

## **Selection Committee Minutes**

*Wednesday, January 22 2025, by videoconference.*

The Class40 Board of Directors received an application for the Selection Committee.

In accordance with the rules of the Selection System (article 5), the Board appointed a Selection Committee made up of Jacques Fournier, Brieuc Maisonneuve, Bertrand Delesne, Gautier Nollet and Vanessa Boulaire.

As a preamble, we remind you that :

- that the allocation of miles to one member would necessarily be to the disadvantage of another, who would fall back in the ranking: each decision must therefore be explicable and justifiable
- Decisions must be taken in line with the objectives stated in the introduction to the selection system.

### **Request – Jonas Gerckens**

« I wanted to raise a few questions about the qualifying miles.

I made the mistake of not seeing the rules for qualifying for the major races with a quota of places.

My team and I have signed up to a 3-year programme with our partners, including the Globe40 and the Route du Rhum (subject, of course, to qualifying).

I think that even if it's not currently on the official calendar, the Globe40 will benefit Class40 in terms of visibility, history, bringing in different profiles, making it even more international and offering new challenges to the classic circuit.

When I read the system of miles counted, I had misunderstood those concerning the Globe40.

I thought that a maximum of 5,000 miles per leg could be counted.

With a little more information, I understand that it's not 'per leg' but for the whole of the Globe40, i.e. 30,000 miles covered reduced to just 5,000 miles.

This means, for example, that a skipper doing Sables-Horta + the TJV would clock up considerably more (7140 M) than someone doing a Round the World race !

Bearing in mind that the combination of Sables/Horta and Globe40 is risky (too risky, in my opinion, given what's at stake) due to the proximity of the two events.

I'm not asking for the 30,000 miles of Globe40 to be counted, but at the very least, for it to reach the 7,140 miles that the Sables/Horta - TJV combination would give.

That would seem to me to make more sense in terms of sporting ethics for those who are taking part in the Globe40 but who are also aiming for the classic 2026 season, including the RDR.

What are your thoughts on this ?

On the other hand, there will be several crews 'rotating' the sailors to deal with fatigue, family or other professional activities.

How will the 5,000 miles be validated (in the hope that this figure increases) depending on whether the sailors complete 2, 3 or 4 legs rather than the whole Round the World race?

Finally, what if a Class40 yachtsman completes 3 legs, for example, but has to retire due to mechanical failure?

What value will the miles covered have (bearing in mind that on Les Sables/Horta each leg is counted)?'

## **Décision**

The rules of the selection system had provided for the case of the Globe 40 participants and had decided to allocate them a maximum of 5,000 nm (in the same way as the IMOCA class had done for the participants in the Ocean Race and because this corresponded to the length of the course of the Transat Jacques Vabre (based on the 2023 course) and the Caribbean 600, the two events taking place over the same period as the round the world race).

Considering that :

- That the transatlantic race course will only be 3760nm long in the end
- That a Globe 40 participant will not necessarily complete all the legs
- That it does indeed seem risky to take part in Les Sables-Horta before the Globe 40 with one's boat, but that it is the member who scores the miles and not the boat, and that it is therefore possible to be taken on board on the first leg.

Thinking:

- With regard to the possibility of adding the 2540nm awarded by Les Sables Horta to the number of miles awarded on the Globe 40, the Board came to the conclusion that this would pose a problem if one of the competitors decided to do the 2 races in spite of everything, as the miles could not be accumulated, thus putting the member who wanted to sail more at a disadvantage.
- To always be fair, to be able to explain decisions without members being prejudiced

In conclusion, the Committee had mixed feelings. There was no unanimous position. The decision was therefore taken to stick with the announced rules and not to increase the maximum number of miles allocated to Globe 40 participants.

With regard to the allocation of 5000 miles, this is a maximum. A competitor who takes part in just one leg that is less than 5000nm long will only count the number of miles for that leg. A competitor taking part in a leg longer than 5000nm or in more than one leg will be awarded the total number of miles for the legs, up to a maximum of 5000nm.

Reminder of the rules 'In stage races, only the miles of completed stages are taken into account'.