



AFYT Newsletter

August 2026 #

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Editorial

CORINTHIAN SPIRIT, ARE YOU THERE?

The AFYT is not only an association representing a set of beautiful classic boats, but also a state of mind with which the shipowners sail and participate in the various regattas of the classic circuit of the Mediterranean.

One of the AFYT's core values is, without a doubt, this «Corinthian spirit», a subtle blend of fair play and respect for the rules, favouring sportsmanship over the ambition to win.

We are above all (and I could say, we must be...) gentlemen-sailors for whom victory is only honourable if it is shared, because this «Corinthian spirit» must be the DNA of the AFYT as well as respect for the authenticity of our boats.

Its founder, the late François Carn, then president of the YCF, regularly recalled this during his speeches.

Our friend and very faithful member of the AFYT, Christian Schroeder, also mentions it in a beautiful text that appears on the front page of our site, as do those who have defended (and often with panache) this same «Corinthian spirit»; Patrice de Colmont, founder of Les Voiles de St-Tropez, Beppe Croce, legendary president of Yacht Club Italiano and Bernard d'Alessandri, creator of the Belle Classe and director of the Yacht Club de Monaco.

All of them have set an example by putting this essential state of mind in our practice of classic regattas above all.

Yes, the Corinthian spirit is still with us and must remain so!
Have a good summer and see you soon for the autumn regattas!

Frédéric BERTHOZ

*President of the French Association of Traditional Yachts
and of the International Committee of the Mediterranean*



AFYT vs. CIM: Two championships, why do it?



*Ci-dessus: Vela Clásica Mallorca. Photo © Nico Martinez
À droite: Recluta aux Voiles d'Antibes. Photo © Thomas Madsen*

In fact, the AFYT Championship only includes the regattas that take place on the French Mediterranean coast and are included in the association's calendar at the beginning of the year, i.e. eleven events for 2026.

Conversely, the CIM Trophy is made up of 10 major events selected, 3 in Spain, 3 in Italy and 4 in France.

The main difference between the two competitions lies in the number of events considered for the final ranking. Thus, for the AFYT

Championship all the races run by a boat during the year will be added up, whereas for the CIM Trophy only the final ranking in an event will be retained (its place in the general classification!), and another important nuance, all limited to five events and in at least two different countries. If a competitor in the CIM Trophy participates in more than 5 events, only his 5 best results will then be added.

In the AFYT Championships as in the CIM Trophy, the system of awarding

points is valued according to the number of participants in the event (see table).

The AFYT Championship will be able to add up to a good thirty races! It's all a question of the number of rounds scheduled in an AFYT event, just like cancelled rounds, or disqualifications...

What the two competitions have in common is that the reference classes are identical: Big Boats, Vintage gaff, Vintage Bermudian,

Allocation of points		N : Number of points in the category															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
P : Place in the category	1	100	115	124	130	135	139	142	145	148	150	152	154	156	157	159	160
	2		50	75	90	100	107	113	118	122	125	128	131	133	135	137	139
	3			33	56	71	82	90	96	102	106	110	113	116	119	122	124
	4				25	45	59	69	78	84	90	95	99	103	106	109	111
	5					20	37	50	60	68	75	81	86	90	94	97	100
	6						17	32	44	53	61	68	73	78	83	87	90
	7							14	28	39	48	55	62	67	72	77	80
	8								13	25	35	43	50	57	62	67	71
	9									11	22	32	40	46	52	58	62
	10										10	20	29	36	43	49	54
	11											9	19	27	34	40	46
	12												8	17	25	32	37
	13													8	16	23	30
	14														7	15	22
	15															7	14
	16																6

AWARDING OF POINTS

Formula: $100(N-P+1)/N+50\log(N/P)$

DNC, DSQ, RAF... : 0 pt

DNF, DNS: points of the last place in the category

Rounded values for visualization only.

Classic, and Classic IOR... and registration is free!

Then you lean more towards the AFYT Championship based on consistency and perseverance, where the CIM Trophy more international and more selective?

I know some who want to win both!

William Borel



Mid-season of regattas 2026 Calendar

Already the middle of the season, with the 6 events of the AFYT Trophy which went very well, and are the subject of the intermediate ranking of which here is the roll of honour (below).

Total yachts classified: 147

Big Boats: 7 classified

Gaff Vintage: 11 classified

Bermudian Vintage: 43 classified

Classic: 29 classified

Classic IOR: 10 ranked

For a total of 1012 single innings run.

Note: Andale participated in 5 of the 6 events of the beginning of the season, and 8 yachts participated in 4 of the 6 events: *Briseïs*, *Chips*, *Corinthian*, *Falcon*, *Joyant*, *Nin*, *Olympian* and *Palynodie II*. Congratulations to them!

All the detailed results are available on the AFYT website:

<https://www.afyt.fr/resultats-regates-afyt>



For the rest of the 2026 program, we will have:

Corsica Classic: from 23 to 31 August for this 17th edition, with the route Ajaccio - Portigliolo - Propriano

- Campomoro - Bonifacio - Saint-Cyprien.

