe Mini may ask for a place for its own sponsors.

R-18-d Race numbers and ensigns must stay clearly visible at all times.

R-18-e Flags, banners and any other publicity material can only be displayed in harbour, at the quayside or at anchor, subject to the Notice Of Race of the event.

R-18-f As an exception to the article R-18-a, the advertising allotment for the skippers is allowed along the entirety of the spars.

R-19 - EXCLUSION

The Classe Mini may ban a member who has knowingly twisted the spirit or the wording of the Mini Rules or the Mini Class Rules.

R-20 - NOTICE OF RACE

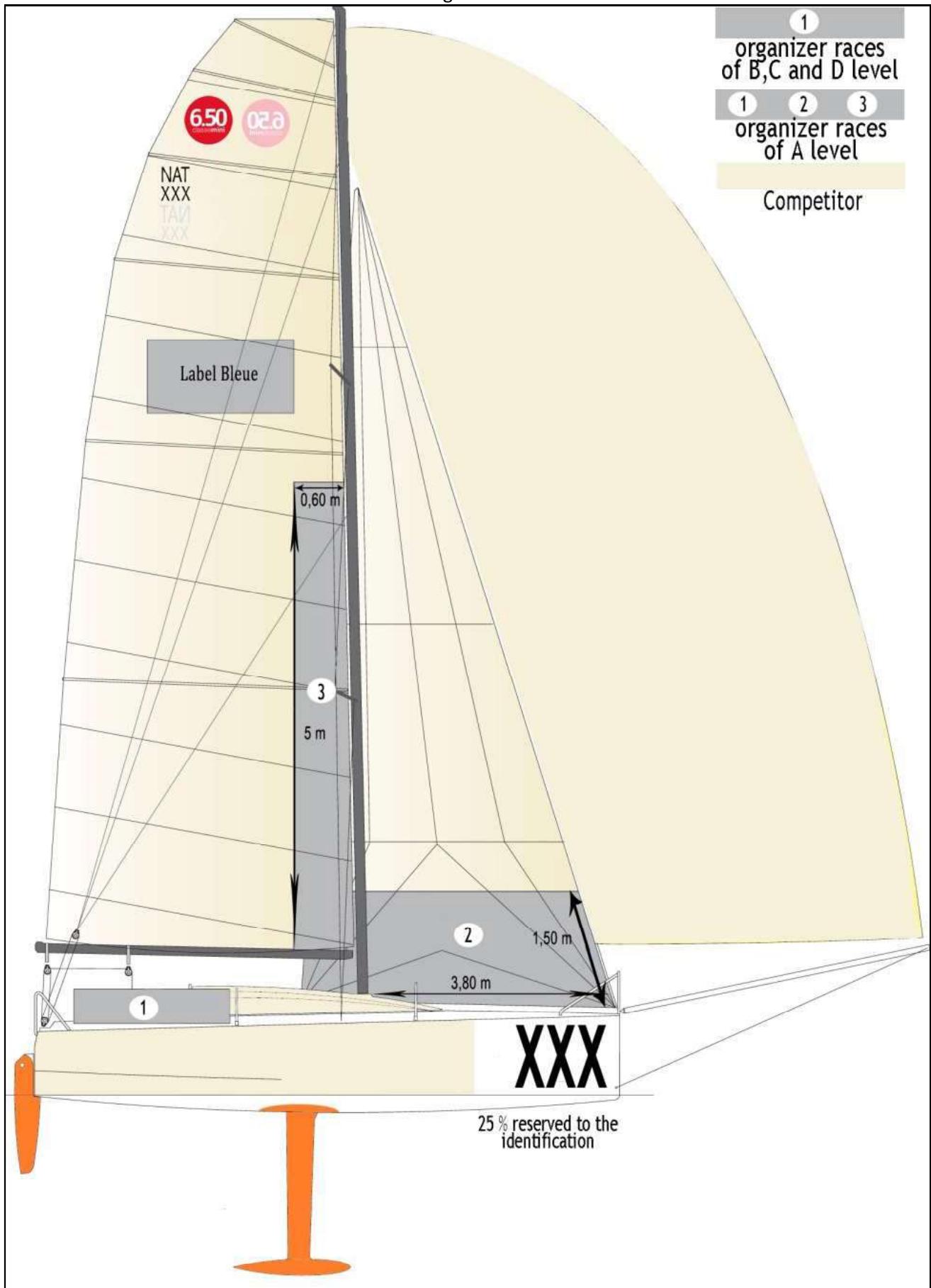
Each event has its own Notice Of Race with the agreement of the Classe Mini. This Notice of Race will include the following items as a minimum:

- organization,
- event schedule,
- dates,
- race course,
- entry date,
- entry fee,
- non refundable processing fees,
- entry fee deadline date,
- time limit for arrival,
- charts and nautical documents,
- date of the Prize giving.

R-21 - PRIZES

Prizes offered to competitors cannot be financial. If possible prizes should be of a nature to assist the competitor in the realization of his/her "Mini Project".

Figure #4



SPECIAL RULES FOR EVENTS

2011 edition

FOREWORD

The ongoing ISAF rules apply (RRS, categories 1 to 5 of ERS and OSR). These rules are changed such as follows:

- RRS (Racing Rules of Sailing), R-50.3(a), R-51 and R-54: do not apply,
- OSR 4.05.4: a B34 type fire extinguisher is enough (see article E-9),
- OSR 4.22.1: only one lifebuoy is compulsory (see article E-9).

E-1 - CONFIGURATION

Boats must stay within their original configuration at the start of the race (spars, appendages, structure, sails plan) for the entire event. Some of the equipment may be sealed. Competitors are responsible for the proper handling of the seals and the reliability of the fixing points used for the sealed equipments. Penalty can be given for any broken seal.

E-2 - LIFERAFT

E-2-a A self-inflatable liferaft complying with ISO 9650-1 standard or Class V (only if first assigned before January, 1st 2007).

E-2-b For A level races, last service of Class V liferafts must be less than 6 months old, the day of the start of the race. That is to say, March, 25th 2011 the sooner for the 2011 Transat 6,50.

E-2-c The packaging of the liferaft must be equipped with a reflective strip.

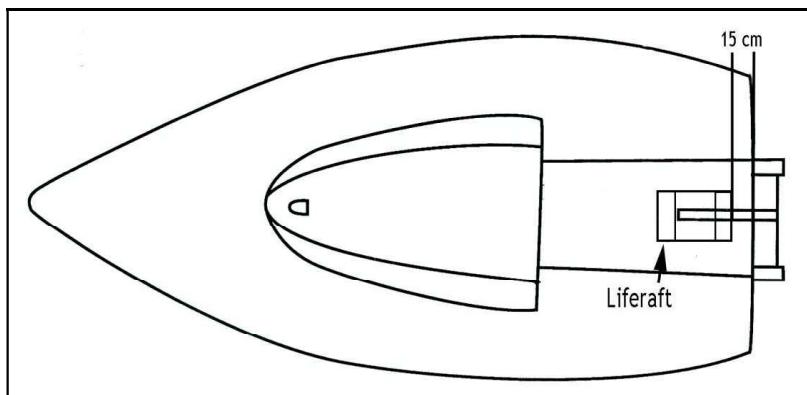
E-2-d It must have a valid certificate covering the entire event (date the finishing line is closed).

E-2-e It must be accessible whatever the position of the boat, from inside and from outside for the boats with a safety hatch. It must be possible to take it out of the boat through the safety hatch as well as from the companionway. The skipper can be asked for a demonstration.

E-2-f The liferaft must be securely fastened.

E-2-f-1 Inside, at 15 cm maximum from the transom for boats fitted with a safety hatch (see J-9). The liferaft must be guided above, below and both sides so that there is no interference along its way during the launching through the safety hatch.

Figure n°1 : configuration for inside liferaft



E-2-f-2 Outside, for all the boats built before January, 1st 1995 that did not install a waterproof hatch on the transom, on the border of the transom, free from all obstacles.

E-2-f-3 The liferaft fastening shall be quickly releasable using just one hand.

E-2-f-4 The skipper must prove during a test that the liferaft can be launched within 15 seconds.

E-2-g The strap which inflates the liferaft must be fixed properly to the boat.

E-2-h The Organizer can seal the liferaft at the start of the race.

E-2-i At least one floating knife must be situated close to the liferaft.

E-3 - SURVIVAL CONTAINER

E-3-a A dedicated waterproof and rigid container, equipped with a minimum 4 m long rope having on the free end a handle or a snaphook. This container must be marked SURVIVAL, with the boat number and must have a reflective strip. It must contain the security equipment defined in the paragraph E-9.

E-3-b The survival container may be sealed before the start after an inventory check and must arrive intact at the end of each event.

E-3-c The survival container must pass through the safety hatch.

E-4 - SURVIVAL WATER CONTAINER

E-4-a 9 litres of fresh water, suitable for drinking, in a 10 litres drinking water container, equipped with a minimum 4 m long rope having on the free end a handle or a snaphook. This container must be marked SURVIVAL, with the boat number and must have a reflective strip.

