



AFYT Newsletter

January 2026

#3







Editorial

The year 2025 was the year of the thirtieth anniversary of the AFYT, which was celebrated in style, with a new logo and flags distributed to members, the co-anniversary celebrated during the Voiles d'Antibes with a beautiful festive dinner, the deployment of the JEC (Young Classic Crew Members) project and all its extensions on social networks, and the activation of the AFYT Special Commission, which has instilled its positive energy throughout the season, to end in style with the AFYT Trophy prize-giving ceremony on December 6, 2025 at the Yacht Club de France...

The year 2026 will be the hundredth anniversary of the CIM, and an opportunity to remember its foundations, as well as the principles that have guided our classic regattas for more than forty years. The death of Patrice de Colmont, founder of the Nioulargue which became the Voiles de Saint-Tropez, should encourage us to remember the Corinthian spirit that must guide us so that our regattas remain a game, with no other challenge than to keep alive and preserve the wonderful sailboats that are under our care...

The key words for this year 2026 will be «fair play», the natural extension of the Corinthian spirit, and «anticipation» to better prepare, issuing for example the rating certificates at the beginning of the year so that all competitors and organisers have information before the start of the events.

This exceptional year for the CIM will also be exceptional for the AFYT, with four French events selected to be part of the CIM classic Yacht Trophy 2026...

Have a good season to all

Frédéric BERTHOZ

*President of the «Association Française des Yachts de Tradition»
and of the «Comité International de Méditerranée»*



Their last tack...

Four personalities of classic yachting have passed away in 2025.

François Carn, former president of the YCF and founder of the AFYT; **Yvon Rautureau**, owner of *Viola* and **Patrice de Colmont**, creator of the *Nioulargue*, not to mention our British friend Peter Nicholson, owner of *Dainty*, the “little yellow boat”, (see our article in the Newsletter 2 May 2025).

We leave it to the friends who knew them well to recall their memory.

Yvon Rautureau

A great lighthouse has gone out. Night has fallen in our hearts. Our Yvon went to melt into the immensity, while he was fishing peacefully on the bank of his beloved river near Quimperlé.

I imagine him following his fish to accompany it along the riverbed, amazed by its colours, its lights and the multitude of organisms that interact there.

Each of those who had the chance to cross his path found themselves marked for life. Sometimes simply subjugated by his «*joie de vivre*», sometimes truly transformed by his communicative spirit to awaken us to a wildly appetizing vision of the world. What fantasy, what non-conformism, what a creator, what a visionary. What pure kindness.

Crossed by so many passions, each more astounding than the last, Yvon has made us all happier than we would have been without him. And so unhappy today. Thank you my great friend, you have profoundly changed the course of my life by offering me your trust to take care of your prodigious *Viola* and help you share her radiance with as many people as possible. So many wonderful years spent together, so many inexhaustible memories. So often wept with joy



at your side, let us weep for our sorrow, sustained by the infinity of shimmering traces that you have scattered in your path.

Bruno BARBARA



Patrice de Colmont

It is not a page that is turned with the disappearance of the magician but a thick book that closes...

That of 45 years of laughter, tenderness and friendship... of elegance and unbridled imagination....

Patrice joins an incalculable number of friends who have - with him - participated in this madness, the creation of the Nioulargue.

They are no longer here. I'm going to name many of them - in no particular order - They contributed to this Nioulargue, an unforgettable myth AROUND Patrice... and they all evoke so many memories!!

Patrice has just joined them and it can't be sad...

Dick Jayson, Jean Laurain, Commandante Alberini, Christian de Galea, Yves Carcelle, Bernard Tapie, Michou Simon, Jacques Bourry, Jean Redelé, Giovanni Agnelli, Jean François Deniau, Tom Perkins, Thierry Tuffier, Christine Belanger, Jacques Chirac, Gilbert Fournier, Bill Whitehouse, Herbert Von Karajan, Albert Obrist, Brian Southcombe, Pierre Harnois dit "POM", Eric Tabarly, François Carn, Valentin, Edmond de Rothschild, Jim Kilroy, Bibi Suchet...

Patrice summed up very well what has brought us together for 45 years!

« We play with the boat like others play with the ball.

A huge scattered family that has decided to stop every autumn in St Tropez.

Everyone plays their part, everyone is important, each absence is

noticeable, each return is a joy... We play seriously in a strange language...»

Bruno TROUBLÉ



François Carn

François Carn, elected President of the Yacht Club de France at the age of 40, remains today, in the life of this club more than one hundred and fifty years old, the youngest president of the Yacht Club de France.

A sailor with a prestigious track record, he has taken part in major international regattas since the 60s, notably aboard Marcel Bich's 12m JI and Edmond de Rothschild's *Gitana*.

In 1979, he founded the International Maxi Association (Icaya) with Edmond de Rothschild, Raul Gardini and William Whitehouse.

Later, he became passionately involved in the 6m IW circuit aboard his *Clyde*.

During his 10 years as president and intensive commitment, he restored the Yacht Club de France to its place as a national reference for pleasure boaters with the development of the network of allied clubs and event sponsorships, the creation of the *Council Prize*, support for 2 French challenges of the *America's Cup* and the launch of the first edition of the *Jules Verne Trophy* and new relations with the French Navy and the institutions of the sea and boating...

François especially focused on the traditional sailboats circuit. He allowed the old International Committee of the Mediterranean (CIM) to coordinate the efforts of Spain, France, Italy and Monaco in the organisation of a traditional sailing boats circuit whose recognition is now international.

He created the French Association of



Traditional Yachts (AFYT), which is still housed within the club.

He launched, with Jean Pierre Otero, the *Yacht Club de France's Autumn Cup*.

But his most precious legacy is in the realm of values.

It was the «Corinthian spirit» that he enhanced by creating, in the 80s, with Patrice de Colmont, the Nioulargue, ancestor of *the Voiles de Saint-Tropez*. He had retired to Brittany, to the ancestral home of Loctudy where he liked to invite his friends, a magical haven from where he could contemplate the ocean he loved so much.

Elegance, humour, courtesy, fair play and seamanship, his legacy goes beyond material achievements: he embodied a discreet but exemplary art of living with the sea.

Thank you François and we have a thought for Nathalie.

Francis Van de VELDE





François Carn on Gitana V during the 1971 Fastnet - Photo © RR

Report of the 2025 General Assembly

(Excerpts)



From left to right starting from the top: Jérôme Nutte (YCC), Henri-Christian Schoeder (CORC), Martin «Max» Meyer von Tschirschky (Eva), Thierry Leret (YCM), Francis Van de Velde (AFYT), Lionel Péan (Trophée Bailli de Suffren), Philippe Bourlard (SNM), Delphine Salomé (Voiles de Cassis), Philippe Denonfoux (Voiles de Cassis), Patsy Sarly (Toulon Provence Regatta), Sébastien David (YCF), Guillaume Wattinne (Svanevit), Yann Joannon (Voiles d'Antibes), Francesco Foppiano (YCI, CIM), Philippe Enel (FFV), Patrick de Barros (Falcon), Jean-Pierre Sauvan (Maria Giovanna), Bertrand Dreux (Corinthian), Catherine Euillet (Lulu) - Seated from left to right: Aurelie L'Huillier (Porquerolles Classic), William Borel (One Wave, AFYT), Frédéric Berthoz (Nagaina, AFYT), Renaud Godard (AFYT), Roger Gibert (AFYT) - Photographer: Thibaud Assante (thanks to him).

INTRODUCTION

The President thanked the members present and the representatives of the organizers for their participation, as well as the Société Nautique de Saint-Tropez and its President Pierre Roinson for his welcome and the reservation of the Louis Blanc meeting room.

FINANCIAL REPORT

The accounts for the past 2024 financial year are presented by the Treasurer.

The main information to remember for the 2024 financial year are:

- Revenues up to a total of €23,876.47 compared to €22,044 in 2023 and €17,055 in 2022. With a number of members and rating certificates of 155 boats in 2024, compared to 148 boats in 2023 and 140 boats in 2022.