Let's hope Thibaud is as successful as the previous splendid edition!

PLACE	BIG BOATS	GAFF VINTAGE	BERMUDIAN VINTAGE	CLASSIC	CLASSIC IOR
1	SUMURUN	CHIPS	FALCON	MARIA GIOVANNA II	ENCOUNTER
2	MARISKA	CORINTHIAN	ONE WAVE	PALYNODIE II	MATRERO
3	HALLOWE'EN	OLYMPIAN	SERENADE	ARCADIA III	SAGITTARIUS
4	VIVEKA	NIN	ANDALE	CORTER	OJALA II
5	BELLE AVENTURE	JOYANT	SVANEVIT	EUGENIA V	GANBARRE
6	BLACK SWAN	CHINOOK	MADRIGAL	CRIVIZZA	AIGUE BLU
7	EILEAN	ROWDY	ROSE JOAN	RATAFIA	KERTIOS
8		ALCYON 1871	VARUNA II	STAR SAPPHIRE	ORNELLA
9		TIGRIS	PENELOPE	ESTELAN	BUGIS
10		LULU	EILEEN	ARAMIS	SANDRA



Régates Royales: from 19 to 26 September in Cannes, with a superb line-up for the sportiest regattas on the calendar in the four race zones. May the weather allow the full realization of the expected regattas!

The Yacht Club de France Autumn Cup: Sunday 27 September between Cannes and Saint-Tropez with the prize-giving ceremony scheduled for the same evening in Saint-Tropez.

Voiles de Saint-Tropez: for the classics from 28 September to 4 October, as the highlight of the season with the exceptional presence this year of several J-Class cars and an accent on the Art of Living.

Not to mention, apart from the AFYT Trophy, the nice gatherings with:

The Voiles Classiques of Sanary from 28 to 30 August

Hyères Voiles de Tradition from 8 to 11 October

Have a good end of the season!

AFYT GENERAL ASSEMBLY:

Thursday, October 1, 2026 - 9 a.m.

Salle Louis Blanc

7 bd Louis Blanc

83990 Saint-Tropez

Left: the replica of the Marseille houari, Alcyon 1871 by Edith and Marc Frilet, built by Daniel Scotto Di Perrotolo.

Right: aboard Corinthian, the transmission of the spirit of the same name is essential..

Photos © Pierrick Jeannoutot



Spring regattas

LES DAMES DE SAINT-TROPEZ

The traditional first annual regatta of the AFYT circuit took place from May 7 with 18 boats, 12 in the Vintage category including 2 Gaff Vintage (*Nin* and *Lulu*) and 6 in the Classic category. **It should be noted that 9 boats were made up of 100% female crews and this proportion is increasing year after year.** This certainly explains the atmosphere that is always so friendly on land with a fierce *pétanque* competition on the Place des Lices and an evening at the Société Nautique de Saint-Tropez where the crews compete in originality in their costumes!

On the water, the race committee, well led by **Alice Coquant**, was able to send a coastal course on the first two days of 11 and 13 miles, in the light airs of the bay of Saint-Tropez, but unfortunately Sunday's race was cancelled because of a nasty chop linked to a wind blowing at more than 20 knots in gusts.

In the **Classic category**, *Maria Giovanna II* won the two races, as did *One Wave* in the **Vintage category**, which was helmed by **Alexia Barrier**, who had just been set off her prestigious 100% female crewed round the world record in the *Jules Verne Trophy*.

Maria Giovanna II, skippered by **Sylvie Godquin**, won the 100% female classification ahead of *Serenade* lead by **Charlotte Franquet**. In summary, the regatta not to be missed ladies... gentlemen accepted with penalty!



The traditional photos of the disguised crews.
Photos © DR SN St-Tropez



Wintering in Saint-Tropez:

The SNST negotiated a few places for the classics in the old port of Saint-Tropez from October 15 to June 1 with favorable conditions.

Notice to lovers of the sweetness of Saint-Tropez...



LES VOILES DU VIEUX-PORT

Over the three days, two days of racing due to windy weather.

KNIFE REGATTAS AMONG THE GAFF

The four mythical centenarian *P Class* offered a show of rare intensity for their first confrontation of the season in the harbour of Marseille. Engaged - like the rest of the fleet - on an 18-nautical-mile course with a start under the cornice, a tactical upwind climb to Le Rove and then a long descent under spinnaker towards Canoubier and Sourdaras before a round of Frioul, *Chips*, *Olympian*, *Corinthian* and *Joyant* fought an extremely close duel in ideal conditions, between 8 and 12 knots of wind under the sun, before a more muscular final at 18/20 knots. In a very oscillating wind where the leaders kept changing, tactics played a major role on a Marseille race zone that was always so varied, spectacular and demanding.