E-4-a-1 This container may be sealed at the start.

E-4-b The container, defined in E-4-a, can be replaced with 9 litres of survival water in bags stocked in a specific sealed container equipped with a minimum 4 m long rope having on the free end a handle or a snaphook. This container must be marked SURVIVAL, with the boat number and must have a reflective strip. They can also be stocked in the survival container.

E-5 - EPIRB

E-5-a The 406 Mhz and 121.5 Mhz Sarsat-Cospas EPIRB's autonomy (see E-9) must be of at least 48 hours at a temperature lower than 20°C. The MMSI number is to be asked to the authority of the boat's flag (list at www.itu.int).

E-5-b It must be fixed so as to be accessible both from inside and outside the boat.

E-5-c A knife must be positioned within immediate reach.

E-5-d The EPIRB must be coded for the ongoing year in the name of the boat and the owner. The EPIRB cannot be transferred from another boat or to another boat without adapting the MMSI number.

E-5-e The EPIRB and the batteries must be valid for the duration of the event.

E-5-f EPIRBS first assigned after March, 1st 2011 must exclusively be manually activated (automatically activated EPIRBS are strictly forbidden).

Automatically activated EPIRBS serviced before March, 1st 2011 are tolerated on condition that they are fixed and strapped on the support provided by the manufacturer, support which cancels the automatic function.

Otherwise, and only if the manufacturer does not provide such a support, automatically activated EPIRBS must be kept in a waterproof container in accordance with the article E-5-b of the 2011 Guide Mini.

E-6 - SURVIVAL SUIT

A waterproof, survival suit with thermal protection in accordance with at least the standard ISO 15027-1, category A, or the SOLAS standard, guaranteeing a minimal thermal protection of 0,75 clo immersed. These specifications must be indicated on the Manufacturer's label.

E-7 - RADAR REFLECTOR

A radar reflector with the lowest point at least 4 metres above the sea level shall be provided.

E-8 - AIS TRANSPONDER

The AIS transponder must be encoded with the boat's MMSI number. The VHF antenna must be independent from the antenna defined in the article E-11 and must be fixed anywhere except in the rig.

E-9 - COMPULSORY SAFETY EQUIPMENT

SAFETY MATERIAL	D level race	C level race	B level race	A level race
LIFERAFT such as defined in article E-2	yes	yes	yes	yes
At least one floating knife close to the liferaft	yes	yes	yes	yes
SURVIVAL CONTAINER	no	yes	yes	yes
1 knife	no	yes	yes	yes
Survival food (min. 500 g for each crew)	no	yes	yes	yes
1 signal mirror	no	yes	yes	yes
1 waterproof torch	no	yes	yes	yes
Fishing equipment	no	yes	yes	yes
Parachute flares	4 (aboard)	4	4	6
Automatic red hand flares	4 (aboard)	4	4	4
Floating smoke signals	2 (aboard)	2	2	2
A handheld VHF (waterproof or in waterproof bag)	no	yes	yes	yes
A survival blanket (for each crew)	no	yes	yes	yes
3 lightsticks	no	yes	yes	yes
1 seamark dye marker (min. 40 gr)	no	yes	yes	yes
SURVIVAL WATER CONTAINER	no	yes	yes	yes
EPIRB	no	yes	yes	yes
Survival suit such as defined in article E-6 (for each crew)	no	no	yes	yes
DRYING – BILGE PUMP	yes	yes	yes	yes
RADIO				
1 fixed 25 watts VHF transceiver	yes	yes	yes	yes
1 topmast VHF with cable	yes	yes	yes	yes
1 emergency antenna	no	yes	yes	yes
ELECTRIC POWER				
12 volts batteries of 200 A/h	yes	yes	yes	yes
Charge system	no	no	yes	yes
NAUTICAL BOOKS				
COLREG	yes	yes	yes	yes
International Signals Code	yes	yes	yes	yes
1 log book	yes	yes	yes	yes
Tide tables	yes	yes	yes	yes
Nautical Instructions	yes	yes	yes	yes
Lights book	yes	yes	yes	yes
Charts	yes	yes	yes	yes
SAFETY EQUIPMENT				
1 anchor 6 Kg minimum if made of steel or 1,8 Kg if made of aluminium alloy	yes	yes	yes	yes
- with 8 m of chain of diameter 6 mm	yes	yes	yes	yes
- with 25 m rope of diameter 10 mm	yes	yes	yes	yes
- the whole of it mounted and ready to use	yes	yes	yes	yes
Radar reflector such as defined in article E-8	yes	yes	yes	yes
AIS transponder	no	no	yes	yes
1 lifejacket type BSA 55 kg or conforming to the European standard for each crew with thigh strap (1)	yes	yes	yes	yes
1 safety harness for each crew, EN 1095 standard (1)	yes	yes	yes	yes
1 spare inflation kit for inflatable jacket	no	yes	yes	yes
Harness line equipped with a maximum 2 metres long tether with an opening snap shackle under tension (ORC)	yes	yes	yes	yes
1 fog horn	yes	yes	yes	yes
1 dose of Seamark dye marker/pers. (min. 40 gr/dose)	yes	yes	yes	yes
1 first aid kit such as defined in E-10	yes	yes	yes	yes

(1) Harness and lifejacket can be replaced by a lifejacket / inflatable harness conforming the European standards with a minimum floatability of 150 Newtons

SAFETY MATERIAL	D level race	C level race	B level race	A level race
SAFETY EQUIPMENT next				
1 permanent buoyancy lifebuoy fixed outside with a reflective strip	yes	yes	yes	yes
- with 1 sea anchor	yes	yes	yes	yes
- with 1 automatic light	yes	yes	yes	yes
1 DAN buoy such as defined in the OSR and a whistle	no	no	yes	yes
1 fire extinguisher type B34 or better, accessible from the outside, protected from tampering	yes	yes	yes	yes
2 x 9 litres (at least) rigid buckets with lines	yes	yes	yes	yes
1 water bailer	yes	yes	yes	yes
2 waterproof torches	yes	yes	yes	yes
1 watertight, high-powered white spotlight (searchlight) with spare batteries and bulbs	no	yes	yes	yes
1 strobe light for each crew equipped with a rope of a minimum length equivalent to 1 arm's length	no	yes	yes	yes
1 steering compass	yes	yes	yes	yes
1 hand-bearing compass	yes	yes	yes	yes
1 navigation rules	Yes	yes	yes	yes
1 radioelectric receiver allowing nothing but audio reception	VHF OK	VHF OK	SSB	SSB
1 log (speed/total NM)	yes	yes	yes	yes
1 depths measuring apparatus	yes	yes	yes	yes
1 watch/clock	yes	yes	yes	yes
1 barometer	yes	yes	yes	yes
1 sextant	no	no	no	yes
Equipment and documents to complete celestial navigation	no	no	no	yes
1 fixed automatic electronic positioning system with no embedded chart system	no	yes	yes	yes
1 pair of binoculars or monocular	Yes	yes	yes	yes
1 boat hook	Yes	yes	yes	yes
Tricolour light visible with sails up (2)	Yes	yes	yes	yes
Spare lights visible with sails up	No	yes	yes	yes
Tools	Yes	yes	yes	yes
1 system to liberate the rigging	Yes	yes	yes	yes
1 oar	Yes	yes	yes	yes
- with oar lock fixed to the transom	yes	yes	yes	yes
1 drogue anchor of minimum diameter 50 cm,	no	no	yes	yes
Set of Q, N, C, national and courtesy flags	yes	yes	yes	yes
Spares : - batteries	yes	yes	yes	yes
- bulbs	yes	yes	yes	yes
- fuses	yes	yes	yes	yes
Keel and rudders painted with orange fluo	no	no	no	yes
Orange fluorescent paint on the hull on a rectangular area of 1m x 0,60m around the keel	no	no	no	yes
(2) For the swinging masts : 360° white light on the masthead and tricolour lights on the deck;				

E-10 - FIRST AID KIT

E-10-a One of the two types of first aid kit shall be provided: one for a distance up to 200 NM from a shelter and the other one beyond 200 NM. (see the listing in Appendix D).

E-10-b The first aid kit may be sealed between the check and the start of the event. Its contents must be complete at the start of each leg.

E-11 - RADIO

E-11-a Each boat must be equipped with a permanently installed VHF radio with a transmitting power of 25 watts (manufacturer specifications).

E-11-a-1 The real power must be at least 15 watts (as measured during the safety controls).

E-11-a-2 The antenna with the wire must be at least 95cm long and fixed at the mast head and the Standing Wave Ratio (SWR) must be lower than 1,3.

E-11-a-3 The co-axial feeder cable of the antenna must not generate more than 40 % power loss.

E-11-a-4 The diameter of the antenna cable must not be less than 4 mm.

E-11-b Any kind of radio assistance to participants is prohibited except for medical purpose.

E-11-c All radio communications must be in plain language.

