



AFYT Newsletter

May 2025 #2





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Editorial

1995/2025, the AFYT is thirty years old!

A birthday can be a look at the past... In this newsletter, you will find an article dedicated to the history of AFYT and everything that has been achieved over the last 30 years.

But, as President, I would like to insist above all on the present.

I would like to thank all the organisers of each regatta, the owners, the crew, the race committees, all the players in these magnificent classic yacht regattas.

I would also like to thank in particular the members of my bureau who do, on an almost permanent basis, a discreet, efficient and essential work for the proper functioning of our association: our secretary general, Renaud; our treasurer, William, our faithful and (very) efficient measurer, Roger to name but a few.

Thanks to them, the AFYT fully fulfils its essential role every year: that the French classic yacht regatta circuit takes place in the best possible conditions. Whether in terms of safety, rating, calendar harmony, but also human relations and sportsmanship.

All together, we share this common passion: classic sailing.

With the precious help of those around me, I will continue the work of my predecessors which could be summed up in these few simple words: federate, help, animate the players in classic yachting in the Mediterranean. A fourth word is missing from this trilogy: «communicate».

This anniversary year will be marked by a special effort to improve the visibility of our action: an «Afyt Meeting Point» will be present on each regatta site to gather all the important information, our website will be regularly updated without forgetting the renewal of our Newsletter with 2 issues per year, in spring for the start of the season and in autumn to close it.

AFYT thus actively contributes to the influence of the CIM in the Mediterranean basin. And as every birthday has its cake, it will be cut during the Voiles d'Antibes with which we will celebrate the 30th anniversary of the AFYT and those of the Voiles d'Antibes together.

To all, happy birthday(s) and fair winds!

Frédéric BERTHOZ

*President of the AFYT (French Association of Classic Yachts)
and of the CIM (International Committee of the Mediterranean)*



1995 - 2025

AFYT celebrates its 30th anniversary



Over THE YEARS, AFYT has become a key player in classic sailing in France. Less in the spotlight than the major events such as the Voiles d'Antibes, the Porquerolle's Classic or the Voiles de St-Tropez, the AFYT is certainly a major, if not essential, player for the smooth running of all the regattas on the CIM circuit in France.

Historical

In 1995, a small group of members of the Yacht Club de France became aware of the revival of classic yachting in France, and in particular in the Mediterranean: restoration of many boats, construction of replicas, Nioulargue effect (1982)... At the instigation of François

Carn, then president of the YCF, they decided to create a specific association for so-called «traditional» boats.

The founding members are Gérard Mesnel, founding president; Pierre Paul Heckly, first vice-president; Gérard Naigeon, second vice-president; the Yacht Club de France, secretary general and Didier Oberthur, treasurer. AFYT was born.

In 1999, when the CIM association, «Comité International de la Méditerranée», (founded in 1926 in Cannes), was relaunched to create and federate a new specific rule for classic boat regattas in the Mediterranean, the Yacht Club de

France (via the AFYT), was naturally chosen to represent it in France, as was the Yacht Club Italiano for Italy, the Yacht Club de Monaco for the Principality of Monaco and the Real Club Nautico de Barcelona for Spain.

Reading the moral reports of the Association since 2004, it can be seen that the concern of each president, assisted by his bureau and his board of directors, was to relentlessly develop the purpose of the initial statutes:

- To bring together the owners of classic boats.
- Coordinate the calendar of events, (regattas in particular).
- Harmonize the rating
- Promote relations with similar



associations (CIM, RANC, YCM, AIVE, YCC, etc.)

- Exchange of information concerning the history of classic yachts but also their maintenance, use etc.

While some of these goals were achieved from the outset (to bring together the owners), the others took longer to implement.

The rating system, for example, under the aegis of the CIM, is constantly evolving.

Its common denominator is **authenticity**, the constant reference to the original design (architect, construction site, etc.).

But a boat designed and built for decades (or more...) has necessarily undergone transformations and maintenance so that it can still be seaworthy today (evolution of materials, in particular for sails and rigging, installation of an engine, etc.), and the Rating must be able, as far as possible, to take these transformations into account.

The CIM rules are published every 4 years, but small annual modifications can be made to take into account the observations from shipowners, skippers, architects but also... rating officers to avoid and/or fill certain «rating gaps», which are quickly exploited by shipowners in particular... Vigilant...