Winner of the 2nd day, *Chips* is ahead of *Olympian* and *Corinthian*, while *Joyant* - who was in discovery mode last year - confirms his rise in power, promising a particularly competitive championship. *Alcyon 1871* finished 4th ahead of *Esterel*, who withdrew from the day's race.

THE MARCONIS VINTAGE AT FULL POWER IN THE HARBOUR

In the class most represented at *Les Voiles du Vieux-Port* with 10 competitors, it was the invincible 1930 *Q class Falcon* of **Patricio Monteiro de Barros** that won, ahead of the 1951 Bermudian sloop *Andale* and the 1939 8 mIR *Svanevit*.

It should be noted that the winning boat has a woman in the position of boat captain, **Élise Garcin**, a presence that is still rare at this level in the world of traditional sailboats.



Above, the *P Class* on a tack in the harbour south of Marseille.
Below, *Sagittarius*, winner in Classic IOR. *Falcon*, *Q Class* unbeatable in the Marconi Vintage.
Photos © Pierrick Jeannoutot

SIDE OF THE MARCONI CLASSICS

The 1962 Bermudian sloop *Palynodie II* adds another victory to an already substantial list of achievements, ahead of the 1956 cutter *Corter* and the 1962 Bermudian yawl *Moonspray*, skippered by **Valérie Bertaux-Fumat**.

THE IOR MAKES ITS ENTRANCE WITH A BANG

The 20th edition of *Les Voiles du Vieux-Port* sees the arrival of a new category of «traditional sailboats» launched three years ago by the CIM: the Classic IOR, monohulls built between 1970 and 1984. Beyond their aesthetic qualities and their emblematic silhouettes that have marked an entire generation of racers, these boats have demonstrated on the water that they have lost none of their sporting temperament, with crews particularly committed on the water. Victory went to the 1971 Sparkman & Stephens *Sagittarius*, which finished the race first ahead of another 1973 Sparkman & Stephens *Ojala II*, and the Bermudian cutter of the same year *Kertios III*.





Above, the crew of *Palynodie II* to Henri Ferbus won the *Concours d'Elegance* and first place in its category. *Andale*, a California 32, takes a nice 2nd place in the Bermudian Vintage. Below, a supercharged atmosphere with the 100% female crew of *Moonspray*. Photos © Pierrick Jeannoutot

ON LAND, ELEGANCE AND CELEBRATION

Every day, the crews of *Les Voiles du Vieux-Port* illustrated on land all the conviviality and art of living specific to traditional sailboats.

The second edition of the **Concours d'Elegance**, organised under the **patronage of Richard Frojo** in a new format at the quay and on board the boats, crowned new winners.

The jury rewarded *Palynodie II*, *Corter* and *Belle de Rio II* for their attention to detail, creativity and the elegance of their crews.

After the Italian evening hosted by *A Live Melody* on Friday, the rock contest led by the *Black Pustul's* transformed the event platform into an open-air live stage.

Decidedly subscribed to the front of the stage, the crew of *Corter* won ahead of that of *Palynodie II*, this time distinguished for their energy, their sense of rhythm and their ability to make the *Voiles du Vieux-Port* vibrate well beyond the water.

RANKINGS

Gaff Vintage

- 1 *Chips* (M. Le Tulzo - YCSB)
- 2 *Olympian* (Ph. Oddo - SNM)
- 3 *Corinthian* (B. Dreux - LV Marseillan)

Bermudian Vintage

- 1 *Falcon* (P. Monteiro de Barros - SNM)
- 2 *Andale* (K. Criscolo - SNM)
- 3 *Svanevit* (G. Wattinne - SNM)

Classics

- 1 *Palynodie II* (H. Ferbus - SN de Sanary)
- 2 *Corter* (H. de Lisle - SNM)
- 3 *Moonspray* (V. Fumat-Bertaux - YC Maugio Carnon)

Classic IOR

- 1 *Sagittarius* (T. Laffitte - SR Antibes)
- 2 *Ojala II* (M. Frova - Italie)
- 3 *Kertios III* (F. Bourriot - SNM)

Concours d'élégance Richard Frojo, 2nd edition

- 1 *Palynodie II*
- 2 *Corter*
- 3 *Belle de Rio II*

Rock Contest

- 1 *Corter*
- 2 *Palynodie II*



LES VOILES DE CASSIS, AN EDITION DRIVEN BY COMMITMENT AND PASSION!

For 4 days, *Les Voiles de Cassis* once again brought together lovers of the sea, maritime heritage and local stakeholders in a warm and friendly atmosphere.

A FEW ELEMENTS THAT ILLUSTRATE THE SUCCESS OF THIS EDITION

- The City services, fully committed to the assembly and dismantling of the village as well as to the communication of the event, associated with the Tourist Office. The village, this year, located on the Place du Général de Gaulle, has been able to host catering and exhibitions and *Les Voiles de Cassis* shop, not to mention the partners' evening and the gala evening.

- **31 traditional boats** registered, **250 crew members** and **2 race committee boats** present on the water to offer a magnificent nautical show with the Port Miou nautical club at the helm for the race committee.