E-12 - ELECTRICAL POWER

E-12-a Electrical power is provided by one or more batteries with a minimum total storage capacity of 200 amp/hours at 12 Volts.

E-12-a-1 The batteries must be waterproof. Waterproof means that the acid does not leak immediately when the battery is laid down.

E-12-a-2 They must be fixed and stay in place regardless of heel angle for the whole event.

E-12-a-3 They can be sealed at the start of the race.

E-12-b The system to recharge the batteries required in E-9 must be operational. It can use either wind, water, sun or fuel power.

E-12-c Generators must be equipped with an exhaust outside the cabin or must be usable outside the cabin.

E-12-d Fuel cells and their tanks must be fixed to the boat.

E-12-d-1 They must be set up and used strictly in compliance with the manufacturer's recommendations (ventilation, handling of the fuel, maximum temperature, protection...).

E-12-e Fuel containers must be clearly identified and marked FUEL.

E-13 - ELECTRONIC EQUIPMENT

In addition to safety equipment (see E-9), only the following electronic equipment are allowed:

o Autopilot

- gyropilot computer,
- activator,
- keel angle sensor,
- **gyrometers and accelerometers**,
- controller,
- remote control.

o Navigation central

- heel angle sensor,
- display,
- electronic magnetic compass,
- log-speedo,
- depth sounder,
- anemometer windvane system,
- mast rotation sensor (protos only),
- data input or output interface,
- thermometer,
- gyropilot computer that does not allow the automatic use of the correction tables.

Grandfather clause: navigation centrals using correcting tables set up on the boat before January, 1st 2010 are allowed.

o Collision avoidance

- radar transponder,
- radar detector,
- graphic interface that allows to see the AIS targets without maps and equipment that allows downloading maps.

o Positioning

- GPS without maps and equipment that allows downloading maps,
- tracker provided by the organizer.

o Communication

- handheld VHF transmitter and receiver,
- satellite audio broadcasting receiver.

o Image and sound

- equipment for exclusive use of sound emission, sound or video recording, sound or video storage, photography.

o Miscellaneous

- lights,
- charge controller,
- battery charger,
- battery monitor,
- electronic barometer,
- calculator,
- timer,
- actimeter,
- navigation data loggers (datas must not be exploitable directly aboard),
- personal EPIRB encoded (has to be mentioned to the Classe Mini secretary).

Guidance Note: It is clearly specified that cell phone, satellite phone, laptop... are forbidden.

E-14 - BOWSPRITS

Bowsprits and their associated hardware must stay folded on starboard within the beam limit of the boat (3 metres maximum) or dismounted during the race start procedure. If such is the case, they must be clearly identified with a fluorescent mark on their extremity.

E-15 - DRINKING RESERVES

E-15-a-1 Drinking reserves volume is every skipper's own responsibility. A 3 litres/100NM per person basis seems reasonable.

E-15-a-2 The volume of authorized containers must not exceed 4 litres per 100 NM per person, rounded up to the next multiple of 20.

E-15-a-3 Means to decant that can be used on each drinking water container shall be provided.

E-15-a-4 When there are several legs with different lengths in a race, the excess containers necessary for the longest leg must be loaded empty and sealed during the other legs.

E-15-b On board controls

E-15-b-1 Containers' contents and seals (if any) can be checked at any time from 24 hours before the start and at the arrival, until favourable notice of the measurer.

E-15-b-2 In case of infraction, penalties can be applied.

Guidance note: the contents indicated on the containers by the makers are evidence.

E-15-c Emergency water-makers are allowed provided they are disclosed to the Race Committee and sealed.

E-16 - INSTALLATION OF EQUIPMENT

All heavy accessories and equipment (batteries, stove, liferaft, generator, fuel cell, anchor, water and fuel tanks, etc..) must be securely fastened so as to remain in position regardless of heel angle.

E-17 - BALLAST

Any kind of ballast is prohibited outside of the lifelines.

E-18 - OUTSIDE ASSISTANCE

E-18-a No kind of outside routing is allowed during the events. Each competitor will have to sign a declaration committing him or herself to respect this rule.

E-18-b The VHF is the only communication system authorized aboard during the events.

E-18-c Any infringement of those rules can have the following consequences: life ban from Classe Mini and notification of infringement of the rule to the National Sailing Association.

E-18-d Any type of assistance at sea, other than medical, is forbidden. No physical contact with another boat and no provisioning, other than medical, can happen at sea during the event.

E-18-e Boats can stop anywhere, anytime. The duration of the stopovers is limited to 72 hours.

E-19- REPLACEMENT OF MATERIAL

In case of material failure, replacement or repair of material can be made with authorization from the Race Committee and the Protest Committee, who may apply time penalties if the replacement or the repair alters the initial configuration of the boat (see E-1).

This article concerns the following material: spars, sails, appendages and more generally, any material that would need another control (measure, expiration date, coding...).

E-19-a A 24 hour penalty may apply for any substitution of a sail during an event.

E-20 - ENVIRONMENTAL PRESERVATION

Every skipper must keep his rubbish on board up until the arrival ashore.

Mini Rules

2011 edition

The Mini Rules are designed to encourage offshore racing on small, moderately-priced monohull racing boats with short-handed crews. The rules are intended to promote the research and development of security and performance of these sailboats in offshore racing. Their function is also to help to develop seamanship, a sense of responsibility for the crews, and to promote sportsmanship and solidarity between competitors.

APPLICATION OF THE RULES

These rules are applicable from January 1st of the year, to all the Mini boats. The Administration Council of Classe Mini has full and exclusive authority to modify and interpret the rules. The official measurer is responsible for the application of the rules and can insist on a demonstration if necessary.

The French version of the text shall prevail.

The ongoing ISAF rules (ERS and OSR categories 1 to 5) apply. These rules are changed as follow:

- 3.02.2, 3.02.3: "daggerboard (and keel) boxes" does not apply, is replaced with the obligation of having a resistant cover perfectly waterproof in all points.
- 3.03: is replaced with article R-2
- 3.08.1: is replaced with the article J-8-c-3 of the Guide Mini.
- 3.08.3: "companionway" does not apply, is replaced with the application of, at least, the standard ISO 11812, article 8.2.2, table 5, category of conception B, "semi-fixed coaming" and article 8.2.4., the companionway hatch being the "mobil part". For the application, see article J-8-c.
- 4.01.2: "Sail letters and numbers" changed, see article J-17 of the Guide Mini.
- 4.26.4.f: does not apply.
- 3.14.3.g: may not apply to the pulpit and first stanchion starting from the front if necessary with the respect of the article J-21.
- Appendix K: does not apply.

CLASS MEASUREMENT

Inspection meetings will be scheduled during the racing campaign. It is incumbent upon each skipper to ask the Classe Mini for the dates of the inspection meetings and take appointment for one of them.

All non-measured boats or already measured but modified on any control point or effecting the measurements especially boats (prototypes and production boats) must be inspected at one of these meetings, particularly in the event of significant lightening of the batteries or liferaft.

To participate in an official event published in the calendar, every boat must conform the rule.

The cost of measurement is € 100 for a boat the Classe Mini has never checked and € 60 for boats already measured but with a modification which requires a new measurement.

A € 10 penalty payment will be applied for each nonconformity point that need to be re-checked.

The presence of the skipper and a crewmember is required to assist the measurer.

It is the skipper's responsibility to ensure that his/her boat remains completely in conformity with the latest measurement configuration. Sanctions will be taken if the boat does not comply.

PRESENTATION TO A MEASUREMENT SESSION

The skipper must take an appointment to the Classe Mini before the measurement session. He/she must be present at the appointment place and hour decided with the Classe Mini. As it is difficult to schedule the measurement sessions, the calendar really has to be respected.

Registration for a session will be valid once paid. An unjustified absence will result in the loss of the payment.

The boat must be presented such as defined in the article J-15.

Documents that has to be shown:

- the form showing the distribution of the flotation volume,
- the ship's license or equivalent.

HULL - ARCHITECTURE

A monohull is defined as a vessel having only one flotation plane, when stationary or with sails up in sailing conditions, in which the depth of the hull in all its sections must not decrease in the direction of the axis of symmetry.

J-1 - LENGTH

J-1-a The length of the hull must not exceed 6,50 metres.

J-1-b This dimension does not include rudders and their fittings, the bowsprit bobstay fittings (without devices intended to extend the waterline length) as well as the solar panels, pushpits, pulpits and windvane pilot.

J-1-c The length of the hull is measured between the perpendicular of the bow and transom.

J-2 - BOX (see figure 2 and 3)

J-2-a Measures are done in the measure trim specified in J-15-a except for the article J-2-c. The definition of the gunwale is in the fig. 3.

J-2-b Maximum beam: 3 metres including mobile keel(s), rudders, daggerboard(s) and mobile mast(s) (including spreaders) regardless their position, boat maintained without heel.

J-2-c Maximum draft: 2 metres, regardless of the heel angle or the position of the appendices or mobile appendices.