But authenticity remains the essential basic factor.

Coordinating the regatta calendar is a major task for AFYT.

In constant contact with the regatta organisers, it is careful to avoid overlapping dates, but also to make this calendar more fluid by proposing, for example, that certain passage trips can be carried out in the form of a liaison regatta (YCF Spring and Autumn Cup).

Relations with similar associations are regularly maintained.

With our Italian (AIVE), Spanish (RANC) and Monegasque (YCM) friends, they are «cousin» clubs in essence, they use the same rule, but also, and this has been new in recent years, with the Classic Yacht Club, the equivalent of the AFYT for the Atlantic: information sharing (see Newsletter n°1) and joint festive events at the end of the year.

In collaboration with the CIM, the consideration of new series, created in the seventies, some of which are part of the history of yachting, has naturally and gradually been integrated into our fleets, this is the case of the «Classic IOR» in 2022.

Communication initiatives for our activities were activated in 2016 and reactivated in 2024 with the redesign of our website and the online publication of a Newsletter.

The dynamics of THE AFYT have been strengthened since 2012 by closer links with the CIM. Working together on all subjects concerning classic boats and their regattas allows us to stay in touch, in particular for the rule, which is constantly being refined with the help of regatta organisers, measurers and shipowners.

Some subjects, regularly mentioned for more than 20 years at the General Assemblies, such as a register of classic yachts, a crew exchange, etc. have not yet been developed but are still on the (chart) table!

In the end, 30 years old is very young for our boats, which often have dozens of them...!

We still have water under the keel!

L'AFYT IN A FEW FIGURES

30 years, created in 1995

260 yachts rated in 2024

10 000 boats/departures since 2004, out of the **12** events/ regattas contested in France on average each year.

PRESIDENTS

1994/1995 Gérard Mesnel

1996/2006 François Carn

2007/2009 Jean-François Béhar

2010 Frédéric Berthoz



Peter, we will miss you .. !



and its crew leaves Portsmouth to reach Cannes (1,500 km) but this crew is English, and like any good Englishman, the exoticism starting in Calais, why not take advantage of this journey to savour the French delicacies, even if it means tacking towards the Loire Valley.

This is how on the return trip, (3 days, as on the outward journey), the cockpit of «Dainty» is often transformed into a wine cellar...

During the regattas, the competition takes over and, despite the small size of their boat, the places of honour are there. Peter and his crew know their boat by heart and are fine sailors.

Designed in 1922 by Alfred Westmacott to sail in the often rough conditions of the Solent, «Dainty», in 20 knots and more, is often the only one to carry his entire canvas.

On July 12th, Sally, his wife and lifelong sailor friends, are organizing a party in Peter's memory at the Bosham Yacht Club (Chichester), the club of «Dainty»

We will be there in our thoughts.

Francis VAN DE VELDE

*Above: Peter Nicholson at the helm.
Opposite: Dainty in the Gulf of St-Tropez.
Photo © RR*

We will not see «Dainty» on the starting lines again...

Peter Nicholson, her owner, took his last tack at Bosham (Chichester/Solent) on a day in March 2025.

All the participants in the Régates Royales de Cannes and the Voiles de St-Tropez will remember it, «Dainty» was that pretty (very) small yellow boat on the starting line of the «Époques marconi».

«Dainty» is also a real love story between a man, his wife, his friends and... a boat!
Peter purchased «Dainty», Solent Sunbeam No. 1, in 1956. He is 20 years old, the boat 34.

With «Dainty», every year, since 1956, he participated, with his wife Sally and his old friends, in more than 60 regattas (per year...) around the

Solent... but not only that: the other Sunbeam fleet, based in Falmouth, Cornwall, is celebrating the 75th anniversary of the Class in 1999, Peter and his crew cannot miss such an event...

Goes for the delivery by sea: 180 miles in 2 legs, i.e. 40 hours of sailing.

And back! (note, important detail, that «Dainty» is an 8-meter open boat, a little smaller than a Dragon...)

And then, in 2005, it was THE big project, it was decided: «Dainty» and her crew would take part in the Royal Regattas of Cannes and the Voiles de Saint-Tropez!

In principle, for one time only, ...
In fact, they will have a total of 17 participations!
Every year, a caravan made up of a car, a «Dainty» boat, the trailer





Save a classic!