- Expenses of €13,537.15 in 2024, compared to €9,764.74 in 2023 and €8,963.76 in 2022, €14,744 in 2021 and €11,805 in 2020. A disparity in expenses that can be explained by unpaid bills from one year to the next...
- The 2024 result of €10,339.32 is down compared to 2023 (€12,279.08), which is explained by the increase in expenses.
- Availability at the end of 2024 is however good +€71,261.10 compared to +€59,661.32 in 2023 and €47,382.24 in 2022.

It should be noted that the results for 2025 will inevitably be lower because of the financial commitments linked to the celebration of the 30th anniversary of the AFYT and the great operation for the JEC (Young Classic Team Members) association.

Regarding the contributions for 2026, it was decided by the general assembly not to change them compared to previous years:

- Membership fee (shipowner or hobbyist): 30 euros,
- Renewal of rating: 70 euros, (in addition to the member fee)
- Rating for the first year: 140 euros, (in addition to the membership fee)
- Fees associated with rating operations (non-AFYT member): 200 euros
- Request to modify the rating certificate during the year: 100 euros

Provisional budgets for 2026:

- Revenue: €23,000 (membership and organizer fees)
- Ordinary expenses €13,000 (measurement fees and AFYT prizes)
 - Special expenses €10,000 (for



initiatives, special events and communication).

Transfer of responsibility for AFYT accounts: carried out at the end of 2024 to the new Treasurer (William BOREL), who is thanked for the perfect handling of this function, with an access to the accounts for Roger GIBERT.

«Quitus» was unanimously given to the treasurer.

ELECTION OF MEMBERS OF THE BOARD OF DIRECTORS

The outgoing members of the Board are:

- Renaud GODARD who is standing for re-election
- Roger GIBERT who is standing for re-election
- Thibaud ASSANTE who is standing for re-election
- Henri FERBUS who is standing for re-election

The four outgoing members of the Board were unanimously elected by those present.

It should be noted that Francis Van de VELDE, who is present on the South and West coasts, has been confirmed as Ambassador (plenipotentiary) to the sailors and organisers of the West, and coordinator of the AFYT Newsletter.

The Board of Directors is made up, with the distribution of outgoing members by year:

Ex-officio member:

The President of the Yacht Club de France

Outgoing after 2025:

Yann JOANNON, William BOREL, Jérôme NUTTE, Bruno TROUBLÉ

Outgoing after 2026:

Frédéric BERTHOZ, Lionel PÉAN, Pierre ROINSON, Jean-François CUTUGNO



*Chips and Suzette, at Les Voiles du Vieux-Port 2025.
Photo © Pierrick Jeannoutot*

Outgoing after 2027:

Renaud GODARD, Roger GIBERT, Thibaud ASSANTE, Henri FERBUS

APPOINTMENT OF THE BOARD OF DIRECTORS

The Board of Directors unanimously elects:

President: Frédéric BERTHOZ

Treasurer: William BOREL

Secretary General: Renaud GODARD

The role of Charlotte FRANQUET (*Serenade*) as Deputy Treasurer, **in charge of steering the «Special Commission»**, was also confirmed.

This «Special Commission» must, with a group of volunteer members, propose initiatives, special events, special actions for the development of the AFYT towards young people, communication, culture and support for fun projects, creating links between the members and the public. Significant financial commitments (€>100) will have to be validated beforehand by the Bureau.

For the record, the AFYT Technical Commission is composed of: Francis Van de VELDE, Jérôme NUTTE, Henri FERBUS, Roger GIBERT and Renaud GODARD.

Updates from the clubs organising the AFYT regattas

Ladies of Saint-Tropez

Pierre ROINSON

About fifteen participants and women still in the spotlight, a great success at the start of the season in a friendly atmosphere with a 3-day program (much appreciated), which allowed 3 races to be validated.

Voiles of Cassis

Philippe DENONFOUX

About thirty classic participants for three beautiful races run, and a welcome that was up to the task, still the use of eStela, with a great animation on land.

Toulon Provence Regatta

A new event mainly for the metric classes, but which wants to open up to the classics. This was not possible last year because of the Voiles de Cassis happening at the same time.

Voiles of Antibes

Yann JOANNON

About sixty boats for this edition with 3 races raced. The event was able to return to its location at the Saint Jaume bastion and celebrate its thirtieth anniversary in style, with a co-anniversary dinner organized with the AFYT. Of note is the award ceremony for the CIM 2024 Trophy organised with the support of Les Voiles d'Antibes.

Porquerolles' Classic

Sébastien Le BER

About fifty classic participants for 3 rounds run in the magnificent setting of Porquerolles and its friendly welcome, with the presence of the 12 mJl in number and quality.

YCF Spring Cup

Sébastien DAVID

Cancelled

Voiles of the Vieux Port

Jean-Baptiste BOURLARD

Nearly 30 participants for a great edition with 3 races run. Thoughts are being carried to revitalize the event, possibly by changing the dates.

Bailiff of Suffren Trophy

Lionel PEAN

A dozen classic participants for this beautiful edition, with the 4 rounds allowing them to go to Malta. A welcome that is always exceptional during stopovers, with a small downside in Sardinia.

Corsica Classic

Thibaud ASSANTE

About twenty participants, half of them classics for 6 itinerant rounds and great participations. The concept of having one evening in port and the next at anchor works very well. It should be noted that there was a sudden and violent weather event that forced the cancellation of the prize-giving ceremony at the citadel of Bonifacio...

Royal Regattas

Jérôme NUTTE

About 60 classics, not counting the 12mJl, Spirit of Tradition and Tofinou..., and always very high level regattas in the bay of Cannes with a sporty weather, which allowed us to finish 4 beautiful races in the classics.

YCF Autumn Cup

Sébastien DAVID

About twenty participants but little wind at the start, and a significant number of boats giving up the race. Some difficulties in producing results.

Voiles of Saint-Tropez

Pierre ROINSON

A very good line-up for this edition, especially for the Big boats, separated with the implementation of the Big Racers category, with more than 80 classics. Perfect weather conditions, even if the courses are a little constrained by the plateau and the geography of the place. Efficient organization on land, keeping a beautiful festive spirit.

In addition to these events counting for the AFYT Trophy, it is worth noting additional events such as the «*Défi Pourquoi Pas*» (as a preview of the season, between Porquerolles and Ajaccio), or gatherings such as in **Sanary** mid-May and at the end of August, or in **Hyères** at the beginning of October.