J-2-d Maximum air draft: 12 metres. Definition: this point is materialized by the bottom of a contrasted colour 25 mm wide measurement mark around the mast profile. When the mast is not that high, the maximum air draft is materialized by the exit point of the upper halyard.

J-3 - AVERAGE FREEBOARD

Average freeboard: minimum 0,75 metre at the gunwale level (the measurement of this will include the number of points required to know precisely the real average freeboard), except for boats built or boats that have been assigned by the Classe Mini before January, 1st, 1995.

J-4 - ROOF

J-4-a A roof is mandatory with a minimum volume calculated as follow:

$$\frac{\text{Minimum Roof volume (m}^3\text{)}}{6} = \frac{\text{Max deck beam in metres}}{6}$$

J-4-b The article J-4-a does not apply to boats built and that have been assigned by the Classe Mini before January 1st, 1995.

J-5 - DECK CAMBER

J-5-a Deck camber: minimum 5% of the beam at the gunwale level of the considered section, see figure 3.

J-5-b The article J-5-a does not apply to boats built and that have been assigned by the Classe Mini before January 1st, 1995.

J-6 - BULKHEAD

A watertight bulkhead must be located between 5% to 15% of LWL aft of the perpendicular of the bow.

Figure # 2

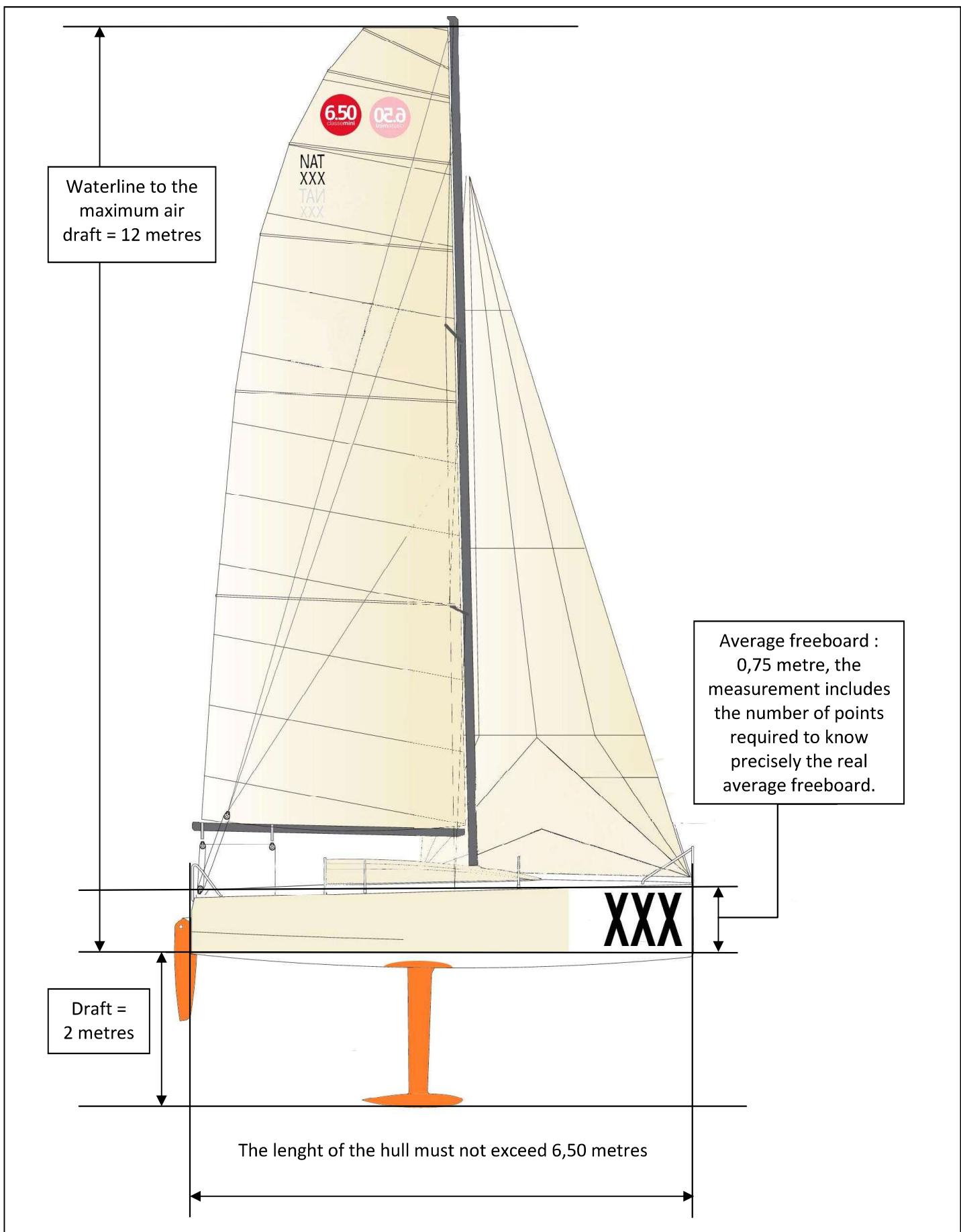
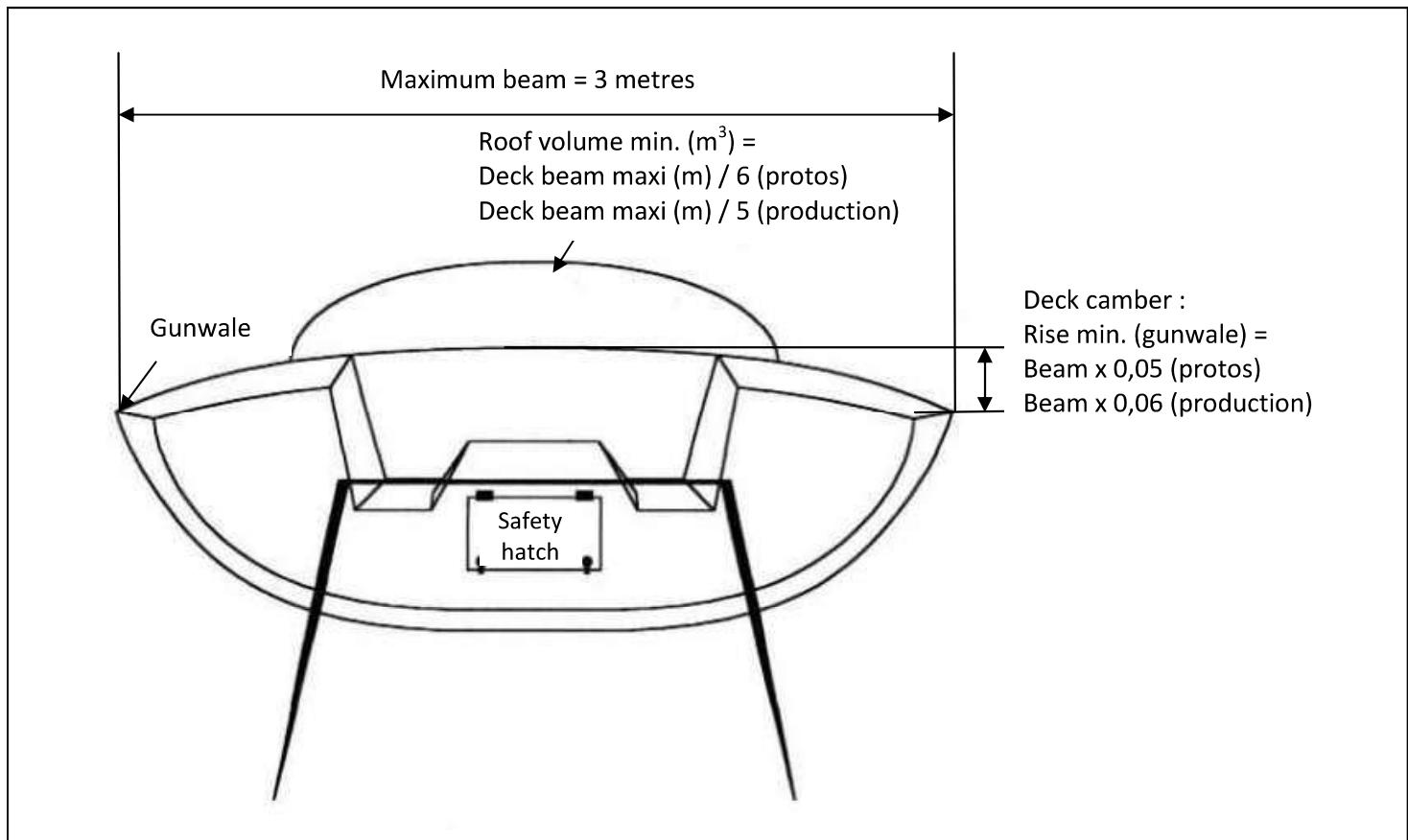


Figure # 3



J-7 - CONSTRUCTION

- J-7-a** The boats must be seaworthy and watertight.
- J-7-b** The cockpit floor must be 15 cm minimum above the waterline.
- J-7-c** All through-deck bolts must be smoothed out and protected so as to prevent risks of injury.
- J-7-d** All boats must be equipped with one or more toerails, of a minimum height of 30 mm starting immediately from the back foot of the pulpit and finishing at the level of the companion way or the roof cap.
- J-7-e** A human sized plane place to lay down someone if necessary shall be provided inside the boat.

