

Selection Committee Minutes

Thursday 25 September 2025, by visioconference.

The Class40 Board of Directors received 2 applications for the Selection Committee.

In accordance with the rules of the Selection System (article 5), the Board appointed a Selection Committee made up of Miranda Merron, Jacques Fournier, Patrice Carpentier, 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 #1 – Michael Hennessy

“I am writing to request dispensation from the Board for a mistake I made. I had not realized that I needed to ask permission for a race to be added to the calendar for credit towards the RdR ranking prior to the start of the race.

I have raced in five events this year, and plan on racing in four more events in the coming months. I am interested in participating in the 2026 RdR, and already am facing a difficult task of qualifying given the less robust race calendar in the USA. Would it be possible to retroactively award me credit for the races that have already occurred? The details are all below

Race	Start Date	Format	Miles	Link
Block Island Race	May 23, 2025	Doublehanded	186 Miles	https://www.yachtscoring.com/emenu/50032
Bermuda 1-2	June 6, 2025	Solo to Bermuda Doublehanded return	635 miles x2	http://bermuda1-2.org/
Marblehead Halifax Race	July 6, 2025	4 up	363 miles	https://www.marbleheadnewtohalifax.com/
Newport Solo Twin	Friday, July 25, 2025	Doublehanded	103 miles	https://www.newportyachtclub.org/sailing/offshore/new-england-solo-twin/
Ida Lewis Distance Race	August 15, 2025	Doublehanded	135 miles	https://www.ilyc.org/distancerace

Upcoming events

	Start Date	Format	Miles	Link
SORC Sailors Choice Race	November 21, 2025	Doublehanded	160+ mile race	https://www.sailfishclub.com/default.aspx?p=dynamicmodule&pageid=147&ssid=100177&vnf=1
SORC Wirth Munroe Ocean Race	December 5, 2025	Doublehanded	60 mile race	https://www.sorcsailing.org/sailors-choice-race
RORC Nelson's Cup Series	February 13th, 2026	4 Up	2 days of short course racing then a 52 mile round-Antigua race	https://rorc.org/rorc-nelsons-cup-series-racing-rum-and-revelling
RORC 600	February 24, 2026	4 Up	600 mile course	https://sairacehq.com/notice-board/54536fa7-7dc0-4281-8971-b57b011ef42b/Race

Thank you for your consideration.

Best regards,"

Request #2 – Sophie Faguet

I am reaching out to you because I find myself in a very delicate situation regarding the Route du Rhum 2026.

As a reminder, for several years I have been sailing for other people's projects to gain experience in transatlantic races and on various platforms as opportunities arose. In 2023, I regained the sense and energy to create a sporting and solidarity project.

Since 2023, I have relaunched a very clear progressive project:

1. 2024: To bring together a first pool of Norman partners around a collective project: the Tour Voile, with stages planned for 3/6 in Normandy, featuring only young sailors from Normandy and Brittany selected based on their applications, motivation, background, and future ambitions. This is a solidarity project in collaboration with a local association: the L'Arche project in Le Havre. Why the Figaro? Simply because I was starting from scratch and I don't have an incredible network. Being very realistic, I knew I had the

capacity to gather just enough partners to get them interested in this type of project, with two growing objectives afterward:

2. 2025: The Transat Café L'Or Le Havre Normandie
3. 2026: The Route du Rhum Destination Guadeloupe.

In 2024, alongside my Tour Voile project, I have the opportunity to join Pierre-Louis ATTWELL's crew to race the Niji40 as a crew member. At that time, the rules state that you only need to take two memberships out of three to participate in the race. In hindsight, Pierre-Louis has no particular interest in taking my membership (when I'm hired on a project, I let the skippers handle these matters); on my side, I am already short on budget regarding the Figaro (I haven't paid myself on the FB3 project for the entire year, and I don't have personal wealth... so when I say I'm strapped for cash, I'm completely broke).

This Niji40 represents an incredible opportunity for me because it allows me to sail on a state-of-the-art boat across the Atlantic. I come back feeling satisfied and convinced: yes, I will be capable, in the medium term, of handling this type of boat first in double-handed races and then solo with the necessary training. I am just very happy and convinced that this will benefit the continuation of my project.