Results of the 2025 AFYT Trophy

PLACE	BIG BOATS	AURIC YACHTS	VINTAGE YACHTS	CLASSIC MARCONI	CLASSIC IOR
1	HALLOWE'EN	CHIPS	ONE WAVE	EUGENIA V	SAGITTARIUS
2	LELANTINA	OLYMPIAN	FALCON	MARIA GIOVANNA II	MATRERO
3	CAMBRIA	VIOLA	THEA	ARGYNNE III	OJALA II
4	TUIGA	LULU	EILEEN 1938	PALYNODIE II	IL MORO DI VENEZIA I
5	CARIAD	CORINTHIAN	ANDALE	OPTIMIST	GANBARE
6	MARIELLA	JOYANT	STORMY WEATHER	HERMITAGE	SANDRA
7	ELENA OF LONDON	NIN	SERENADE	CRIVIZZA	TANGAROA
8	BELLE AVENTURE	KISMET	WINDHOVER	ARCADIA III	ORNELLA
9	THE LADY ANNE	ORIOLE	MADRIGAL	LYS	MONTOMBI
10	PURITAN	SPARTAN	SVANEVIT	STAR SAPPHIRE	VALIANT
11	ATLANTIC	CHINOOK	DAN	EL ORO	KATARINA
12	MARISKA	ROWDY	VARUNA VII	CORTER	CASSIOPEA
13	BLACK SWAN	PEGGY BAWN	SONNY 50	ARAMIS	
14	ASCHANTI IV	GRANDE ZOT	LEONORE	BEG HIR	
15	CROCE DEL SUD	MARILEE	NAGAÏNA	PENELOPE	
16	SUMURUN	EVA	ALZAVOLA	AIGUE BLU	
17	TRINAKRIA	VERONIQUE	ARGYLL	FRANCE 1	
18		ESTEREL	RAINBOW III	ESTELAN	
19		ALCYON	SANTANA	DAMBUSTER	
20		MADCAP	MANITOU III	CRAZY LIFE	
21		TIGRIS	SUZETTE	ESPAR II	
22		VENTURE	WIKI 1920	PILGRIM	
23		SKY	OISEAU DE FEU	BRYNHILDE	
24		GAUDEAMUS	ROSE JOAN	CHIN BLU III	
25			BRISEIS	WINDRUSH	
26			JAVA	ROI D YS	
27			FIFI	ONFALE	
28			ELLAD	ALBACORE	
29			WHITE WINGS	SOLVEIG	
30			MARGE	BELLE RIO II	
31			IRENE VIII	ROB ROY	
32			FULMAR	VELA	
33			ELLEN	FORBAN V	
34			EMILIA PRIMA	GAEL	
35			BARUNA OF 1938	CADAMA	
36			ANNE SOPHIE	ANNE MARIE III	
37			RECLUTA	YOL	
38			SVENHOLM	BERAMIC	
39			CARRON II	SPHINX	
40			BLITZEN		
41			EILIDH		
42			IONA		
43			WIND STAR		
44			DIONE		
45			ORIANDA		
46			SKYLARK OF 1937		
47			OSBORNE		
48			SEVEN SEAS OF PORTO		
49			SONNY A26		
50			HERMES		
51			JILL		
52			FLICA II		
53			COPACABANA		
54			RAN II		
55			VIVACIOUS		
56					
57					
58					
59					
	17 classés	24 classés	55 classés	39 classés	12 classés



2025 regattas results

PLACE	CAT.	YACHT	FINAL	EVENTS	RACES	DAMES DE ST-TROPEZ		VOILES DE CASSIS		VOILES D'ANTIBES		PORQUEROLLES CLASSIC		VOILES VIEUX PORT		BAILLI SUFFREN		CORSICA CLASSIC		RÉGATES ROYALES		COUPE AUTOMNE YCF		VOILES DE ST-TROPEZ	
						CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS
1	BB	HALLOWEEN	1906	5	17			VYA	3	BB	1	BC	1							BB	1			BR	3
2	BB	LELANTINA	1685	4	15	BD	3					BC	2					AY	1					BC	1
3	BB	CAMBRIA	787	3	11					BB	DNA									BB	3			BB	1
4	BB	TUIGA	780	2	7	BD	1			BB	2														
5	BB	CARIAD	559	2	7															BB	4			BB	5
6	BB	MARIELLA	510	3	8															BB	2	EM	5	BR	6
7	BB	ELENA OF LONDON	400	1	3																			BB	2
8	BB	BELLE AVENTURE	373	3	9	BD	5					BC	6											BB	4
9	BB	THE LADY ANNE	316	1	3																			BR	2
10	BB	PURITAN	314	2	9													AY	3					BB	10
11	BB	ATLANTIC	287	1	3																			BB	3
12	BB	MARISKA	212	1	3																			BR	4
13	BB	BLACK SWAN	189	2	7					BB	3													BB	8
14	BB	ASCHANTI IV	143	1	3																			BB	7
15	BB	CROCE DEL SUD	55	1	3																			BB	9
16	BB	SUMURUN	43	1	3																			BR	7
17		TRINAKRIA	29	1	4															BB	5				
1	CM	EUGENIA V	1819	5	18					CMC	2	BC	3			T	1			CC	1			BC	2
2	CM	MARIA GIOVANNA II	1527	5	15					CMA	3	CM	8							CM	1	CMA	1	CMA	2
3	CM	ARGYNNE III	1420	4	14	CM	1			CMC	1									CC	2			CMA	1
4	CM	PALYNODIE II	940	3	9			CM	1			CM	5	CM	3										
5	CM	OPTIMIST	919	3	11					CMA	5	CM	6							CM	4				
6	CM	HERMITAGE	826	4	13	CM	3					BC	4			T	4							BC	5
7	CM	CRIVIZZA	822	2	8					CMA	2									CM	2				
8	CM	ARCADIA III	671	2	7					CMA	1	CM	9												
9	CM	LYS	665	3	9			CM	3			CM	7											CMA	3
10	CM	STAR SAPHIRE	578	2	7					CMC	3													BC	4
11	CM	EL ORO	467	4	12					CMC	4									CC	3	CMA	DNS	BC	7
12	CM	CORTER	437	3	9			CM	4			CM	10	CM	4										
13	CM	ARAMIS	437	2	7											T	3							CMA	7
14	CM	BEG HIR	412	2	7											T	6							CMA	4
15	CM	PENELOPE	388	1	4															CM	3				
16	CM	AIGUE BLU	317	1	3							CM	2												
17	CM	FRANCE 1	307	1	3							CM	4												
18	CM	ESTELAN	296	2	6			CM	2			CM	DNA												
19	CM	DAMBUSTER	291	2	8					CMA	9									CM	6				
20	CM	CRAZY LIFE	289	1	4					CMA	6														
21	CM	ESPAR II	275	1	3	CM	2																		
22	CM	PILGRIM	267	1	6													MA	5						



PLACE	CAT.	YACHT	FINAL	EVENTS	RACES	DAMES DE ST-TROPEZ		VOILES DE CASSIS		VOILES D'ANTIBES		PORQUEROLLES CLASSIC		CALANQUES CLASSIQUE		BAILLI SUFFREN		CORSICA CLASSIC		RÉGATES ROYALES		COUPE AUTOMNE YCF		VOILES DE ST-TROPEZ	
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23	CM	BRYNHILDE	266	1	4					CMA	4														
24	CM	CHIN BLU III	264	1	4															CM	5				
25	CM	WINDRUSH	243	2	7					CMA	7			CM	7										
26	CM	ROI D YS	171	2	7					CMA	10	CM	11												
27	CM	ONFALE	160	1	4																CM	7			
28	CM	ALBACORE	148	1	3																			BC	6
29	CM	SOLVEIG	143	1	4					CMA	8														
30	CM	BELLE RIO II	134	1	3								VM	5											
31	CM	ROB ROY	132	1	3																			CMA	5
32	CM	VELA	130	1	4											T	7								
33	CM	FORBAN V	114	1	3																			CMA	6
34	CM	GAEL	113	2	9							BC	5					MA	6						
35	CM	CADAMA	100	1	4															CM	4				
36	CM	ANNE MARIE III	78	1	3								CM	6											
37	CM	YOL	60	1	3			CM	5																
38	CM	BERAMIC	36	1	4					CMA	DNA														
39	CM	SPHINX	13	1	4															VM	8				
1	AY	CHIPS	1644	7	21			GC	2	GC	3	GC	2	GC	2					GC	8	GC	DNS	AY	7
2	EA	OLYMPIAN	1589	7	21			GC	3	GC	8	GC	4	GC	1					GC	7	GC	DNS	AY	5
3	EA	VIOLA	1542	5	15					GC	1	GC	1							GC	5	GC	DNC	AY	3
4	AY	LULU	1427	6	20	CM	2	GC	5	GC	9	GC	7	GC	6					VY	3				
5	AY	CORINTHIAN	1419	7	21			GC	1	GC	6	GC	5	GC	4					GC	10	GC	DNS	AY	6
6	AY	JOYANT	1335	7	21			GC	4	GC	7	GC	3	GC	3					GC	9	GC	DNS	AY	8
7	AY	NIN	1053	7	23	CM	5	GC	6	GC	10	GC	6	GC	7					GC	4			AY	9
8	AY	KISMET	994	2	7															GC	1			AY	1
9	AY	ORIOLE	932	3	8															GC	2	GC	1	AY	2
10	AY	SPARTAN	842	2	7															GC	3			BR	1
11	AY	CHINOOK	738	2	8					GC	2									GC	6				
12	AY	ROWDY	699	2	8					GC	4									GC	4				
13	AY	PEGGY BAWN	629	1	4															GC	1				
14	AY	GRANDE ZOT	507	1	6														GC	2					
15	AY	MARILEE	337	3	8															GC	11	GC	DNF	VY	4
16	AY	EVA	320	1	4					GC	5														
17	AY	VERONIQUE	279	1	3																			VY	3
18	AY	ESTEREL	210	2	6							GC	8	GC	5										
19	AY	ALCYON	167	3	9			GC	8			GC	9	GC	8										
20	AY	MADCAP	156	1	6														GC	4					
21	AY	TIGRIS	109	1	4					GC	11														
22	AY	VENTURE	84	1	3			GC	7																
23	AY	SKY	52	2	7																BB	5		BC	8
24	AY	GAUDEAMUS	46	1	4					GC	12														