J-8 - HULL AND DECK OPENINGS

- J-8-a** All hull openings (for ballast intake, outflow, etc..) must be equipped with appropriately sized softwood plugs fixed nearby. The plugs for the speed log and depth sounder must be attached nearby their thruhull.
- J-8-b** Daggerboard and/or keel boxes communicating with the inside of the boat shall have a resistant cover perfectly waterproof in all points.
- J-8-c** The hatch boards for the companionway and deck openings must be watertight.
- J-8-c-1** They must be fixed to the boat by hinges (fixed or on groove) with a system which cannot be freed without tool.
- J-8-c-2** The hatch boards for companionway must be equipped with a locking system that can be operated from both inside and outside of the boat, acting on the same locking system.
- J-8-c-3** The porthole or open hatch boards with an area higher than $0,071 \text{ m}^2$ must open so that the mobile part moves towards the outside at the time of opening.
- J-8-c-4** There must be a minimum fix coaming of 125 mm to the companionway.

J-9 - SAFETY HATCH

J-9-a A watertight safety hatch must be fitted on the transom (see figure 3), except for the boats built and that have been assigned by the Classe Mini before January, 1st, 1995.

J-9-b It must allow the skipper, liferaft and survival container to go through.

J-9-c The access of this hatch must not be obstructed by any fixed element (batteries, fuel cell...) from inside.

J-9-d This hatch must be above the waterline, regardless the position of the boat.

J-9-e It must be equipped with a locking system that can be operated from inside and outside of the boat, acting on the same locking system and with an outside handle.

J-9-f Watertightness of the hatch must not be obtained by sticking, filling or in a general way, by a system that would slow down or minimise the opening facility.

J-9-g The safety hatch must be linked to the boat.

Note: the safety hatch must respect the J-8-c-3.

J-10 - MATERIALS

J-10-a Materials with a density greater than lead are prohibited.

J-10-b Titanium is forbidden.

J-11 - PULPIT, PUSHPIIT, LIFELINES AND STANCHIONS

J-11-a A minimum of two stanchions per side, one pulpit and one or two pushpits are required. Lifelines, including lifelines at the stern shall be permanently supported at intervals of not more than 2,20 m.

J-11-a-1 The pulpit, pushpit and stanchions must be welded, bolted or bonded through the deck.

J-11-a-2 Every pulpit, pushpit and stanchions must have a minimum of three points of fixation.

J-11-a-3 Openings between every pulpit, pushpit and stanchion shall never be greater than 360 mm. It must be impossible to pass a 360 mm circle inside them.

J-11-a-4 At least 4 stanchions must have a supporting leg orientated towards the inside of the boat. Among these 4 stanchions, the first two starting from the bow must have this supporting leg.

J-11-a-5 Authorized materials: stainless steel and aluminium.

J-11-b The boats must be equipped with two lifelines.

J-11-b-1 The lifelines must go round the entire boat.

J-11-b-2 The lifelines must be made of 4 mm stainless steel wire or ultra high molecular weight polyethylene (Dyneema, Spectra...). The lifelines and their fixations must be able to resist without breaking or pulling out, to a longitudinal traction of 1100 kg.

J-11-b-3 Protective sleeves must allow a visual control of the entire lifelines wear.

J-11-b-4 The height between the upper lifeline and the deck must be between 45 and 60 cm. No vertical opening shall exceed 38 cm between intermediate lifeline(s).

J-11-b-5 The lower lifeline must be halfway between the deck and the upper lifeline. On the stern, the intermediate line shall be not less than 23 cm above the working deck.

J-11-b-6 The lifeline must go through or be permanently fixed to the stanchions and finish at the pushpit and pulpit must be at the heights above.

J-11-b-7 Webbing may not be used instead of steel cable lifelines.

J-11-c Boats must be equipped with textile jackstays on each side of the boat. They must be close enough to hook the harness while steering.

J-11-c-1 Jackstays and their fixations must be able to resist, without breaking or pulling out, at a transverse traction of 1100 Kg at any point.

J-11-c-2 They are secured to points bolted or welded or bonded to the deck.

J-11-c-3 All boats must also have a fixed point near the hatchway to clip on with a harness.

J-11-d Boats have to have a system allowing the ascent aboard of a person fallen in the water. This system must comply with ISO standard n°15085. In case of doubt, the measurer can ask for a demonstration.

J-12 - WATER BALLASTS

J-12-a Water ballasts are allowed if they are fixed, located inside the hull and part of the structure of the boat.

J-12-b The total volume of water ballasts must not exceed 400 litres symmetrically placed along the longitudinal axis of the boat. It must be possible to completely fill every water ballast with a 25 mm outside diameter hose.

J-12-c The vents for each ballast must be located in a way that they remain above the waterline during the large angles test or having a closing system immediately operational.

J-12-d It must be possible to maintain the water ballasts empty or full during the large angles test.

J-13 - FLOATATION

J-13-a Floatation

J-13-a-1 Each boat must be constructed with floatation volumes of at least 1200 litres, spread over a minimum of 4 distinct volumes, including the volume inserted in the building of the hull (exclusive of the deck).

J-13-a-2 Except the hull, these floatation volumes must be located at least at 400 mm below the local gunwale and guarantee a normal trim in case of water flooding.

J-13-b Construction

Floatation volumes must:

J-13-b-1 have an absorption capacity of less than 5%.

J-13-b-2 be laminated or partitioned off to the hull, the deck or the structure so they can resist loads of at least the value of their buoyancy, whatever the heel or the trim of the boat.

J-13-b-3 basic elements of the volumes must answer the following formula (length + width + height) >500 mm.

Note : boats built before January, 1st 2010 that do not comply with the article J-13-a-2 have to ask for a derogation to the technical committee.

J-14 - APPENDAGES

J-14-a If control lines are led outside, the water entries around the ropes must be limited as much as possible.

J-15 - STABILITY

J-15-a Configuration of the boat for the measurement test:

J-15-a-1 The boat must be completely empty except:

fixed weight:

- ✓ fixed deck gear,
- ✓ canting keel system,
- ✓ bilge pump system (pump(s) and hoses),
- ✓ electric and electronic equipment fixed. Warning: fuel cells must be dismantled,
- ✓ pulpit, pushpit, lifelines, stanchions and jackstays,
- ✓ ballasts and their devices (pump, valves, hoses, water bailer),
- ✓ the crash box bulkhead with inspection hatch if there is one,
- ✓ floatability volumes such as defined in the articles J-13 and S-3 in position and fixed definitively,
- ✓ the protection of all through-deck bolts,
- ✓ the liferaft. According to the installation, it must be:

- fastened in its final position inside the boat, at 15 cm maximum from the transom, with the safety hatch handles accessible.
- fastened in its final position outside the boat, on the border of the transom.
- the strap which inflates the liferaft must be fastened properly on the boat.

☞ Mobile weights:

- ✓ steering system with stick helm,
- ✓ lifting rudders in down position,
- ✓ boom in the axis, maintained at the extremity by the mainsail halyard to be close to the horizontal position,
- ✓ unused halyards at the mast foot on one end, in their usual place on the other,
- ✓ tight runners and backstays with their tackles,
- ✓ lifting daggerboards and rudders in up position.

J-15-a-2

on the deck:

- ☞ the definitive version of the mast and its rig, completed with its equipment,
- ☞ waterproof partner,
- ☞ air pipes of the ballasts and their closing caps in position and fastened,
- ☞ the identification number of the boat on the deck and the hull,
- ☞ the hatch boards for the companionway with the locking system that can be operated from inside and outside the boat,
- ☞ lifelines in position,
- ☞ mainsail sheet in position.

J-15-b Large angles stability

J-15-b-1 The boat must not have water flooding.

J-15-b-2 It must have positive stability with a 45 kg weight (not included the Archimede's effect) at the maximum air draft point (see J-2-d and S-2-g-1) all hatches open an in the most unfavourable configuration regarding the ballasts, mobile weights and mast(s).

J-15-b-3 This test must be carried out with the maximum air draft point at sea level.

J-15-c Small angles stability

The boat must not exceed a 10 degree heel angle in the most unfavourable ballasts, mobile keel and mast(s) configuration.

J-15-d If it is necessary to limit the moves of the appendages and mast(s) when mobile, in order to answer the stability rules:

- skipper must set up a system than cannot be dismounted or that can be easily sealed to answer these restrictions,
- elements of the measurement booklet necessary to check the conformity must be aboard.

J-16 - BILGE PUMPS

J-16-a Each boat must be equipped with two fixed bilge hand pumps. One operable inside the boat and the other one from outside the boat. Their mobile handle must be fixed close to each one.