- A great local pride with the victory of the Cassiden yacht *Cortier* in the Marconi Classic category. Congratulations to his crew for this performance!

- **There are many new features this year:** welcoming schoolchildren with the participation of the crews, creating a free Village des *Voiles de Cassis* welcoming a dozen exhibitors and organising a nautical parade that is very popular with the public. This will be renewed in 2027 with more in-depth communication to highlight the specificity of the crews and to associate the traditional boats of Cassis.

- **The Port of Cassis** played an essential role in the management of



*The start of the Marconis in the harbour of Cassis.
Photo © DR Les Voiles de Cassis*

the event, welcoming the yachts for three days and supporting the race committee of **the Nautic Club of Port-Miou**. The city of Cassis is particularly keen to bring the public closer to the atmosphere of the regattas.

This year we explored the use of **eStela** at the village level to communicate the position of the boats, the starts and the finishes live and we will try to improve on this point in 2027, with perhaps more wind for more suspense! Indeed, the wind was scarce in the bay of Cassis, but the race committee was still able to launch the races.

- **11 sponsors** and many port professionals have mobilised alongside the organisers to make this event a collective success, including the **Vent d'Ouest shipyard**, which came to present their first 100% electric wooden boat to us for the first time.

- **12 volunteers** mobilized throughout the event to ensure the organization and reception of the participants.

- The breakfasts of the crews by the beach are very much appreciated by the latter, who also participate in the famous petanque competition in joy and good fun!

This edition will remain marked by the quality of the exchanges, the involvement of everyone and the tremendous energy shared between volunteers, partners, exhibitors, crews and visitors with the closing of this edition being the arrival under sail, under the cliff of Cap Canaille, of the magnificent *Orient Express Corinthian*!

Thank you to all those who contributed to bringing this beautiful maritime festival to life between 2 animated evenings under the marquee.

Let's head for 2027 to write a new page in the history of *Les Voiles de Cassis* together!

LES VOILES D'ANTIBES

Organised in the majestic setting of the Bastion Saint-Jaume, the *Voiles d'Antibes* celebrated its **30th anniversary from 27 to 31 May 2026**, with a new limit of the number of people present on the site (2,500 simultaneously) imposed by the local authorities for safety reasons during the major free concerts, with in the end an atmosphere that was certainly more convivial for sailors.

Success also for the traditional paella of the crews on the quay at the feet of the **70 boats** present with the bonus of the longest table on the classic regatta circuit!

Also very much appreciated was the new **«Maurice Carette Trophy of Elegance»** won for this first time by *Mariska*.

Despite a very capricious wind, the race committee led by **Jérôme Bikard** was able to validate three races over the four days initially planned, in light conditions that were not easy to anticipate in the bay of Antibes and Golfe Juan.

A nice line-up with 5 Big Boats, 20 Vintage Bermudians (12 EMA and 6 EMB), 8 vintage gaff, 16 Classics (8 CMA and 8 CMB), 5 Classic IOR, 9 Spirit of Tradition, all completed by 9 Tofinou.

In the general ranking, the tenors of each CIM category are well present: *Mariska* in Big Boat, *Falcon* in EMA (tied on points with *Varuna VII*), *One Wave* in EMB, *Corinthian* in EAA, *Palynodie II* in CMA, *Maria Giovanna II* in CMB and *Encounter* in IOR.



Elegant guardians of a time when the horizon was a promise, the sails of yesteryear continue to make Les Voiles d'Antibes dream in the wind.
Photo © Gilles Martin-Raget

SPRING CUP OF THE YACHT CLUB DE FRANCE

It is a good idea to organise a liaison race between *Les Voiles d'Antibes* and the *Porquerolle's Classic* for this new edition of the *Yacht Club de France's Spring Cup (Coupe de Printemps)*.

54 theoretical miles in this new edition... 54 theoretical miles to cover between the two stopovers with a possible reduction at Cape Lardier at about twenty miles from the finish... which proved to be mandatory given the severe calm on the Mediterranean on June 1st.

Twelve boats registered for the start in Antibes... only three at the finish Porquerolles, that's telling you!

It all started badly from the start at the Cap d'Antibes where most of the boats couldn't even cross the line, and where many had already given up... Lingering little airs until the coast of Saint-Tropez where **Henri Ferbus**, the Master of Ceremonies of the YCF finally decided to shorten the

course in Lardier. But it still had to be done!

It is worth noting the relevance of the eStela positioning system, which is financially supported by the AFYT, which, in this type of event, makes it possible to monitor the progress of each boat, an undeniable plus in terms of safety and strategically for assessing the course and speed of the competition.

Maria Giovanna II and *Palynodie II* crossed the new finish line just before the dark night, but *One Wave* was still offshore, far offshore... before starting to retreat for three hours a mile from Lardier.

The advantage of not having an engine is that it is difficult to crack and it will take him 18 hours from Antibes to reach Porquerolles at daybreak!