PLACE	CAT.	YACHT	FINAL	EVENTS	RACES	DAMES DE ST-TROPEZ		VOILES DE CASSIS		VOILES D'ANTIBES		PORQUEROLLES CLASSIC		CALANQUES CLASSIQUE		BAILLI SUFFREN		CORSICA CLASSIC		RÉGATES ROYALES		COUPE AUTOMNE YCF		VOILES DE ST-TROPEZ	
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1	VY	ONE WAVE	1995	7	21	VM	1	VMB	2	VMB	2	VMB	3							VMB	2	VM	1	VMB	6
2	VY	FALCON	1610	4	14			VMA	1	EMA	1									VMA	6			VMA	8
3	VY	THEA	1403	6	22	BD	2					VMA	10	VM	11			VMA	1	VMA	13			VMA	16
4	VY	EILEEN 1938	1370	5	18			VMA	5			VMA	12	VM	9			VMA	2					VMA	12
5	VY	ANDALE	1285	6	19	VM	7	VMA	2	VMA	8	VMA	7	VM	4									VMB	3
6	VY	STORMY WEATHER	1164	3	11					VMA	4									VMA	3			VMA	3
7	VY	SERENADE	1148	3	11					VM	2	VMA	1							VMA	7				
8	VY	WINDHOVER	1125	3	9			VMB	1			VMB	1	VM	3										
9	VY	MADRIGAL	1091	5	15					VMA	DNA	VMA	4							VMB	1	VM	3	VMB	4
10	VY	SVANEVIT	1077	4	13			VMA	4			VMA	2	VM	1					VMA	14				
11	VY	DAN	921	2	7					VMB	1													VMB	2
12	VY	VARUNA VII	822	2	7															VMA	4			VMA	1
13	VY	SONNY 50	814	3	8															VMA	5	VM	DNF	VMB	1
14	VY	LEONORE	792	2	7															VMA	2			VMA	4
15	VY	NAGAÏNA	751	5	15	VM	3	VMA	10			VMA	11	VM	8									VMB	9
16	VY	ALZAVOLA	720	2	10											T	2	VMA	4						
17	VY	ARGYLL	709	3	8															VMA	1	VM	4	VMA	13
18	VY	RAINBOW III	699	4	13			VMA	9	VMB	4	VMA	8	VM	10										
19	VY	SANTANA	668	2	7					VMA	3													VMA	5
20	VY	MANITOU III	663	3	11					VMA	6									EMA	9			VMA	9
21	VY	SUZETTE	601	3	9			VMA	8			VMA	6	VM	5										
22	VY	WIKI 1920	591	2	10											T	8	VM	3						
23	VY	OISEAU DE FEU	566	4	10	BD	4					VMA	3									VM	DNS	VMA	14
24	VY	ROSE JOAN	547	3	9	VM	6	VMB	3			VMB	6												
25	VY	BRISEIS	528	3	9							VMB	4	VM	7									VMB	12
26	VY	JAVA	511	1	4															VM	2				
27	VY	FIFI	463	2	8					VMB	3									VMB	3				
28	VY	ELLAD	461	2	7							VMB	2							VM	5				
29	VY	WHITE WINGS	461	2	8					VMA	5									VMA	10				
30	VY	MARGE	457	2	6			VMA	6					VM	2										
31	VY	IRENE VIII	423	2	6	VM	4					VMA	5												
32	VY	FULMAR	412	2	7															VMA	12			VMB	5
33	VY	ELLEN	402	2	6			VMA	7					VM	6										
34	VY	EMILIA PRIMA	398	1	3																			VMA	2
35	VY	BARUNA OF 1938	369	2	7					VMA	7													BR	5
36	VY	ANNE SOPHIE	344	3	8															VMA	11	VM	2	VMA	15
37	VY	RECLUTA	315	2	7															VMA	8			VMA	17
38	VY	SVENHOLM	292	2	6			VMB	4			VMB	8												
39	VY	CARRON II	268	1	3																			VMA	6
40	VY	BLITZEN	261	1	3																			VMA	7
41	VY	EILIDH	251	3	7							VMA	9									VM	DNC	VMB	11
42	VY	IONA	245	2	7					VMB	5	VMB	7												
43	VY	WIND STAR	223	1	3							VMB	5												





PLACE	CAT.	YACHT	FINAL	EVENTS	RACES	DAMES DE ST-TROPEZ		VOILES DE CASSIS		VOILES D'ANTIBES		PORQUEROLLES CLASSIC		CALANQUES CLASSIQUE		BAILLI SUFFREN		CORSICA CLASSIC		RÉGATES ROYALES		COUPE AUTOMNE YCF		VOILES DE ST-TROPEZ			
						CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS	CAT.	GENERAL RESULTS
44	VY	DIONE	223	1	3																			VMB	7		
45	VY	ORIANDA	200	2	7																BB	5			BB	6	
46	VY	SKYLARK OF 1937	183	1	3																				VMA	10	
47	VY	OSBORNE	169	1	3																				VMB	8	
48	VY	SEVEN SEAS OF PORTO	163	1	3																				VMA	11	
49	VY	SONNY A26	153	2	6							VMA	13												VMB	10	
50	VY	HERMES	83	2	6							VMB	9	VM	12												
51	VY	JILL	33	1	3									VM	13												
52	VY	FLICA II	23	1	3																				VMA	18	
53	VY	COPACABANA	17	1	3			VMB	6																		
54	VY	RAN II	17	1	3			VMB	5																		
55	VY	VIVACIOUS	0	1	4					EMB	DNA																
1	IOR	SAGITTARIUS	1758	4	14					IOR	1	CM	1	CM	1						IOR	2					
2	IOR	MATRERO	1347	4	12					IOR	2										IOR	1	CMA	3	IOR	2	
3	IOR	OJALA II	1230	4	14					IOR	3			CM	2						IOR	4			IOR	3	
4	IOR	IL MORO DI VENEZIA I	716	3	8																IOR	3	CMA	2	IOR	1	
5	IOR	GANBARE	555	2	7					IOR	4	CM	3														
6	IOR	SANDRA	335	2	8					IOR	5										IOR	5					
7	IOR	TANGAROA	282	1	4											T	5										
8	IOR	ORNELLA	135	1	3																				IOR	4	
9	IOR	MONTOMBI	115	1	4					IOR	6																
10	IOR	VALIANT	67	1	4																IOR	6					
11	IOR	KATARINA	60	1	3																				IOR	5	
12	IOR	CASSIOPEA	57	1	4					IOR	7																

Amendments to the regulations of CIM rating for 2026

The CIM rules of measurement for 2026 were published following an Extraordinary General Assembly, which was held on 23rd of October 2025 at the Yacht Club de Monaco, thus marking the desire for anticipation that some shipowners had suggested in order to be able to better prepare for the coming season...

The main developments are (as of January 7, 2026):

A REMODELED FORM FOR THE 2026-2029 RULES

A new format for the Regulations has been validated, allowing for a more consistent localization of information in three distinct sections: General / Rating / Conditions for racing.

It was also decided to create a special annex to present the main measures through diagrams and drawings (in progress).