J-16-b These two pumps must be operable with all the hatches closed and the pump must discharge at a rate of at least 0,5 litre per stroke.

J-16-c These two pumps must be in accordance with the standard ISO 15083.

J-16-d When the water ballast pump must be in its bilge pump capacity, the change from ballast to bilge function must be done only by the action of valves. It is not permitted to mount pumps on the same hose.

J-17 - IDENTIFICATION

J-17-a The sail number of the boat will remain the same for life. The number is provided to each boat by the Classe Mini. It must be displayed distinctively on each side of the hull within the first 25 % of the length of the hull (see R-18-d) and on the deck. No graphic element must alter the legibility.

J-17-b Lettering must be 50 cm high and made of a full 10 cm wide line on the whole figures. The colour has to be contrasted and typography as legible as possible.

J-17-c Lettering on the deck has to be of a vivid colour (red or orange) or white in the centre of a vivid colour circle (red or orange).

RIG

J-18 - MAST PASSING THROUGH THE DECK

J-18-a Masts passing through the deck must be watertight internally from the mast foot up to the first halyard exit, otherwise, mast openings inside the boat must be less than 300mm from the mast foot.

J-18-b A system must be fitted around the mast and the deck collar so as to provide a complete watertight seal.

J-18-c The mast must be equipped with a system preventing the mast foot from lifting.

J-19 - INSTALLATION OF THE RIG

J-19-a The forestays, the backstays, the shrouds (permanent or temporary) must be fixed inside the length of the hull.

J-19-b The luffs of non-hanked sails shall not be considered as stays if they can be hoisted or dropped simply using a halyard. The use of hooks or lashings and other system to fix it to the mast is forbidden.

J-20 - BOOM

The boom must not extend beyond the vertical of furthermost aft point of the hull or deck.

J-21 - BOWSPRIT AND SPINNAKER POLE

J-21-a The bowsprits must be quickly and easily removed whilst sailing, as well as all other components extending over the hull extension (except for the boom).

J-21-b A tolerance of 30 mm is allowed for fixed components.

J-21-c Any spar, sprit and pole, removable without the use of any tool, in a limit of a rectangle 50 cm wide and 1 m long, centred on the vertical of the stem may extend over the hull extension during the starting procedure. This shall not include any false hull or fairing.

J-22 - AUTHORIZED MATERIALS FOR THE RIG

J-22-a Mast: all materials are authorized, except those prohibited in the article J-10.

J-22-b Lateral shrouds and the main forestay: all materials are authorized, except those prohibited in the article J-10.

SAILS

J-23 - SAILS

J-23-a The number of approved sails carried on board must not exceed seven (7). This must include a storm jib.

J-23-a-1 This storm jib with a maximum area of 4 m², fluorescent colour. It must be possible to be hanked, and reefable to 2,5 m² if necessary.

J-23-a-2 A fluorescent solor sail, with a maximum area of 5m² and a minimum weight of 340 g/m² can be taken on top of the 7 authorized sails. It must be possible to be rigged as a trysail.

J-23-a-3 Double trysails and storm jibs are forbidden.

J-23-b The sails may not overpass the maximum air draft point (art. J-2-d and S-2-c).

J-23-c The halyards which surpass the maximum air draft point must be bridled with appropriate means. For instance:

- fairlead,
- strop,
- means locking the mainsail bolt-rope...

J-23-d Sails with no rigid connexion to the rig, and which come out entirely of the vertical box once set-up are not submitted to article J-23-b.

J-24 - AUTHORIZED MATERIALS FOR THE SAILS

- mainsail: woven polyester and polyester film with one window of a maximum area of 0,2 m²,
- headsail: woven polyester and polyester film,
- spinnaker: nylon.
- sails with no rigid connexion to the rig: any material mentioned above.

Reinforcements (unstructural element added) allowed in high density polyethylene (HDPE), aramids and polyester film.

Materials of battens, battens boxes, leech-lines, battens strain systems, slides, hooks, cringles, ropes, heads, dog-vanes... are free. (the article J-10 applies).

Note: materials such as aramids (kevlar, technora, twaron), vectran, zylon, PBO, carbon are forbidden for all sails.

J-25 - IDENTIFICATION ON SAILS

J-25-a The race number must be worn on each side of the mainsail, stormsail, hanked on headsails (jib, genoa, storm jib...).

J-25-b Additionally, the mainsail must also display the national letters and the logo of the Classe Mini, available from the Classe Mini. National letters must be above the race number and starboard letters above portside's.

J-25-c Dimensions of the numbers and letters are defined by the International ISAF rules (RRS 2009-2012, Appendix G, Article G1.2), that is to say:

- height for figures and letters: at least 300 mm,
- space between figures or letters: at least 60 mm.

J-25-d All the sails except the trysail (J-23-a-2) have to have a "sail label" to be requested from the Classe Mini office (€ 15 each). These labels must be stamped before the first use of the sail in a race during the security checks. A 10% time penalty will be applied for a missing label.

Production boats Mini Rules

2011 edition

DEFINITION

Unlike prototypes, production boat must remain a boat easy to produce, to operate, to maintain and to fix. The idea of the production boats mini rule is to allow participation in races of the official Mini calendar with a controlled budget.

FOREWORD

1) Production boats must be in accordance with Mini Rules and Production Boats Mini rules. In the event of a conflict between the two rules, the specifications of the Production Boats Mini Rules shall prevail.

2) The structural integrity must be kept such as the shipyard has delivered it. This obligation applies to the following points:

- hull,
- structure,
- deck,
- fitting,
- rigging chain plates,
- keel,
- rudders,
- rigging.

Classe mini association can accept changes if proposed by the project manager or the owners association.

Generally speaking, it is not possible to withdraw any material from the shipyard standard equipment. It is also not allowed to add some.

3) Following equipments concerning safety, must remain identical to the standard shipyard equipment:

- pulpit, pushpit and stanchions,
- hatches and portholes,
- safety hatch,
- hatch board for the companionway,
- steering system.

4) On January, 1st 2011, the Classe Mini has ratified the following boats as production boats:

- Pogo 1,
- Pogo 2,
- Zéro,
- Super Câlin,
- Tip-Top,
- Naus,
- Dingo,
- Ginto,
- Dingo 2,
- Mistral.

GENERAL SPECIFICS OF THE PRODUCTION BOATS MINI RULES

S-1 - AUTHORIZED MATERIALS

S-1-a Hull: glass monolithic / polyester or plywood minimum density of 0,4) / epoxy, glass-based core materials allowing polyester infusion.

Production materials / methods like prepreg are forbidden.

Note: materials like "SORIC" or equivalent are allowed.

S-1-b Deck: balsa or foam sandwich, glass / polyester or monolithic glass/ polyester or plywood / epoxy, glass-based core materials allowing polyester infusion.

Production materials / methods like prepreg are forbidden.

Note: materials like "SORIC" or equivalent are allowed.

S-1-c Deck and hull reinforcements, deck and hull structure: only the authorized materials in S-1-a and S-1-b are allowed. Plain wood is authorized for the structure.

S-1-d Rudders. Be careful, these are the forbidden materials: epoxy resin (epoxy foam core is authorized), carbon fibre, aramid, titanium. All the other materials are authorized.

S-1-e Keel fin: cast iron and cast steel (any surfacing material is authorized providing it does not contribute to the keel structure nor exceed 10 mm thick at any point). A reasonable margin can be accepted at about the junction at the trailing edge. Lead coating is forbidden.

S-1-f Keel bulb: lead, cast iron and cast steel (any surfacing material is authorized).

S-1-g Pulpit, pushpit and stanchions: stainless steel.

S-1-h Chain plates for runners / backstay / forestay and shrouds: stainless steel or glass polyester if they are part of the deck's or hull's mould.

S-1-i Lifelines: stainless steel. The lashings at both ends must have a maximum length of 100 mm. Rope has to be changed every year.

S-1-j Mast:

- tube: it must be made of extruded aluminium with a weight of 2.1 Kg/m minimum. Tapering is possible above the forestay hound fitting,
- parts and reinforcements: plastic, aluminium and stainless steel,
- standing rigging (including forestay, lowerstay, any lateral shroud, backstay, runner and low runner): stainless steel cable. Rod and dyform cable is forbidden,
- lashings are forbidden for the standing rigging.

Guide line: runner blocks, low-runner blocks and lower-stay blocks can be fitted to the cables by lashings not exceeding 100 mm.

S-1-k Other spars: aluminium is the only authorized material for tubes.

S-1-l Carbon fibre: it is strictly forbidden to use carbon fibre except for:

- solar panel support,
- helm, helm extension, sticks,
- tie rod,
- instruments support.

S-1-m Sails

Material for mainsail is woven polyester.

For sails stamped before January, 1st 2010: woven polyester and polyester film.

Guide Line: sails made before January, 1st 2010 that would not be stamped will be accepted with the proof of purchase (invoice, bill of order...).