« Solitar Nosc »

6 M – Architect Knud Reimers – Corsier shipyard – 1945

Who will take up the torch?

Solitar Nosc is 40 years of my life, and I have only one wish, and that is that it continues to sail for 40 more years.

In the Vauban port of Antibes, through his simple and direct words, Dominique Barrière tells us everything about his desire to entrust his boat to the one who will extend his wake indefinitely.

There was no question of money in this approach, Dominique gives *Solitar Nosc* without hesitation, because the time had come for him to pass on his 6 M JI and especially the fruit of his passion for pretty metric hulls.

And yet, *Solitar Nosc* is very important... but certainly not in silver, rather in still intact memories of its long restoration which lasted for five years in the early eighties, and of all its years of sailing from Antibes.

How many participations in the Voiles d'Antibes, the Royales and the Mondial of 6 M IR in Cannes... a lot of spray then passes through Dominique's moist eyes.

Dominique has done everything with his hands, lining the mahogany hull with two folds crossed at 45° and glued, imagining her roof to protect her during her solo sailing, or even designing her small transom like that of *Gitana Junior*... «I made her a nice little ass, didn't I?!»



Dominique Barrière in front of «Solitar Nosc» shows us the archives of its building at the shipyard.
Photo © RR

One day, he remembers, it went crazy... the mast had fallen in three pieces on the deck, and with the help of solidarity, he recovered the mast and sails of *Dix-Août* at a good price from Pierre-Paul Heckly, the sympathetic President of the YCF.

Solitar Nosc, this name comes to him during the period of Dominique's forced labour with his friends during the liberation of the famous Polish shipyard in Gdansk in 1980...

Solidarity is an obvious choice for him, especially since his baptismal name of *Woay* is unpronounceable! In 1945, the first Belgian owner really chose the right ticket by associating K. Reimers, (one of the most talented architects for metrics)

with the Swiss shipyard Corsier, directed by R. Ryser. *Woay* then turns his moorings in Marseille, then in Antibes...

... The rest of the story is just to be written now...

William BOREL

Overall length: 11.09 m
Main beam: 1.85 m
Draft: 1.65
APM CIM: 186.9

Contact: Dominique Barrière
06 09 05 78 05
barrieredominique5@gmail.com



Oriole, a successful co-ownership!

I wanted to tell this story of friends to give a concrete example, lived and... successful for those who are asking the question: co-ownership or not?

This story begins during the Royal Regattas of 2002.

At the end of the nineties, with good racing friends, we rented a «classic» every year to take part in these wonderful regattas that are the Régates Royales.

This is how we were able to sail on *Royono*, a splendid 21-meter Bermudian yawl designed by John Alden and built by the Herreshoff shipyard in 1936 then, twice, on *Pesa*, 10 M IR of the first rule, designed and built by Max Oertz in 1913.

It was in Cannes, on *Pesa*, in 2002, that the story of our condominium began. After the day's regattas, on one of those beautiful September evenings in the Mediterranean, we were alongside of *Marilee*, an American New York Yacht Club 40, just out of a complete refit in the USA.

The conversation begins with our American neighbours, drinks are exchanged and we learn that *Marilee's* crew is made up of a group of friends, all co-owners of the boat.

We liked this story so much that, the next day, we made the unanimous decision (but I must admit, a bit alcoholic...) to look for a boat ourselves, buy it and restore it.

At the beginning, there were 5 of us: JPL, BL, DD, FM and me, 2 others joined us later, 1 left us.

Research

As soon as I get home, I consult the

classified ads to look for THE rare pearl.

I find it on the US Wooden Boat magazine: a 1905 NYYC 30, (*Marilee's* little brother) is for sale in Maine. My future co-owner, JPL, on the other hand, stumbled upon the same advert by chance!

A week later, JPL and I were on a plane to Boston; meet with the broker «Cannell and Payne» in Camden, Maine, the next day.

We finally discover *Oriole*, at anchor, in a river in Maine...

Big emotion!

Designed and built in 1905 by N. Herreshoff, *Oriole* has had five owners in 98 years.

For the record, the last one, John Quincy Adams (grandson of the 6th President of the United States!) at the age of 90, had sailed on *Oriole* again, solo and without an engine, in July 2002!