AN ANNUAL BASELINE CONFIGURATION IN THE CERTIFICATE

Until now, the operation of the rule for our regattas was divided into two stages:

- 1 - Issue of a measurement certificate at the beginning of the season (with possible modifications throughout the season)
- 2 - For each event, a declaration of the configuration used through a



*SY Puritan 1930
Photo © DR Corsica Classic*

«sail declaration sheet», in particular for sails made of fabrics or special cuts (cotton, high modulus, radial), for their use (no spinnaker or use of balloon jib) and use of assisted winches

The observation made in recent years is that the «sailing declaration forms» are, for 90% of the fleet, a redundant formality to be carried out in each event, and a potential source of error...

It was therefore validated to process this configuration through a reference configuration, which will appear on the measurement certificate, by integrating the bonuses and penalties via the *Pv* coefficient of equipment and fittings. This will

require declaring this configuration at the beginning of the season, during the procedures for obtaining the Measurement Certificate, which will be anticipated, at the request of the organizers, planning to receive the measurement certificate at least two weeks before the start of the event!

Concerning modifications to yachts that have a possible impact on the certificate, the Measurement Commission confirms that it wants to discourage modifications during the season, in particular if it impacts authenticity or conformity with the origin, which may, in this case, give rise to a penalty on the Cc as well as a special fee that may be applied when the new certificate is issued.



CATEGORIES: FROM «CRUISERS» TO «CLASSIC IOR»

The experiments carried out over the last two years for the «Cruisers» class have been successful, and have allowed pure cruising yachts to find a more suitable place in our regattas, so we have chosen to make the category permanent, and a specific group must work on the selection and gathering criteria.

For the Classic IOR, there is no revolution for this class which is slowly developing, promoting the qualitative rather than the quantitative... A small adjustment has been made to the Classic IOR «replicas».

SOME ADJUSTMENTS FOR THE COEFFICIENTS AND PARAMETERS

It was decided to make a small adjustment for the P_p (hull profile) to better linearize the values, in particular for the Type 1 P_p (long keel).

For the P_V (equipment parameter and fittings) it was validated to recalibrate the bonuses for shaft line and propeller. As well as small adjustments for the C_b (coefficient of class of origin), in particular concerning the NY50, and the 10/12 mJl of the first formula.

CLARIFICATION REGARDING REGATTA CONDITIONS

Clear definition of the limits of weather conditions for launching a race have been decided. Regarding the start procedures, as well as the penalties for early departure (OCS), the validation of a systematic penalty of 5 points.



Viola
Photo © Guido Cantini / Panarai

AND FOR AFTER 2026...

There is still an important development in the studies in progress: the taking into account of the measurements of mainsails and spinnakers, for which formulas for calculating an equivalent surface area have been validated, but on the other hand with doubts about the quality of the measurements declared...

Indeed, the campaign to collect measurements of the dimensions of mainsails and spinnakers gave mixed results: less than half of the yachts were able to provide data, and some measurement checks carried out highlighted a risk of unreliability of the data declared...

Following this observation, it was decided not to implement the modification in 2026: this important work must be continued by making the measures more reliable and working on the formula in 2026 for a possible implementation as early as 2027...

To be continued.

Please make sure you provide reliable mainsail and spinnaker measurement data in 2026 If you have not done so yet.



The rating for dummies, step 2

What is the Co?

In the previous episode of the Dummies Rating (NL#2), we listed the general principles that establish the CIM Rating. We clearly specified that its particularity, its originality compared to all the other rules, was the enhancement of the authenticity of the boats in relation to their original plans and design. It goes without saying that the older the boats, the more this aspect is of historical interest and heritage value for the preservation of the fleet.

In practice, this is reflected in the equation of the CIM rating by the attribution of a coefficient of authenticity and conformity, the Co.

The famous Co we could even say, because this coefficient animates a lot of discussions on the pontoons, often questions and sometimes even controversies. Simply because, if the Co figure which can be read on the rating certificate of each boat is public, the details of its calculation are secret, and reserved for the sole discretion of the rating measurer.

On this point of a grey area in the CIM rating, and if some see it as an unbearable abuse of authority, it should also be noted that the parameters of the IRC rating are also preciously kept secret...

In any case, if the article «Authenticity and Conformity» (chapter B.10 – ex-article 14) of the CIM Rating Regulation (available on the AFYT website) provides the framework for the application of the Co by the rating measurer, there is nothing to prevent a more

clear explanation of the method of calculating the Co, which is carried out through a very precise evaluation grid, and which is not a random reading in a crystal ball.

This calculation grid is divided into four chapters: the elements of the rigging/sail plan, which accounts for 40% of the final result, the hull/deck for 35%, the accommodation/equipment for 20%, and finally the maintenance for 5%.

With the exception of the maintenance chapter, which receives only one mark, each of the other chapters is divided into sections, as for example for the rigging: respect for its dimensions, the evolution of its technology, or the addition of new materials such as spectra for runners or backstays...

All these elements represent 17 points to be judged, for which the measurer assigns a score from **1 (excellent) to 5 (poor)** depending on his evaluation, and for which the authenticity of the original plan will be assessed, but also the quality of maintenance and restoration or reconstruction.

In the final result of the Co, the 17 marks awarded do not have the same value according to their importance.

Indeed, how could one justify, for example, that in the hull/deck chapter, the adoption of a rudder suspended on a long keel would have the same importance as a lack of deck maintenance...

In addition, in 2025, a section of possible penalties has been defined for gaff sails with an Important leach roach, and for Bermudian sails depending on the nature and position of the battens... In the end, the 17 notes of the measurer lead to the figure of the Co.

The Co points allocation file can be easily consulted by all CIM measurers (Italy, Monaco, Spain and France) to compare results, agree on a common scoring principle and ensure transparency between the national associations and the CIM Measurement Commission.

The importance of the Co is not negligible in the final result of the rating, hence the interest in providing the measurer with as much information, plans or photos as possible, which will allow him to refine his judgement on the fidelity of the boat to its original state.

To give an order of magnitude and depending on the importance of the parameter, the value of 1 penalty point can have an effect on the APM of 0.5 to 2 seconds/NM.

The difference between the best possible score (1) and the worst (5) on any of the rigging/sail plan parameters may exceed 5 seconds/NM on the APM, on one of the hull/deck parameters by 7 seconds/NM on the APM and on any of the accommodation/equipment parameters by 4 seconds/NM on the APM.



Taking the reasoning to the extreme for a boat that has all the best possible scores (only 1s!), and another with all the worst ratings (only 5s!) in all the chapters, the difference in the APM would be in the order of 45 to 60 seconds/NM, depending on its size. In other words, 11 to 15 minutes of penalty running a fifteen miles race course!

Enough to take the effects of the Co seriously.

To understand a Co value, it is also necessary to know the range of ratings that is linked to the category of the boat:

- **from 0.880 to 1.150** for the *Gaffs* and *Marconi Vintage* yachts
- **from 0.900 to 1.150** for the *Classics* built before 1960
- **from 0.930 to 1.150** for the *Classics* built in between 1960 and 1976
- **from 0.950 to 1.150** for *Classic IOR* built after 1975.

The lower the Co's bill is, the less you are taxed. But only a handful of boats in the entire fleet manage to do so, because a simple Spectra backstay will make you lose 2 seconds/NM, and yet another second of penalization per runner in this very light and ultra-efficient material.

Overall, to judge the score, we can consider that up to + 0.020 from the minimum score, i.e. 0.900 for an Vintage yacht, the boat is moderately penalized with an impact on its APM of 5 to 6 seconds/NM.

With a score of 0.930 still for a Vintage yacht, the penalty will be in the order of 13 to 14 seconds/NM...

This scale can be extended to categories other than the Vintage yachts, always starting from the minimum mark of the class concerned.



*Corinthian, one of the Class P, as close as possible to the pebbles in the creeks of Marseille (2025)
Photo © Pierrick Jeannoutot*

Let's end on a little note of irony... especially for those who always ask what does Co mean? It is true that for a better understanding of the elements of the measurement certificate, perhaps at the origin of the latter, it would have been simpler to assign the name Ca to the coefficient of Authenticity, which is currently used for the Rigging coefficient that could more logically be called Cg... But if nothing is perfect in this world, everything can be improved!

