

CLASS 40

Association Internationale des Monocoques Class 40 pieds
2 rue Colbert
85100 Les Sables d'Olonne
<http://www.class40.com>



31st July 2019

Priority rules for participation to the ROUTE DU RHUM (RDR) 2022 in Class40 (in case of waiting list)

Reasons and Grounds

The RDR 2018 was a great success for the Class40 and for its Organizers with 53 Class 40s that participated with more than 57 pre-registered projects before registration closed on the 31st March 2018. The 2014 RDR, already a success for the Class40, saw 43 participating projects. In 2018, the organizers had set a limit on the number of Class 40 projects to 40 boats in its first notice of race, which it increased to 50 in view of the number of projects, a figure that was eventually increased to 53 to a few weeks of the start of the race after discussions between the Class and the Organizers to make way for the latest projects on the waiting list.

Some of the sailors who did not participate in the RDR told the Class that they would have liked to participate in the race but in view of the early achievement of the limit, had given up on finalizing their search for sponsors and/or boats. A well-known rider having boat and a sponsor, declared after the closing date of registrations, was not accepted by the organizers.

In view of the enthusiasm generated by this race and the limits to the development of the Class 40 that represents the existence of this quota of participation in the RDR, race for the moment emblematic for the Class, The Class has reiterated and reiterated its wish that there be no limit to Class 40's participation in the race, considering the particular relevance of the Class40s in offshore racing, the security and performance they demonstrate, especially compared to other more heterogeneous media gathered in numbers in the Rum Class (in this case 38 projects).

The organizer indicated that he could not move forwards to this request, however the decision is well-founded as it was. Mentioned reasons were amongst other things that there are limited places in the Port at the start and finish, and also to stick to the initial spirit of the race.

In view of this decision and in view of the difficulties posed by the management of the waiting list first-come, first serve in 2018, even though 19 of the 53 registered in 2018 had not participated in any of the Class 40 in at least the 2 seasons preceding the race, if ever, it seemed necessary for the Board of the Class40 to propose to the event organizer a more relevant "selection" process for the next RDR, this in order to maximize the contribution of the RDR to the harmonious development of the Class 40, through increased safety and performance objectives.

For the record, **about the 53 competitors of the Rum 2018**, it should be noted that by making the total sum of the miles sailed on the CLASS40 races over the period January 2016 to the 31st March 2018 as defined in the rule below :



- a. **18 (or 34%)** had sailed between 4000 and 15880 miles, including 1 boat built in 2018 (#156 - A. Le Vaillant who sailed on 2 other boats), 2 boats built in 2017 (L. Duc and A. Chappellier on #150 and #151). Of these 18, 1 non-European H. Kitada (on #146). Of these, there were 5 DNFs, or **27.8% DNF**
- b. **9 (17%)** had made between 1000 and 4000 miles over the chosen period, including 2 boats built in 2018 (N. Troussel and L. Berry on #155 and #153) and 1 boat built in 2017 (#152, A. Hubert), 2 were non-European (R. Sopho on #79 and Hennessy #54). Of this category, 3 did DNF (**33.3% DNF**)
- c. **7 (13.2%)** had made less than 1000 miles (1 Armen, 3 C600's, 2 Fastnet's and 1 NCR), of which 2 were non-European. In this category, 3 were DNF, or **42.8% DNF**
- d. **Finally, 19 (or 36%)** had not participated in any of the above races, of which among these **1** had a new boat of 2018 (#154 – Y. Richomme) and 2 were non-European (D. Alexander #111 who made the Atlantic Cup 2018 in May after the closing of registration, and C. Chipotel on #99). Of the 16 (excluding new and non-European) boats, **8** were DNF, or **50% DNF**.

There was a total of **7 non-Europeans** on the RDR 2018, of which only 2 made DNF (**28.5% DNF**, a rather low figure) and the 2 in question had sailed only in crew on a C600 over the period.

THESE OBJECTIVES PURSUED FOR THE SELECTION PROCESS

Beforehand, it should be noted that this whole process is set up only for giving priorities in case of the limit of the number of boats set by the Organization, within the registration period, initial or modified, fixed by the Organization is exceeded.

The **main objective** of introducing this system is to favour skippers who participate in class races on a regular if not assiduous basis, who are used to the Class 40s and are therefore comfortable with the support from the point of view of safety and performance, by establishing a criteria of **miles covered** in the race by the skippers who want to enter the RDR 2022.