Like all classic vintage boats that have survived, in almost 100 years, *Oriole* has undergone many transformations: the deck plan and interior have been completely refitted with a long roof but above all, the rigging. Originally a gaff sloop, *Oriole* became a Marconi yawl in the 50s

Expertise and Purchasing

The expertise is clear: to restore it to its original configuration, *Oriole* has to be rebuilt except for the planking and ballast, (at least, at this stage of the expertise...).

Verandas, chords, starboard, galledge, beams, deck, cockpit, roof, interior fittings and of course the rigging.

We decided to entrust the restoration to

William Cannell, the same shipyard that restored the NYYC 40 *Marilee*.

William Cannell, both a broker and a shipyard, negotiated the purchase of the boat and we bought *Oriole*, as it was, for US\$40,000.

Restoration

It was October 2004, a month after our meeting in St-Tropez with *Marilee's* crew

. It was the beginning of a great boat adventure and... of friendship!



Oriole exiting the American Boathouse in Camden
Photo © RR

First of all, we acquired all the original plans from the Hart Nautical Collections, MIT Boston where they are kept. Our specifications: a reconstruction perfectly faithful to these original plans. We asked the William Cannell shipyard for a quote for this work, which we accepted.

Oriole was transported from its river to the shipyard, the famous American Boat

Oriole, a successful co-ownership!

House in Camden, owned by William Cannell.
The restoration will last more than two years.

Already «young retired» in 2002, I was the only one on our team who did not have any professional obligations and quite naturally, I was asked by my comrades to control the progress of the work, first at Cannell and then, for the finishing of the boat, at the Boothbay Harbor shipyard, still in Maine.

From January 2003 to July 2005, I went almost every 2 months to follow the progress of the work.

After many adventures, quite normal when restoring a wooden boat: additional costs as the boat was dismantled but also, fortunately less usual, difficulties in communication with the Cannell shipyard..., it is for this reason that we finished the restoration of *Oriole* at the Boothbay Harbor shipyard, 50 km from Camden, still in Maine.

In July 2005, we were able to launch *Oriole* for the 2nd time, 100 years after the 1st!

The Centenary of NYYC 30

Of course, we knew that the New York Yacht Club was going to celebrate the launch of its first one-design series, the NYYC 30, in 2005, and we did everything we could to make sure we didn't miss this historic event!

From Booth Bay Harbor, after three days of coasting, we arrived in Newport, directly at the small marina of the New York Yacht Club where already 8 sister-ships of *Oriole* were waiting for us (out of the 18 built in 1905, in 6 months!).

Three days of parties, perfectly organized by the NYYC, but also

regattas, had been planned for this event in a warm atmosphere. Unforgettable!

How the co-ownership works

Well aware of the difficulty of completely restoring a classic boat from Europe, we decided to create a company under American law to centralise and facilitate the management.

A friend of one of our partners, who is an American citizen, takes care of the administrative side: setting up the company, taxes, annual accounts, banking, paying bills, etc., which has greatly simplified the operation of this company, especially for payments. In fact, everything worked like an «SCI» with a call for funds as the work progressed.

Once the restoration was completed, we kept this US structure for the management of *Oriole* in Europe.

In 12 years, some co-owners have left it, others have stepped in.

For the valuation of the outgoing and incoming shares, the value base was, in addition to the purchase price, the final cost price, including the structural work carried out since launching.

The regatta schedule and the operating budget were established at the beginning of each year and the calls for funds corresponding to the percentage of each member's shares were sent to the partners.

A profit and loss account including all operating and investment costs (insurance, taxes, berths, transport, renewal of sails, works, etc.) was published at the end of the year.

When the boat was sold in 2017, each



Oriole with her 2002 Yawl Marconi rigging.
Photo © RR

partner received the sum corresponding to the percentage of his shares.

Transport to Europe

After having a special cradle made for its transport to France, *Oriole* was transported on a truck to the port of New York and then transported to Marseille/Fos on a «container» cargo ship.

Loaded again on a truck in Fos, *Oriole* was transported to Antibes for her first launch in the Mediterranean.

A few days later, we were at the start of the first race of the *Régates Royales*.

Regattas in Europe

For 12 years, *Oriole* took part almost every year in the *Voiles d'Antibes*, Porquerolles, Marseille, Cannes and St-Tropez; plus 3 regattas in Nice, not to mention Italy: 2 Argentario and 10 Imperia.



Her crew has been on the podium many times.