William BOREL



Viola to conquer America!



Viola at The Puig, Barcelona - Photo © Nico Martinez

During the first days of June 2026, Viola, the famous gaff cutter, designed Fife from 1906, will board a cargo ship for America.

What an adventure for this respectful lady of almost... 120 years!

But what can be his motivation for sailing so far? There is only one answer: its eternal youth!

Thanks to her 14 successive «keepers» (this term is very important for Viola's owners and in particular for the last 2, Yvon Rautureau and Kostia Belkin), Viola is eternal and always ready for new discoveries.

So, why not America!

In the wake of Kostia, its new «keeper» and Fabien, its boat-captain, Viola's crew will participate in all the classic events of the East Coast: rallies, regattas, gatherings, ... which will begin in New York with a series of regattas specially organized jointly with the **YCM**, and **the Manhattan Yacht Club** in New York.

As such, *Tuiga*, the YCM's 15-metre, coming directly from Monaco, will also be there.

The 4th of July, the 250th anniversary of Independence Day, will be the highlight of this first American week with the official participation of *Viola* (and *Tuiga*) in the great nautical

parade, *Sail 250*, of the port of New York.

On the following week and going up towards Newport, Viola will stop every night at the various historic yacht clubs on the East Coast, the **Larchmont Yacht Club**, the **Indian Harbour Yacht Club**, the **Seawanhaka Corinthian** and the **Devon Yacht Club**.

The 3rd week, until July 28, will be dedicated to a cruise in Maine but *Viola's* crew will no doubt be very eager to show Americans that she is not only beautiful, «bonnie» but also «fast» according to the expression of fans of the Fife.

To do this, five weeks of regattas



will follow: the **Castine to Camden Race, Camden to Brooklin Race, Eggmoggin Reach Regatta, Corinthian Classic in Marblehead**, and finally, 3 regattas in Nantucket, the **Nantucket Regatta, the Opera House Cup** and a special regatta organized by the YCM, Manhattan Yacht Club, the Nantucket Yacht Club...

Finally, a 10th week, from August 28th to September 6th; back to Newport for the Herreshoff Classic Regatta and finally, the Newport Classic Regatta.

A Fife in Herreshoff's waters... Isn't there a whiff of revenge? Remember, during the last *America's Cups* in the J Class, the Fife *Shamrocks* were soundly beaten by the Herreshoff «defenders»...

Viola's Brief History

Designed and built by the great William Fife III junior in December 1907, *Viola* was launched in June 1908.

It is a very small cutter compared to the large units of the beginning of the century, which came out of the Fife shipyard: amongst which the 15 Metre *Mariska*, the 12 Metre *Alachie*, the 23 Metre *Shamrock*...

It will only take 2 months to be built!

It is true that Fife, like Herreshoff, had a shipyard of several hundred workers.

In 1905, Fife's great American competitor, Herreshoff managed to build 18 NYYC 30s (43 feet) in less than... 6 months!

Designed in December 1904 and all launched before the end of May 1905...!

Viola's first owner, Thomas Hunter, a yachtsman from Kilmarnock, was especially fond of cruising. *Viola* therefore cruised for several years in

the Scottish archipelago.

It was with a new «keeper», A. R. Lapthorn that *Viola* discovered the



Viola at the Fife Regatta - Photo © Thierry Martinez

English south coast and the Solent and participated in the Cowes regattas in 1935.

During the Second World War, *Viola* was saved from destruction thanks to its cast iron ballast.

Many yachts equipped with lead ballast were demolished in order to recover the precious metal for ammunition.

Between 1946 and 1970, having several owners, *Viola* was rather fickle...

In 1973, Peter Graves acquired her to sail on the Thames Estuary, between Ipswich and Harwich.

With her new lover, *Viola* will undergo

dubious modifications: deck plan, roof, plywood or even plastic fittings and will be converted into a ketch!

At the age of 80, in 1987, with new owners Michael and Eliette D. Owen, *Viola* sailed a long-distance cruising life: Brighton-A Coruña-Gibraltar-East Coast of Spain and then again Gibraltar-Canary Islands-Madeira-Brighton!

In 1993, *Viola* said goodbye to Great Britain by rallying to France. It was bought by , the Association for the Economic Development of Paimpol, an association created by Dominique de Erauso, which organized the **Fête du Chant de Marins**. The association classified her as a «Historic Monument» therefore making *Viola* definitively French.

Viola becomes their «flagship». In 1997, the association decided to



sell *Viola*. Yvon Rautureau became the new «keeper» and immediately undertook a first restoration in Paimpol.

In 1999, Yvon met Bruno Barbara, a young shipwright, in La Rochelle. He entrusted him with the maintenance of *Viola* and became Bruno's first customer in his new shipyard: Candela.

It was Candela, which, for 25 years, was in charge of looking after *Viola* during her wintering.

And during those 25 years, *Viola* participated in the regattas organised by the YCC and in two *Fife Regattas*.

Yvon Rautureau surrounded himself with a unique crew, not only by their skills but above all by their «joie de vivre» and their loyalty to the boat and her keeper.

Yvon met Kostia Belkin in 2011. They quickly became friends around common passions and in particular that of the beautiful gaff cutters, *Fife* in particular...

And, quite naturally, Kostia Belkin became, in 2014, *Viola's* new «keeper».

Kostia is a born competitor, so *Viola* will become a beast of a racer.

A new restoration began in 2015 at Candela in La Rochelle, and each winter was devoted to infinite works of perfection.

New spars, new bridge, replacement of steel decks with bronze, etc., etc. The whole crew participated in this development of excellence, working on the settings, with Intense training... The results are there: competing every year in the CIM regattas, but also in the Atlantic CCMA, *Viola* and her crew are racking up podium finishes. They won, particularly in



Saint Tropez, the Rolex Trophy In the *Fife* boats only category, ahead of 21 boats of all sizes.

Viola at the Voiles de St-Tropez.
Photo © Gilles Martin-Raget
Right: *Viola* at the Fife Regatta (Scotland 2008).
Photo © Odile Boyé-Carré

Just as the «Corinthian» spirit exists, there is now the «*Viola*» spirit, (that of the purple sailors,) a subtle blend of joie de vivre, friendship, loyalty, commitment and... competence!

Congratulations to his various «keepers» for having been able to keep her!





The JEC

Young Classic Crew



In 2024, the AFYT had approved the creation of the JEC, Young Classic Team Members, a project led by Jean-Christophe Bernard.

The aim of this project would be to involve young students from prestigious schools or professional courses in the AFYT regattas, taking them onboard volunteer boats in order to give them the opportunity to discover the world of classic sailing, therefore creating a reservoir of new generations and contributing to the sustainability of the fleet of classic sailboats.

Summary of the year 2025

20 students from the schools **Sea-Tech Toulon** and **Centrale Med/ Marseille** took part in 4 events: *Les Dames de StTropez*, *Les Voiles de Cassis*, *Les Voiles d'Antibes* and *Les Voiles de St-Tropez*.

All of them took part in various Mediterranean regattas and belonged to their school's sailing club.. Most of them were ladies.

The Centrale/Med Marseille team has already positioned itself for 4 regattas

in 2026, which are in the process of being validated.

It should be noted that they use all social networks to communicate, (especially Instagram) internal or external.

And we've had very good feedback from shipowners who are willing to take them onboard for this forthcoming season!

The boats that have welcomed the JEC are the *Cornu Argynne* and *Tuiga*, the 15 MJ1 from the YCM; the 6 m *One Wave*; *Nin*, 8 m gaff cutter; *Andale*, California 32; *Hallowe'en*, Fife Marconi Cutter; *Corinthian*, P Boat Herreshoff; *Puritan*, schooner Alden; *Hermitage*, sloop marconi; *Roy d'Ys*, *Taillefer* and *Nagaïna*, designed by Camatte, our presidential boat.

Conclusion

This first experience is the beginning of a movement that is destined to grow.

Indeed, all the players concerned can find their interest in this project; shipowners who are often looking for crew members, and students, delighted (experience confirms this) to be able to sail in regattas on traditional boats. For most of them, it has been a discovery.