An unforgettable race to forget in the rhum offered by the YCF.



PORQUEROLLE'S CLASSIC

With 57 boats registered from 4 to 7 June, the **Porquerolle's Classic** is now one of the major events on the Mediterranean circuit. The recipe for success concocted by **Aurélien Lhuillier** and **Sébastien Le Ber**, and supported by a team of friendly and efficient volunteers, is frankly remarkable.

In the idyllic setting of the island, with a perfect stretch of water for racing, pleasant evenings in the serene atmosphere of the village deserted by the crowd of tourists, no one sulks their pleasure of coming to race in Porquerolles.

And then there is also the unmissable evening of the crews in the grandiose setting of the **Domaine de l'île** where the rosé flows freely, and the very generous prize-giving endowed by prestigious sponsors such as the **Saint-Louis crystal factory** and the truculent **jeweler Michel Herbelin** who comes in person to put his watch on your wrist.

This year's race committee, led by **Philippe Enel**, assisted by **Nathalie Peberel**, had to keep this fleet on land, eager to do battle on the first day, because of a strong mistral... To finally launch the second day, a long-awaited 13-mile tour of the island to the west in more manageable conditions but strengthening sharply at the end of the course. At the buoy in the south of the island, part of the fleet will pass on the wrong side of this gate, hence a huge confusion at the finish and the opening of a jury procedure led by **Jean André Cherbonel**.

For the last day, a light wind will still allow the 70 boats to be sent towards the islet of Léoube and a return trip along the Giens peninsula, 16 miles in about ten knots to finally forget the



*Maneuvers aboard the Class P, Chips.
Photo © Gilles Martin-Raget*

discord of the previous day... Before final manoeuvres with the jury, just before the prize-giving ceremony, to change the result of the Tour de l'île again. Thus, the *Falcon* crew will recover the victory in EMA on the wire, but also rumbling boos on the podium. A bronca never seen at a classics regatta in thirty years of existence...

We prefer to remember the nice victories of *Sumurun* in Big Boat, *Corinthian* in EA, *One Wave* in EMB, *Arcadia* in Classical and *Matrero* in Classic IOR.

BAILLI DE SUFFREN TROPHY

A tight line-up, but of quality for the 26th edition of the TBS.

After nearly 600 nautical miles between Saint-Tropez and Malta, via La Maddalena, Trapani and Favignana, **the XXVth Bailiff Trophy of Suffren came to an end in the Grand Port of Valletta** at the end of an edition that will remain as one of the most beautiful in its history.

Rose Joan, designed by **Heinrich Rasmussen** and built in 1949 by the prestigious **Abeking & Rasmussen** shipyards, won the general classification after winning three of the four stages.

Owned by **Margueritte** and **Emmanuel Prophète**, the yacht proved to be the fastest, most regular and most consistent in the fleet, brilliantly adding her name to the list of winners of the *Bailli de Suffren Trophy*.

For its first participation, the legendary *Sumurun* (1914), **William Fife's** masterpiece, took a magnificent second place.

The oldest member of the fleet, she fought a thrilling duel with *Rose Joan* until the last day, demonstrating that large century-old boats are still capable of competing at the highest level.



Above, Enthronement of *Rose Joan*, Admiral Satan.
Below, *Sumurun* in Saint-Tropez. Photo © Valérie Rossone
The Pirate couple - Photos © DR TBS



Fleets

THE THREE NEW YORK 40S

The three of them were there in the setting of Porto Santo Stefano during the Argentario Sailing Week, the sisters *Chinook*, *Rowdy* and *Marilee*, jewels designed by Nathanaël Herreshoff!

When the «New York Yacht Club 40-Footers» appeared in the spring of 1916, their elegant curves, wide beam and relatively high freeboards — all characteristics that appeal to us today — caused a stir.

However, **Nathanael G. Herreshoff**, nicknamed «The Wizard of Bristol», was in reality only synthesizing more than twenty years of evolution in American naval design; these trends had been oriented towards the models of **G.L. Watson**, **William Fife III** and **Charles E. Nicholson** in order to counter the British technological advances observed during the *America's Cup* challenges of the 1890s and early twentieth century...

Our three sisters, among the six survivors:

ROWDY: launched among the first NY40s in 1916, she had been fitted with a Bermudian rig, but following a dismasting at Imperia, the owners made the courageous choice to return to the original gaff rig, a decision that was noticed and welcomed in the world of classic sailing!

CHINOOK: after a great and meticulous restoration led by our friends Jono and Sandra, as close as possible to the origin, the boat very quickly excelled in the very



Above, *Marilee* and *Rowdy*

Below, *Rowdy* and *Spartan* at the Argentario Sailing Week. Photo © Marco Solari

competitive class of gaff racing yachts. The owners have even decided to abandon a diversion introduced two years ago, and to return its staysail forestay to the forward position as it was originally. Bravo!