S-2 - BOX AND SPECIFIC MEASURES

S-2-a Measures: they are done in the measure trim specified in J-15.

S-2-b Maximum draft: 1,60 m.

S-2-c Average freeboard at the gunwale level: minimum 0,80 m (the measurement of this will include the number of points required to know precisely the real average freeboard).

S-2-d Roof: the roof is mandatory and the minimum volume must be of as calculated as follow:

$$\text{Minimum Roof volume (m}^3\text{)} = \frac{\text{Max deck beam in meters}}{5}$$

S-2-e Deck camber: minimum 6 % of the beam at the gunwale level of the considered section.

S-2-f Minimum headroom: 1,40 m minimum at the higher part.

S-2-g Rigging

S-2-g-1 Maximum air draft: 11 m. The other specifications of article J-2-d apply.

S-2-g-2 The boom must stop at least 25 cm before the transom, mainsail up.

S-2-g-3 Bowsprits: the article J-21 apply with the following limitations:
- material: aluminium,
- the bowsprit engaged, in folded position must not be outside the line of the gunwale.
- Installation: the rotation must occur on the bow,
- Maximum length, from the rotation axis to the end of the tube: 2,40 m.

S-2-g-4 Grand-father clause: production boats whose first boats has been built before January, 1st 2011 and equipped with a system of bowsprit authorized till December, 31st 2010 still can be equipped with the same system.

S-2-g-5 Maximum number of bowsprit or spinnaker pole authorized on board: two.

S-3 - STABILITY

S-3-a Besides the floatability volumes mentioned in the article J-13, boats must be provided with 3 stability volumes:

- Minimum individual volume : 100 litres,
- Minimum global volume : 400 litres (volume of the hull and deck excluded).

S-3-b These volumes must be located completely above the floatation volumes and can go up to the deck:

- The first one against the bulkhead,
- The two others at the back (one on each side), along the hull planking and at less than 1 metre from the transom.

S-3-c These volumes must be fixed such a way that they can resist loads of at least the value of their buoyancy, whatever the heel or the trim of the boat. The fixation system is determined by the project manager – designer and/or the shipyard and/or the owners' association.

S-3-d Application date: everyboat must comply with this rule starting September, 1st 2011.

S-4 - OTHER LIMITATIONS

S-4-a Water ballasts: they are forbidden. Any fix tank that can be filled in or emptied out with sea water that aims at changing stability (longitudinal or transverse) and the boat's inertia is considered as a water ballast.

S-4-b Appendices

S-4-b-1 Maximum number of appendices: 1 keel and 2 rudders.

S-4-b-2 Keel must be fix while sailing. Lift up rudders are forbidden.

S-4-b-3 Appendices profiles must conform the quoted as specified in the article S-4.

S-4-b-4 It must not be possible to set up the alignment while sailing.

S-4-c Batteries: Lead batteries are the only one authorized.

S-4-d Equipment: at least 2 roof portholes and 1 deck hatch, all opening, are mandatory. This rule does not apply for production boats whose first boat has been built before January, 1st 2011.

S-4-e Repairs: repairs due to a structural damage have first to be subjected to the Technical Committee and/or the measurer.

SPECIFICS FOR EACH PRODUCTION BOAT

S-5 - PARTICULAR SPECIFICS

See appendix C, page 31.

RATIFICATION OF A PRODUCTION BOAT

S-6 - RATIFICATION

S-6-a Construction

S-6-a-1 All the boats of the same production must be built on the same professional shipyard. The Classe Mini is the only one that can accept a possible change of shipyard.

S-6-a-2 The construction of the boat can only be under the shipyard's responsibility. However, the owner can take part in the construction of his boat in the shipyard, but cannot build her entirely.

S-6-a-3 The construction must be made on the basis of a female mould (glass monolithic) or a plug (plywood).

S-6-a-4 The minimum configuration to deliver a boat is: hull with deck, pre-keeled. Appendices can be delivered separately but must be finished, ready to install.

S-6-b Boats must be identical in regards to their components' specifications and scantlings.

S-6-c The geometry of the various parts of the boat must be strictly the same (except the sails).

S-6-d Concerning the standing rigging, the boom, the spinnaker pole, the bowsprit and the mast, boats must be in accordance with the nomenclature or the measurement book the project manager provided.

S-6-e The project manager - architect and/or shipyard and/or class association must provide the Classe Mini with the limitations detailed in the article S-5.

S-6-f A ratification file must be sent to the Classe Mini, which is the only one entitled to let a new boat race according to the ongoing Production Boat Mini Rules. This file has to be sent when asking for the first sails number to the Classe Mini.

S-6-g Documents

S-6-g-1 For the first boat:

- identification number of the boat,
- attestation that the boat respects the European Rules regarding the stability, the freeboard and the buoyancy,
- typical rule for leisure production boat (customs),
- designs, including:
 - . sails plan,
 - . rigging(s)' plan and nomenclature,
 - . deck plan,
 - . inside fittings plan,
 - . hull and deck structure plan,
 - . nomenclature of the materials for the rudders,
 - . keel plan,
 - . bowsprit plan.
- all the specific limitations detailed in S-4.

S-6-g-2 For every one of the nine following boats:

- copy of the certificates of conformity to the rule for leisure production boats,
- date of construction,
- hull number.

S-6-h The boat will be declared production boat once:

- the ratification file specified in S-5 is sent to the Classe Mini and the Measurement Committee proposes the file to the Administrators' council that validates the boat,
- the project manager has built 10 strictly identical boats,
- the Classe Mini and the "jaugeur" have visited the shipyard (at the shipyard's expense) in order to check the conformity of the building methods, the visit has to occur as the first boats are built (before the third one),
- the same boat has sailed without major incident:
 - . 2 000 NM in official Mini Races with at least two 500 NM legs non stop, ,
 - . one of the 1000 NM single handed qualifying courses specified in article R-7, non stop.



APPENDIX B

ATTESTATION

To whom it may concern,

Name:

Skipper of the boat:

Sail number:

certify hereby that my boat is capable of facing the sea and wind conditions of the B category of the European standards.

Date / /

Place

“Read and approved” with the signature of the skipper:

Particular specifics for production boats (Art. S-5)

	Pogo 1	Pogo 2	Zero	Super Calin	Tip-Top	Naus	Ginto	Dingo	D2	Mistral
Rig										
Mast										
Manufacturer	Z	Z	Z	Z	AG + / Sparcraft	Licospars	AG+	Sparcraft	Z	Selden
Length of the tube	11150 mm	1110 mm	9680 mm	11350 mm	11236 mm	11190 mm	11280 mm	11140 mm	11236 mm	AG+
Profile	Z230	Z230	Z230	Z230 with swaging	116/78	M225	F67	Z230	C116	M225
Boom										
Manufacturer	Z	Z	Z	Z	AG + / Sparcraft	Licospars	AG+	Sparcraft	Z	Selden
Length of the tube	3680 mm	3570 mm	3270 mm	3650 mm	3600 mm	3320 mm	3350 mm	3260 mm	3265 mm	3370 mm
Profile	Z204	Z204	Z204	Z240	F60	115	F125	F60	Z204	B120
Bowsprit										
Manufacturer	Z	Z	Z	Magnan	Ag+	Sparcraft	Z	Licospars	AG+	Z
Length of the tube	4000 mm	2400 mm	2400 mm	2400 mm	2400 mm	Min. 2500 mm/ Max : 4000 mm	2400 mm	2400 mm	2400 mm	2400 mm
Inside diameter	65 mm	52 mm	52,5 mm	58 mm	58 mm	55 mm	52 mm	63 mm	52 mm	52 mm
Outside diameter	70 mm	57 mm	57 mm	63 mm	63 mm	60 mm	57 mm	70/60 mm	55 mm	57 mm
Appendages										
Rudders										
Rough weight	7 kg	6,50 kg	8,4 kg	6,5 kg	7 kg	Min. 5 kg Max. 11 kg	7-8 kg avec ferrures	6,5 kg	6,5 kg	6,4 kg
Measurement (s) (LxL)	1350 mm	1260 mm	1482 mm	1560 mm	1390 mm	130 mm x 300 mm	Min 1250 mm x 280 mm Max 1450 mm x 280 mm	1240 mm x 400 mm	1385 mm	1385 mm
Keel										
Measurement(s) including trailing edge	See design	See design	See design	See design	See design	See design	See design	1360 mm. Bulbe 1190 mm	See design	See design
Fittings										
Batteries' positions	Companionway	Companion way + keel	Keel	Companionway or central box	Companionway + keel	Companionway	Companionway + keel	Companion way + box	Companion way + box	Front boxes / keel

APPENDIX D

MINIMUM FIRST AID KIT FOR A DISTANCE INFERIOR TO 200 NM FROM A SHELTER

Minimum quantity for a double handed race of less than 2000 NM or a single handed race