A test to be «transformed» in 2026!



Investigation

Classic yachting in France

Survey carried out, at the initiative of the YCF, from the end of December 2024 to February 2025.

Questionnaire sent to 340 people (shipowners, captains), representing 200 CIM vessels (AFYT), in the Mediterranean. 86 replies.

The same questionnaire was sent to 450 shipowners on the Atlantic coast with a JCH certificate. 124 answers.

Observation

Less participation in the Atlantic regattas:

- 170 participants in the regattas organized by the YCC in 2015
- 80 in 2022

On the other hand, there was a high participation in gatherings and rallies: the *Gulf Week* (117 boats), the *Brest Maritime Festival*...

They attract thousands of spectators. In the Mediterranean, turnout is stable.

Shipowners' profile

Average age, 65 years old in the Atlantic, slightly younger in the Mediterranean. 50% are retired.

The boats

Rigging: 75% Bermudians and 25% gaff in the Mediterranean.

90%/10% in the Atlantic.

Boat size: average of 11 m in the Atlantic, 15 m in Med, some boats managed by professionals.

Browsing frequency

Annual sailing time: higher than the average for modern pleasure boats. 40 days in the Atlantic and 50 days in Med.

Type of navigation

Coastal for 70%.

Home port

(Mediterranean) PACA 80%
Gulf of Lion 20%

Club Affiliations

50 %

Composition of the crews

Most of them were with family and friends, but also with members of their club.

For the regattas, use of crew apps.

In the Atlantic, a smaller crew.

Motivation for buying a classic boat

Answers, in order:

- 1 - Aesthetics of the «object»
- 2 - Pleasure of sailing on this «object»
- 3 - Sharing with other shipowners
- 4 - Meetings
- 5 - Family boat (inheritance...)

What are you looking for in a classic yacht event?

Answers in order:

- 1 - The pleasure of participating
- 2 - The pleasure of sailing with other classic boats
- 3 - Meetings with shipowners
- 4 - The race between boats
- 5 - The podium
- 6 - Conferences, trainings, advice
- 7 - Onshore entertainment

What do I enjoy doing with my boat?

Answers, in order:

- 1 - Friendly regattas
- 2 - Gatherings
- 3 - Coastal Rally
- 4 - Highly competitive regattas
- 5 - Challenge

Note: there is less «competition» in the Atlantic

What are the most important services for you?

Answers, in order:

- 1 - Service providers (carpenter, mechanic, insurer, sailmakers, etc.)
- 2 - Wintering and maintenance (possibly a gathering of these services)
- 3 - Technical masterclasses
- 4 - Wintering shed
- 5 - Delivery by a qualified skipper

Event Appreciation

Answers, in order:

- 1 - The reception of the organizing club
- 2 - The port reception
- 3 - Regattas
- 4 - Welcoming other shipowners
- 5 - Meals
- 6 - Onshore activities

Please note

We will publish in the next Newsletter June 4, 2026, the summary of the survey, also carried out under the aegis of the YCF, on **The transmission of classic boats.**



News from the CIM



In 2025 the CIM calendar included nearly **40 events in the Mediterranean**, including 10 major events that made up the CIM **Classic Yacht Trophy 2025** in France (*Voiles d'Antibes*, *Régates Royales* and *Voiles de Saint-Tropez*), Italy (*San Remo*, *Argentario* and *Imperia*), Spain (*Barcelona*, *Palma* and *Mahon*), and the *Classic Week in Monaco*.

The award ceremony for the CIM 2025 Trophy will be held at the «*Grande Regate Internazionali*» in San Remo at the end of May 2026. It should be noted that the prize-giving ceremony for the **CIM Classic Yacht Trophy 2024** was held during the *Voiles d'Antibes 2025*, followed by a nice cocktail.

In 2026 there will be 10 events selected for the *CIM Classic Yacht Trophy*, with the same eligibility principle as before: participation in a minimum of 3 events in at least two different countries, the ranking is made from the accumulation of points (at maximum) of each general ranking, limited to the 5 best (including a maximum of 3 French events).

An Extraordinary General Assembly was held on 23 October 2025 at the Yacht Club of Monaco, which validated the 2026 rules



CIM CLASSIC YACHT TROPHY

FROM	TO	EVENT	COUNTRY	PLACE
20/5/26	23/5/26	Grandi Regate Internazionali	IT	San Remo
27/5/26	31/5/26	Les Voiles d'Antibes	FR	Antibes
4/6/26	7/6/26	Porquerolle's Classic	FR	Porquerolles
24/6/26	28/6/26	Argentario Sailing Week	IT	Porto Santo Stefano
8/7/26	11/7/26	Puig Vela Clàssica	ES	Barcelone
11/8/26	15/8/26	Illes Balears Classics	ES	Palma de Mallorca
25/8/26	29/8/26	Copa del Rey	ES	Mahón, Menorca
1/9/26	5/9/26	Vele d'Epoca ad Imperia	IT	Imperia
21/9/26	26/9/26	Régates Royales	FR	Cannes
28/9/26	4/10/26	Les Voiles de Saint-Tropez	FR	Saint-Tropez



of measurement, in order to give owners and crews good anticipation for the preparation of the 2026 season!

This year 2026 will be marked by the centenary of the CIM, with a new Board of Directors elected for 4 years, and a special program to mark this anniversary!

The west side of the CIM

After the first two editions in 2023 and 2024 between Falmouth, Dartmouth, Cowes and Le Havre, the **Richard Mille Cup** returns in 2026 with a program held even further to the west to return to the cradle of the Fife shipyard and the Clyde estuary.

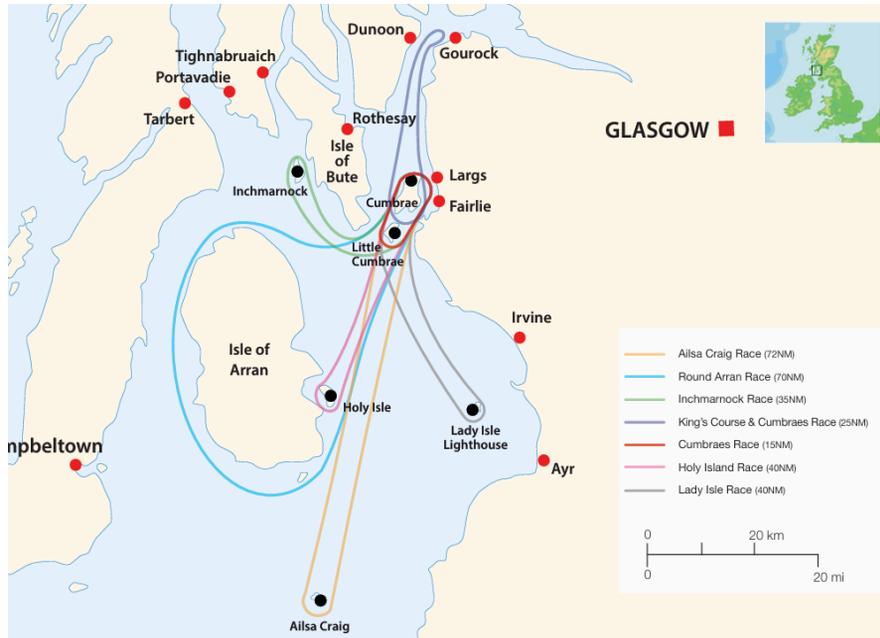
This Scottish edition will be held from **15th to 25th of June**, following the Fife regatta (4 to 12 June) with Largs as a base and as a playing field (see map opposite).

The *Richard Mille Cup* is reserved for vintage yachts with CIM ratings, and its organiser, our friend William Collier, in addition to the superb programme on the water, has planned high-quality events on land in prestigious and historic places, worthy of the Traditional Yachts that will take part...

Information:
www.richardmillecup.com

To be noted, a little less to the west, the *Hoalen Brest Douarnenez Classic* will be held from 20th to 25th of July at the tip of Brittany, also opened to CIM yachts, as this was the case in 2023 and 2024 with success.