MARILEE: the last born of the troupe, in 1926, *Marilee* caused a sensation in 2001 at the *America's Cup Jubilee*, where she won the round of the Isle of Wight in real time, marking a sensational arrival of the NY 40s in European waters. Respect and gratitude to **Alessandra Angelini**, who, in addition to the 10m IR *Marga*, took possession of *Marilee* last year.

For the rest of the season, we should see the three sisters for the **Copa del Rey** in Mahon at the end of August, and probably for the last regattas in France...



The Young Classic Team Members

The YCC (Young Classic Crew Members) project got off to a great start, with 3 x 5 crew members on board during the *Dames de Saint-Tropez*, the *Voiles du Vieux Port* and the *Voiles de Cassis*, from Seatech Toulon and Centrale Marseille – thanks to *Sérénade*, *Hermitage*, *Madrigal*, *Andale*, *Nagaïna*, *Svanevit*, *Chips*, *Briseïs*, *Bugis*, *Nin*, *Thea* and *Argynne*!

A big thank you to **Jean-Christophe Bernard** who has led the project since its start in 2025, and whose «sponsorship agreement» mission with Cap Gemini ended in June 2026.

For the end of the season, we have planned two teams of 5 JECs during:

- of the Royal Regattas, with a team from Seatech Toulon,
- of the *Voiles de Saint-Tropez*, with a team from Centrale Marseille.

Thank you to the volunteer shipowners for embarking our young people during these two events.
contact: godhard@free.fr

Reminder: the YCCs are accommodated by the AFYT, have their FFV license and are members of Sailing Schools.

At the top, the YCCs at the Voiles de Cassis and at the bottom, at the Voiles de Saint-Tropez.

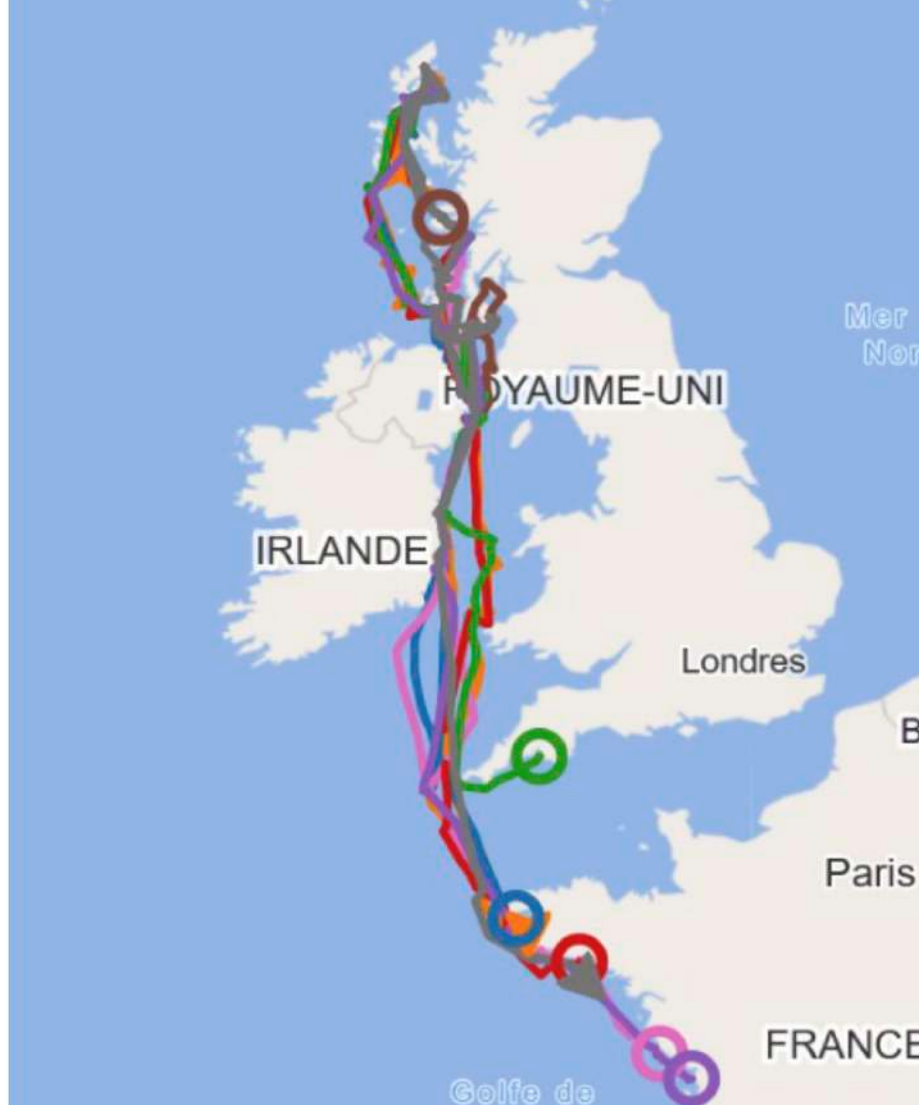


The beginning of 2026 was marked by a significant renewal of the Board of Directors under the sign of development and openness. The members of the board of directors, led by **Jean-Marie Micheaux**, our new president, immediately set about preparing for this season, which aims to develop the current bases, with a new dynamic in Port-Louis, and on the entire Atlantic and Channel coast. Managers dedicated to this task have begun their mission if adds a strong rapprochement with the allied clubs by establishing a direct link within the board of directors.