The **secondary objectives** are to correct any perverse adverse effects pernicious to the development of the class or unfair lying with the essential criteria of doing a number of miles. We've identified two:

- **New boats: We want to prevent the system from slowing** down the start-up of new boats until and including 2022. Hence the idea as in IMOCA to ensure a certain place for a skipper having a newly built boat.
- **Non-European skippers: The Class is proud to** have a number of non-European skippers. We want non-European skippers not to be excluded by the system of the number of miles for non-new boats.



CLASS 40

Association Internationale des Monocoques Class 40 pieds
2 rue Colbert
85100 Les Sables d'Olonne
<http://www.class40.com>



PRIORITY RULES IN THE SELECTION

Definitions:

New Class 40 (NC40): A new boat that was launched after 1 January 2021 and obtained its first measurement certificate after that date.

Non-Europeans (N-E): A Person with his or her usual residence outside the European Continent.

Owner of a Class 40: An Owner or natural person, appearing on the deed of ownership of the boat or duly authorized representative of the company, owner of the boat, identified on the deed of ownership of the boat.

Class 40 Renter: Be an active or associate member skipper, a full beneficiary of a Class 40 rental agreement at the time under consideration.

Priority rules:

Will be priorities, among registered skippers who are in compliance with the conditions and deadlines of the Notice of Race,:

1. Skippers who participated and completed **The Transat 2020** in Class 40 (Condition posed by the Organizer).
2. Skippers registered with a new Class 40 (NC40 - see definition above) duly identified at the time of the closing of registrations.
3. Skippers, active members or associate members of the Class 40 during 2020 and/or 2021, having accumulated the most miles in this capacity on qualifying races between the 1st January 2020 and the closing date of registration sets for 2022, regardless of which Class 40 with a valid certificate, on which they have accumulated these miles. These selective races will include solo races if any, double-handed races as well as crewed races in the Class49 championship and Class 40 trophies races over the years in question. The list of selective races will be available on the Class 40 website and will be updated as soon as possible for the following season. Only completed races will be counted on the basis of the number of miles on the theoretical course, with the exception of the transats (TJV, QSM, Transat du RORC, Challenge Atlantic) where, in case of abandonment, the number of miles travelled on the theoretical course will be taken into account.
4. For non-European runners (N-E) as defined above, who cannot perform selective races due to their geographical location, there is a different criterion replacing this accumulation of miles. It is required of them that they have made, as active or associate members of the Class 40, at least over the period from 1 January 2017 until the closing date of registrations on RDR 2022 or a double-handed race or, a crewed sailing **and** another double-handed races in the Class40 program.



5. At the close of registration, a registered skipper must have declared the number on the boat on which he will participate, otherwise he leaves his place to skippers meeting criteria 1 to 6.b.
6. Finally, the criteria 1 to 5 being exhausted, i.e. for runners who would not be in any previous category and therefore would have no miles to their credit, the following criteria are chosen to decide between them if need be :
 - a. Ownership of a Class40 no later than the closing of the registration;
 - b. Second after exhaustion of a., to rent a boat at the closing of the registration **and** have been an active or associate member of the class in 2020 or 2021-;
 - c. In the order of registration for the race after exhaustion of items a and b above.

Final registrations are confirmed to **a skipper** at the close of registrations only on the basis of the above criteria **and** having satisfied to the qualification conditions imposed by the organizer within the allotted time. If these conditions are not met, the concerned skipper loses his place and leaves it to the next one who meets the conditions expressed above.

Special case of replacement skippers:

A team can provide for a replacement skipper. This replacement skipper must be declared by the closing date of registration. This replacement skipper cannot be entered for another title in the race. At the time the replacement is confirmed, it can only be done with the replacement skipper initially identified and that replacement skipper must have accumulated in the same conditions a number of miles greater than the first skipper present on the waiting list at the time of replacement.

The updated ranking will be available on the class's website in the Races section.

This regulation is intended to deal with all cases. However, it is always possible for unanticipated situations to arise or for challenges to arise, it is already foreseen that a Selection Commission will decide on these situations that we hope will be little.

This commission will be the Class 40 Race Commission at the time of the decision to be taken. The members of this committee will not take part in the decision if they are themselves registered with the RDR 2022. If, at the decision date, the Selection Commission is made up of an even number of members, rapporteur will have a casting vote. When a decision is made, that decision is firm and final. No appeal is possible.