Informations about
hoalenbrestdzclassic.bzh



The boats at the Hoalen Brest Douarnenez Classic 2024
Photo © F. Van Mallegem



2025, a pivotal year, 2026, already in the wind!

The year 2025 has seen a very special wind blow on the Classic Yacht Club: **that of the 20th anniversary!**

At each stage of the CCMA (**Challenge Classique Manche Atlantique**), this anniversary was celebrated as it should have been, carried by the collective energy that has accompanied the club since its creation. Indeed, the YCC was built thanks to a loyal alliance: the nautical clubs of the West, the Maritime Museum and the City of La Rochelle, historical partners, but also – and above all – its members who are passionate about classic sailboats.

The last meeting of this exceptional year took place on December 13, in La Rochelle, during a big party that brought together old and new members, allied clubs, partners and friends around a warm and unifying moment.

The 2026 season is now online, with two highlights. First, a **rally in Scotland**, which will allow us to rediscover the spirit of the 2015 trip.

In June, our boats will reach the Isles of Scilly before heading north for a few weeks of sailing in the wild landscapes of the west coast of Scotland.

A change of scenery, punctuated by stopovers and visits on land, before returning at the beginning of July.

Another eagerly awaited event is **the Midship Challenge**, which will take place this year in Brest. This challenge, which is very popular with young and beginner crews, offers a great opportunity to combine transmission, team spirit and conviviality around classic sailing. It will bring together several allied clubs in a sporty and joyful atmosphere, faithful to the spirit of the YCC.

One thing is certain: after such a rich anniversary year, the 2026 programme is really looking forward to sail together in the best way ever.



Yacht Club Classic A few figures

JCH (Classic Handicap Rule)
rated boats: more than 600

Midship Challenge 2025
(YCC's YEC): 20 boats and 120 students

2026 YCC Regattas

MAY

- Appetizer – Atlantic Cup of the YCF – La Rochelle
- Classic Sails from Vendée
- Classic Sails of Morbihan Quiberon/ le Crouesty
- Midship Challenge Brest

JUNE

- 150 miles from the Atlantic Yacht Club – Port Louis / Bénodet
- Rendez-vous de la Belle Plaisance Bénodet

JULY

- Classic Channel Regatta – Dartmouth/Guernesey/ Lezardrieux/ Paimpol
- Coupe des 2 Phares/ 1st stage – Douarnenez/ La Baule

AUGUST

- Les Voiles de Légende – La Baule
- Noirmoutier Classic-Noirmoutier
- Coupe des 2 Phares – Douarnenez/la Baule

SEPTEMBER

- Harlé Trophy





Elections 2025

In 2025, in new elections, the YCF created a **«Classic Yachting Commission»**.

This «Classic Commission» is part of the promotion of recreational boating, which is at the heart of the YCF's mission.

3 objectives have caught our attention: to attract, federate and support - in a complementary way to the associations active on the coast and in inland waters: AFYT, YCC, AYC, VSA, etc.

The scope of action is wide: classic sailboats in the sense of the different types and measurements, but also «future classics», spirits of tradition, classic motor boats, motor yachts.

Attract

To attract a new audience, including modern boat owners and younger generations, to these yachts, who will be the owners/guardians of these yachts in the future;

- To do this, encourage and organize, with various stakeholders, the setting in motion of these yachts by promoting events on the water (old or new) that will seduce their current and future owners;
- To make the general public discover and love these beautiful boats, to make them more visible and accessible.

Federate

To promote exchanges of all kinds between shipowners (forums, events, cultural events, etc.), on any subject of common interest.

- To do this, also promote exchanges between clubs and associations active in the world of classic yachting;
- To be a reference and a channel for exchanges in between active YCF members in the classic world, which represent almost a hundred boats;

Support

- To help the owners of these yachts to acquire them, refit them, preserve them over time and pass them on in the future, for example by sharing a base of experience;
- To encourage the maintenance and dynamic development of the know-how that allows the restoration and preservation of these yachts;
- To work with ports, public authorities and historic monuments to facilitate the conservation, transmission and implementation of classical heritage.

Gwenaël Le BOULAY

President of the Classical Commission



Each year, under the aegis of its commodore, Henry Christian Schroeder, the CORC (Organising Committee of the Classic Encounters) organises the Classic Sailing Dinner in December, bringing together representatives of the clubs and associations concerned with classic sailing: the AFYT, the YCC, the YCIF, the Vieux Safrans d'Annecy.

«On Saturday, December 6, 2025, it was once again a friendly and patient crowd that thronged at the entrance of the elegant lounges of the Yacht Club de France, for this long-awaited evening at the end of the year, bringing together owners, captains, crew members, presidents of yacht clubs and organizers of regattas, races and rallies for classic yachts in the Mediterranean, Atlantic/Channel and inland waters.

Under the patronage of the Yacht Club de France, the

AFYT (French Association of Traditional Yachts), the YCC (Classic Yacht Club), organizer of the CCMA circuit, the AYC (Atlantic Yacht Club) and the YCIF (Yacht Club de l'Île-de-France), organized this prestigious dinner.

This evening paid tribute to the saga of the magnificent sailboat «Viola», affiliated to the Yacht Club de Monaco, named «Neptune of Classic Sailing» for the year 2025.

For the record, «Viola» is a gaff tradition yacht of 15.25 m overall, designed by William Fife III and launched in 1908.

Honour therefore paid to its current owner Kostia Belkin, but also to his predecessor, the late gentleman-sailor Yvon Rautureau, as well as to their faithful crew - of variable geometry - proud and joyful sailors, who made and continue to race this «sublime, necessarily sublime» steed in

the Mediterranean on French, Italian and Monaco waters, where its crew won many cups and monopolized the podiums, while contributing (a lot!) to the good atmosphere on land during these events!

The crew of «Viola» dressed up (of course) as the Roman deity of «Neptune» delivered a warm and passionate harangue to the audience, celebrating the values of the Corinthian Spirit, fair play, seamanship, camaraderie and the traditions of classic yachting, in a vibrant tribute to her former owner the late Yvon Rautureau (YCC) as well as to her current passionate owner Kostia Belkin (YCM).

This ecumenical evening - unparalleled within our great family of classic yachting - also paid a moving tribute to two high and close figures who initiated, marked, shaped in depth and inspired the spirit and good practices of the AFYT circuit, who have recently passed away: Patrice de Colmont (founding president of the IYCP), creator of the legendary Nioulargue, and his accomplice and friend François Carn, former president of the Yacht Club de France and co-founding president of the AFYT, scribe guardian of the temple of the «Corinthian Spirit».

Henri-Christian SCHROEDER
Commodore

*Some photos at the Neptunes of Classic Sailing
Photos © Thibaud Assante*





2026 Program

DAMES DE
SAINT-TROPEZ
Saint-Tropez
08-10 MAI



VOILES DU
VIEUX PORT
Marseille
14-17 MAI



LES VOILES
DE CASSIS
Cassis
22-24 MAI



LES VOILES
D'ANTIBES
Antibes
27-31 MAI



COUPE DE PRINTEMPS
DU YCF
Antibes-Porquerolles
01-02 JUIN



PORQUEROLLE'S
CLASSIC
Porquerolles
03-07 JUIN



TROPHEE BAILLI
DE SUFFREN
St-Tropez - Malte
20 JUIN-03 JUILLET



CORSICA
CLASSIC
Corse
23-31 AOÛT



REGATES
ROYALES
Cannes
22-26 SEPTEMBRE



COUPE D'AUTOMNE
DU YCF
Cannes - St. Tropez
27 SEPTEMBRE



LES VOILES DE
SAINT-TROPEZ
Saint-Tropez
28 SEPT-04 OCT



Not to mention

Défi Pourquoi Pas, Porquerolles-Ajaccio, from 26 to 29 march 2026

Toulon Provence Regatta, Toulon, from 07 to 10 may 2026

Calanques Classique, Marseille, from 20 to 21 june 2026

Voiles Classiques de Sanary, from 28 to 30 august 2026

Hyères meeting, from 08 to 11 october 2026





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