2024 is an extremely busy year for me, as I am creating my company to support the project. I am managing the Tour Voile project alone, including the preseason program, the rented boat, the recruitment of the team, and all the inherent logistics, as well as the partnerships.

Yes, I admit that I do not know the Class 40 regulations and have not read them, and for good reason: I am already overwhelmed and am ultimately juggling a triple project if we include the few match racing gigs that allow me to maintain my high-level status and compete in a world championship as well as the Women's World Tour. (For this practice, we are only reimbursed for transport and are not paid.)

So, this is my mistake, and had we discussed it, or if I had had a coach or a mentor for the future, then they would have warned me. However, I had none of that.

When the news came out regarding the points being considered only if registered in the class, after the race, I then wrote to you. I was taken aback that my willingness to invest in Class 40 for the upcoming races in 2025 and 2026 was not acknowledged, especially since I have been fighting for this for over a year.

Every partner who follows me has committed because of the goal of the Route du Rhum at the end. For each partner I work with, I have them sign on a yearly basis so they can feel free to leave or to support us more strongly. This challenges me to give my all to satisfy them consistently and not forget any of them.

Unfortunately, each partner at the end of this 2025 season will be lighter than expected (only due to a modest budget) and will want assurances for 2026.

Each partner consists of about thirty companies, including several suppliers who are familiar with Class 40 and who have responded very favorably to our mixed project. Each partner is a company that operates very cautiously in sponsorship and philanthropy given the difficult and uncertain economic context. Each partner also includes our two associations and their patients/members who dream through this Route du Rhum project.

I am someone who values transparency. I do not know how to sell something that I do not master. Telling them today that I am ranked 98th with a 50% chance of being able to start the Rhum is not enough.

You have the ability to anchor my project for the long term, to allow me to move forward more serenely, and finally to contribute proudly to promoting Class 40. A class in which we are ultimately well integrated and well represented when we find the means to race.

I ask you to reconsider your decision.

As a reminder, we finished this race (Niji40) in 3rd place; it was the first podium for the Attwell/Bensa duo on the 195, and I hope that my work alongside them will be recognized. I have raced those miles, and I have struggled just as much as they have. I have given my all to earn my place on this type of vessel.

Alongside my request, there was Achille Nebout, on paternity leave, to whom you granted these miles because he is a member of the class and carries a strong project. It is beautiful and sensitive, and very much in line with current values; I am happy for him. I would have liked the same tolerance for a female sailor who is awkwardly taking her first steps in the class, not yet sailing under the colors of her project. I wasn't even fully aware of all the stakes involved as I was focused on articulating these projects and creating my own.

Would it not be possible to encourage someone like me, who is still fragile, to find her place in a class that is still underrepresented by women?

I only speak of 2026 because this project already takes 100% of my energy on a daily basis. I know that if we manage to race in the Route du Rhum 2026, I will certainly want to settle even more into this class to perform and finally dedicate 100% of my efforts to a single project.

My mistake has been not reading all the regulations for a race. I hope this does not jeopardize the future of this project. I would like new partners in the world of offshore racing to find stability and satisfaction in it.

I hope you understand the stakes involved. I thank you for reconsidering the previous decision, specifically to grant me the points corresponding to the Niji 40 2024. I ask that you accept my apologies for not being sufficiently aware of the racing regulations in the context you now understand, given the complexity of finding the right formula to convince new partners to engage in a sailing partnership aimed at medium-term objectives.

Kind Regards, »

Common decision regarding both requests

Reminder of Article 5 of the selection system:5. Comité de Sélection

1. Selection Committee

This rule is intended to cover all cases. However, it is always possible that unexpected situations arise, or that there are objections. In that case, the Selection Committee will rule on any disputes or interpretations.

The Selection Committee will be comprised of 5 members, and will include the association's managing director as well as impartial current or former members of the Board who have no involvement in the quota-based race, and they will be appointed by the current Board. In the case of difficulty in constituting the Selection Committee, the Board may choose someone from the outside who has never been a Board Member.

A decision taken by the Selection Committee is final. It is not possible to appeal the decision.

Considering that:

- The two requests received do not pertain to points requiring an interpretation of the regulations but constitute a request for an exemption from an explicit rule of the selection system,
- These exemptions would disadvantage previous applicants and/or other candidates in the selection system,

The Council decides not to proceed and rejects both requests.