The spring regattas with a large participation, in favourable weather conditions took place in a good mood.

The Midship Challenge on 30 and 31 May 2026 in Brest was a great success. The 16 schools present trained the crews of 18 classic boats. The regattas were organised by a race committee assisted by volunteers from the **Yacht Club de la Rade de Brest**. The events on land were hosted by the **Chantier du Guip**, a mythical place very close to the Malvert quay where the participating boats were moored. The embarked brass band added to the joy and good humor.

We had the honour of the presence of **Roger Paoletti**, president of the French Federation of Company Sport. Congratulations to all the competitors in these neck-and-neck regattas. Congratulations to the winners, the high school students of the **Pierre**



Above, the route of the 2026 Rally of Scotland.

Guéguin high school on *SEAGULL*, followed by the students of ENSTA Bretagne on *ILARIA* and those of the INSTA CVL on *ROUVELON*.

Rally Scotland with 8 participating boats in sometimes windy and cold conditions. The stopover at Les Scilly was cancelled following a strong gale.

The boats met in Dublin in the marina of Dun Laoghaire to take the start. This then allowed the participating crews to discover magnificent stopovers: Strangford, Bangor, Cambeltown, Tobermory, Portree (Isle of Skye) and finally Stornoway in the Outer Hedrides, the northernmost point of this adventurous navigation.

Find their tracks: <https://tracker.teknolys.com/events/SCOTRAL2026>

News from the CIM

For its centenary year, the CIM saw in March 2026 the election of a new Board of Directors, with **Gigi Rolandi as President**, and **Francesco Foppiano** and **Ricardo Albiñana** as **Vice-Presidents**.

of Alessandra Angelini to bring the boat back to our regattas alongside her two sister-ships... Thanks to the Yacht Club of San Remo, and to Edge, partner of the CIM, who provided many good bottles for this award ceremony.



Gigi Rolandi, new President of the CIM.



General Assembly of the CIM.

This new governance has confirmed the orientations of the CIM, with Ricardo in charge of the development of Communication and Sponsorship, and for the CIM rating the continuation of the improvement of the promotion and evaluations of the authenticity of yachts, the true DNA of this rating system.

The Grandi Regate Internazionali in San Remo at the end of May hosted the award ceremony of the **CIM Trophy 2025**, which, in addition to the winners of the 5 reference categories, saw the awarding of Special Prizes to *Manitou* – who had participated in 8 of the 10 events of the *CIM Trophy 2025*, and to *Marilee* – for the remarkable initiative

For the *CIM Trophy 2026*, the usual nine events (because there is no *Classic Week* in even years) have been completed by the **Porquerolle's Classic** – the *CIM Trophy* ranking at the end of July (after 5 events) is available on the CIM website.

An innovation for the *CIM Classic Yacht Trophy 2026* Prize Giving Ceremony, which will be held on Saturday, October 3, 2026 at 7 p.m. at the Lodge de la Capitainerie in the port of Saint-Tropez, on the evening of the last regatta of the Trophy.

Below, special awards to Marilee and Viola.



ITALIAN SPRING REGATTAS

The AFYT and the CIM encourage yachts to discover new horizons, and, closer than Scotland where *Sonny* won the **Richard Mille Cup**, or Brest, where *Corinthian* went to win the **Hoalen Brest Douarnenez Classic**, it is possible to have great experiences with our neighbours, our cousins.

For this spring, two examples in Italy with:

The Grandi Regate Internazionali which is held at the end of May in San Remo, where historically the «IOR revival» was created, and where the Classic IOR category is the most complete. A nice victory for *Matrero*, a great traveller if ever there was one since the boat comes from Argentina, followed by the two flagship boats of the class in San Remo: *Il Moro di Venezia* and **Resolute Salmon**. At the foot of the podium, *Sagittarius* who had made the trip from France. Congratulations also to *Argynne*, representative of the Yacht Club de Monaco in the absence of *Tuiga*, who left across the Atlantic to **celebrate the bicentenary of the United States' independence**, and *Chin Blu 3*, who has been back in French waters since last year...

But in San Remo the charm is also on land, with «pasta» served to everyone on each return from a regatta, a great cooking competition that gives rise to tastings of the highest level, the triple birthday of **Beppe Zaoli**, **Gian Battista Borea d'Olmo** and **Ariella Cattai**, co-owner of *Crivizza*, and the unforgettable welcome of the Yacht Club of San Remo...