SKIN - DISINFECTIONS - BURNS

- DERMAL BETADINE (povidone iodine) or HIBISCRUB (chlorhexidine)	1 125 ml bottle or 10 single dose sachets
- Total protection sun cream	1 tube
- Rehydrating and protective ointment such as BIAFINE (trolamine)	1 186 g tube
- Hydroalcoholic solution for a hygienic preparation for the hands	1 small bottle
- Optional : local anesthetic: XYLOCAINE VISCOUS 2 % (lidocaine hydrochloride)	1 tube

PLASTERS - COMPRESSES - LITTLE SURGERY - IMMOBILIZATION

- Self-adherent elastic bandage such as COHEBAN 3M (10 cm x 3,5 m)	1 roll
- Crepe bandage 10 cm x 4 m	2 bandages
- Adhesive tape such as sparadrap 2,5 cm wide	1 roll
- Sterile compresses 10/10 ou 20/20	15 bags of 2
- Self-adhesive elastic tape such as ELASTOPLAST	2 rolls 6 and 3 cm wide
- Hemostatic cushion	1
- Sterile sticking 4 sides. Several sizes including 10 cm x 10 cm	1 pack of assorted sizes (at least 20)
- Coagulating powder such as COALGAN ou STOP-HEMO (calcium alginate)	5 bags or 1 bottle
- Adhesive hypoallergenic wound closure strips such as STERI-STRIP 3M, 3 mm x 75 mm	5 bags of 3
- Splinter forceps	1
- Scissors	1
- Safety pins	3
- Optional: 1 flexible finger splint made of aluminium, rigid ankle splint, triangular scarf	

FEVER - ANTI-INFLAMMATORY - PAINS

- ASPIRIN (acetylsalicylic acid), 500 mg	10 tablets or bags
- Powerful anti-pain such as CODOLIPRANE (paracetamol + codeine) or IXPRIM (paracetamol + tramadol)	32 tablets or 40 tablets (if Ixprim)
- Anti-inflammatory tablets such as PROFENID (ketoprofene), 100 mg	30 tablets
- Paracetamol, 1g tablets	3 boxes of 8
- Anti-inflammatory ointment such as NIFLUGEL (niflumic acid)	1 tube

DIGESTIVE - DIARRHOEA - VOMITING

- Stomach anacid such as alulinium/magnesium hydroxyde (MAALOX)	20 tablets or bags
- Antidiarrheal such as TIORFAN (racecadotril) or IMODIUM (loperamide)	20 capsules
- Antiseasickness such as SCOPODERM (scopolamine) or other according to personal habits	1 box of 5 patches
- Anti nausea and vomiting such as MOTILYO (domperidone)	15 tablets
- Antispasmodic such as SPASFON - LYOC (phloroglucinol)	10 tablets

INFECTIONS - ANTIBIOTICS

- Such as penicillin: AUGMENTIN (amoxicillin and clavulanic acid), 500 mg or in case of allergy to penicillin: macolides such as JOSACINE (josamycin) 500 mg	24 tablets or bags
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ALLERGY

- such as CELESTENE 2 mg (betamethasone)	20 tablets
- such as (cetirizine)	30 tablets

EYES - EARS

- Simple eye lotion such as DACRYOSERUM (boric acid)	15 single dose sachets
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MISCELLANEOUS

- First aid manual	1
- Small mirror	1 (optional : 2nd mirror)

QUANTITIES, PRESCRIPTIONS AND POTENTIAL CONTRA-INDICATIONS TO SEE WITH ONE'S REGULAR DOCTOR.
EXPIRING DATE TO BE CHECKED BEFORE EVERY RACE.

MINIMUM FIRST AID KIT FOR A DISTANCE SUPERIOR TO 200 NM FROM A SHELTER

Minimum quantity for a double handed race of less than 2000 NM or a single handed race.

SKIN - DISINFECTIONS - BURNS

- DERMAL BETADINE (povidone iodine) or HIBISCRUB (chlorhexidine)	1 125 ml bottle or 10 single dose sachets
- Antibiotic cream such as FUCIDINE (fusidic acid)	1 tube
- Anti-fungus cream such as PEVARYL 1% (econazole)	1 tube
- Antiseptic cream such as FLAMMAZINE (silver sulfadiazine)	1 tube
- Total protection sun cream	1 tube
- Ointment to prevent and heal skin irritations such as ALOPLASTINE (talc, zinc oxyde, glycerol)	1 90 g tube
- Rehydrating and protective ointment such as BIAFINE (trolamine)	1 186 g tube
- Hydroaloholic solution for a hygienic preparation for the hands	1 small bottle
- Optional : local anesthesia : XYLOCAINE VISCOS 2 % (lidocaïne hydrochloride)	1 tube
- Optional : Aqueous eosin (tetrabromofluorescein)	10 single dose sachets

PLASTERS - COMPRESSES - LITTLE SURGERY - IMMOBILIZATION

- Skin stapler such as PRECISE with staple remover (ie two elements) or suture kit (3 threads and needles, 3 lancet blades, 1 needles holder in case of curved needle, forceps)	1 set of 5 staplers and 1 stapler remover or 1 entire suture kit
- Self-adherent elastic bandage such as COHEBAN 3M (10 cm x 3,5 m)	1 roll
- Crepe bandage 10 cm x 4 m	2 bandages
- Adhesive tape such as sparadrap 2,5 cm wide	1 roll
- Sterile compresses 10/10 ou 20/20	15 bags of 2
- Self-adhesive elastic tape such as ELASTOPLAST	2 rolls 6 and 3 cm wide
- Hemostatic cushion	1
- Healing, hydrocolloid dressings such as URGOMED (5 cm x 7 cm) or DUODERM (10 cm x 10 cm), or fatty dressings such as JELONET (10 cm x 10 cm)	5 dressings
- Sterile sticking 4 sides. Several sizes including 10 cm x 10 cm	1 pack of assorted sizes (at least 20)
- Coagulating powder such as COALGAN ou STOP-HEMO (calcium alginate)	5 bags or 1 bottle
- Adhesive hypoallergenic wound closure strips such as STERI-STRIP 3M, 3 mm x 75 mm	5 bags of 3
- Splinter forceps	1
- Scissors	1
- Safety pins	3
- Optional : 1 flexible finger splint made of aluminium, rigid ankle splint, triangular scarf	

FEVER - ANTI-INFLAMMATORY - PAINS

- ASPIRIN (acetylsalicylic acid), 500 mg	10 tablets or bags
- Strong anti-pain such as TOPALGIC 50 mg (tramadol)	30 tablets
- Powerful anti-pain such as CODOLIPRANE (paracetamol + codeine) or IXPIM (paracetamol + tramadol)	32 tablets or 40 tablets (if Ixprim)
- Anti-inflammatory tablets such as PROFENID (ketoprofene), 100 mg	30 tablets
- Paracetamol, 1g tablets	3 boxes of 8
- Anti-inflammatory ointment such as NIFLUGEL (niflumic acid)	1 tube
- Myorelaxant such as type COLTRAMYL (Thiocolchicosid)	12 capsules

DIGESTIVE - DIARRHOEA - VOMITING

- Stomach anacid such as alulinium/magnesium hydroxyde (MAALOX)	20 tablets or bags
- Antidiarrheal such as TIORFAN (racecadotril) or IMODIUM (loperamide)	20 capsules
- Antiseasickness such as SCOPODERM (scopolamine) or other according to personal habits	1 box of 5 patches
- Anti nausea and vomiting such as MOTILYO (domperidone)	15 tablets
- Antispasmodic such as SPASFON - LYOC (phloroglucinol)	10 tablets
- Antiulcerous such as MOPRAL (omeprazole), full dosis (20 mg)	14 capsules

INFECTIONS - ANTIBIOTICS

- Such as penicillin: AUGMENTIN (amoxicillin and clavulanic acid), 500 mg or in case of allergy to penicillin : macolides such as JOSACINE (josamycin) 500 mg	24 tablets or bags
- Such as quinolones : NOROXINE (norfloxacin)	10 tablets

ALLERGY

- such as CELESTENE 2 mg (betamethasone)	20 tablets
- such as (cetirizine)	30 tablets

Minimum first aid kit for a distance superior to 200 NM from a shelter (next)

EYES - EARS

- Simple eye lotion such as DACRYOSERUM (boric acid)	15 single dose sachets
- Antibiotic ophthalmic ointment such as RIFAMYCINE (rifamycine)	1 tube
or antibiotic eye lotion such as GENTALINE 0,3 %	or 1 5ml bottle
- Ear lotion such as PLOYXEDA (neomycine, polymyxin B, dexamethasone)	1 bottle

MISCELLANEOUS

- First aid manual	1
- Small mirror	1 (optional : 2nd mirror)
- Thermometer (not rectal)	1
- Optional: dental kit such as DENTANURSE	1

QUANTITIES, PRESCRIPTIONS AND POTENTIAL CONTRA-INDICATIONS TO SEE WITH ONE'S REGULAR DOCTOR.
EXPIRING DATE TO BE CHECKED BEFORE EVERY RACE.