The Argentario Sailing Week which takes place at the end of June in Porto Santo Stefano, a sublime little port at the foot of the Argentario promontory. The water is magnificent, and all the regattas were able to take place with light to medium winds, and



The fleet from the Spanish Fortress.

flat seas in ideal conditions. On the racing side, of a very high level! With the three NY40 sisters for the gaff boats fought a great battle, but were unable to get the better of *Scud*, who made a remarkable comeback, with **Torben Grael** at the helm of this Bar Harbour 31 owned by **Patrizio Bertelli**.

In the Big Boats, a clear domination of *Hallowe'en* ahead of *Viveka* and *Mariella*. Then come *Cambria*, impressive in its speed but having chosen to race without spinnaker, then *Cariad*, celebrating its 130th anniversary this year, and *Eilean*, the flagship yacht of Panerai returned to our waters for our greatest pleasure. No problem either in the Classics for *Crivizza*, ahead of three boats from the Marina Militare, which is well present even outside the regatta with the presence of the *Palinuro*, exceptionally open to visitors.

In Classic IOR, *Ojalà* got the better of *Sagittarius* and a great category of 6 participants. Congratulations to **Thierry Lafitte** and **Flo Urtutti** for their great commitment...

For the Bermudian Vintage, fierce regattas and the Q class *Leonore* who

won, followed by three metrics: the two six-metre *Jill* and *Bob Cat* flanking the almost 12m *Jl Emilia Prima*. Great participations for *Serenade* (Forza Charlotte) and *Stormy Weather*, remaining neck and neck throughout the event...

Finally, the Cruiser category saw a very good competition between *Star Sapphire*, who won, *Vistona – Gian Battista* – and *Eugenia V* – ridden by Baptiste, under the benevolent eye of Henri. The category, completed by *Albacore*, from Portugal, *El Oro*, from France and *Huntress Secondo*, showed that it was possible to sail the Vintage and Classic cruisers harmoniously...

Once again, the Italian welcome was fantastic, with a first evening at the charming Yacht Club of Santo Stefano with its feet in the water, a smart beach party on the other side of the promontory at the very select Isolotto beach club, and a gala evening in the Fortezza Spagnola overlooking the open port of Santo Stefano and the fifty participants lined up.

These Italian events are a must-see!



The Richard Mille Cup



For its third edition, the *Richard Mille Cup* remained faithful to the CIM rule, and to its collaboration with the AFYT, for this event which was held, following the *Fife Regatta*, in the mythical Firth of Clyde in Scotland.

A dozen high-flying participants, for eight rounds run between June 15 and 25, 2026, interspersed with receptions in sumptuous Scottish castles, with a special mention at Culzean Castle for the inaugural evening, and at Kelburn Castle, Lord Glasgow's strange castle, with an introduction to the hectic Scottish dances...

From a sporting point of view, there have been:

- A duel between *Atlantic* and *Elena* for the Big Boats, with the same number of victories, but *Elena* winning, with the last race...

- A demonstration of balloon jibs for Big gaff cutters, and even for *Moonbeam III*. In the end *Mariquita* won ahead of *Moonbeam IV*, but very closely: for example, in the third regatta a second separated the two boats in corrected time after more than 3 hours of racing!

- For the small gaff boats, a clear domination by *Kismet*, who was very prepared, but a return of *Thalia* in the last two races deprived him of the overall victory. As for *Patna*, which

completes the podium, it can be proud of being the most authentic boat in the fleet...

- Finally, for the Bermudian Vintage, the duel between *Saskia*, an 8m JI from Fife 1931, and *Sonny*, the Sparkmann & Stephens from 1935, turned to the advantage of the latter, who won overall by a few points (894 against 851 for *Kismet*) ... the picture is completed by our friends from *Blazing Star*, from Brittany, who defend themselves like beautiful devils, congratulations to Swann and Loïc!

- To finish this extraordinary organization, our friend **William**





On the left, a departure with a knife between his teeth. Above, the inaugural reception at Culzean Castle.
Below, Babeth at the party. Yachts, castles and sheep, typical décor of the RMC. Duel between Atlantic and Elena. The yachts are waiting for the start.

Collier had chosen for the prize-giving ceremony to take everyone on board *Waverley*, a 1945 paddle steamer of 240 feet, for a 3-hour cruise to the place of the prize-giving ceremony, **where Sonny received the fantastic Richard Mille Cup!**



The justification for this orientation is not only heritage, but also makes it possible to save boats for which modifications, particularly in terms of rigging, can damage or even destroy the structure. And then when you start to modernize, where to stop reasonably before having a modern boat... This initial choice of the CIM class allowed the development of a fleet that is now recognized as exceptional.

Since last year, the Rating Commission has set itself the objective of improving the evaluation of the Co, and a great deal of work has been carried out in 2026 to improve and standardize the evaluations of the Co.

Below is an example of an authenticity file for Léonore.

Note: these approaches are valued by bonuses on the Co and the rating, because they significantly improve the quality of the documentation, which is valued for the Co!



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