Oriole was transported several times to Brittany where she often wintered in the Gulf of Morbihan for her annual maintenance.

During her trips to the Atlantic, *Oriole* took part in the spring in regattas: the Week of the Gulf of Morbihan, the *Voiles de la Baie* in Port Haliguen, the *Belle Plaisance* in Bénodet, the *Tour de Belle Ile*, the *Voiles de Légende* in La Baule, the Classic in Noirmoutier, and once, in the Brest gathering.

Oriole, after these Breton escapades, was back on the road at the end of August for the Mediterranean autumn circuit.

Conclusion

In 12 years, our condominium has succeeded:

- to restore, (on the other side of the Atlantic!) a century-old classic boat.
- to line him up on the starting line of dozens of races in France (Provence, Brittany) but also in Italy, obtaining many places of honour.
- to keep our boat in good condition.

We experienced this co-ownership as a success, because it is undoubtedly a real success!

Without this co-ownership, we would probably never have been able, individually, to succeed in this slightly crazy project!

- Financial success: Some of us would not have been able to spend \$500,000 on our own when \$125,000 each, spread over 3 years, was possible.
- The same goes for annual operating and maintenance costs, from €30,000 to €40,000 per year, or about €6,000 per year and per person.
- Success also on a human level. Initially, the motivations of each of us were different but complementary.



Oriole in 2007 at Argentario.
Photo © RR

Without a passion for competition, some were motivated only by the pleasure of participating in these mythical CIM regattas; others, more seaworthy, were delighted by the challenge of sailing this beautiful hundred-year-old lady as fast as possible and finally, 3 of us, regatta enthusiasts, did everything to obtain results worthy of these fantastic wind machines that are the NYYC 30!

With the *Oriole* adventure, we can say that our initial mission has been accomplished!

We hope that this (beautiful) story can inspire and give ideas to some. In particular those who are hesitant to take the plunge to buy a classic boat because of a financial constraint that is too heavy or because of a lack of time to take care of the boat's maintenance and logistics problems alone (visit for maintenance in winter, deliveries to the regatta sites, etc.).

My personal advice

- For the purchase of a classic boat in general but also in co-ownership, choose a boat originally designed for the regatta, with the best possible pedigree for the architect and the shipyard.
This will definitely have an impact on the value when the boat is resold. As far as *Oriole* was concerned, we had the best of the best: architect and shipyard NG Herreshoff!
- Have a tacit agreement with the co-owners: the boat will only be used for the regatta, except in exceptional cases with the agreement of all.
- Use on a cruise can open the door to conflicts often created by people outside the condominium (family, children, friends, etc.).

So, let's go and enjoy it!

The rating for dummies – step 1

In the context of sailing races, the purpose of a rating system is to evaluate the performance of the boats, to assess their differences, to allow them to race on equal terms either in real time, the first to arrive wins, or in corrected time with a handicap system by giving a rating to each boat.

To achieve this objective, several systems exist and the easiest to understand is that of the one-design when, from their design and construction, the boats are strictly identical. In this case, the role of the Rating is to ensure that all the technical parameters of the boats are respected so that they can race in real time.

This is the case for the small Optimists, the boats of the Olympic series, the ultramodern catamarans of the SailGP or for the Dragons series designed by the famous architect Johan Anker in 1929!

Proof over time that the one-design principle works well.

Secondly, the boats are different in the details of their design, but meet certain limits of the rules established by an initial regulation that concerns specific parameters (length, sail area, initial stability, etc.).

This is referred to as **a restricted rule** or in a more modern way as a Box Rule, in other words the boat must fit into a kind of box that limits excesses, always so that the races are held in real time. It is in this context that the famous impressionist painter Gustave Caillebotte is credited with creating the first 30 m² sail restriction rating system of the CVP... in 1889. Or even



earlier, a battle of historians, with the tonnage rating system of the NYYC in 1844, or the one with the waterline.

In any case, since then, the explosion of Restricted rating has been global... As with Nathanaël Herreshoff's Universal Rating in 1902, the International Metric Rule in 1907, the Ratings that would make the America's Cup heyday for decades.

Nowadays, how can we not mention the very dynamic class of 60-footers who participate in the

Vendée Globe Challenge, or Ultims 32/23 multihulls that must fit into a box 32 metres long and 23 metres wide.

After the two previous examples of relatively simple rules to define, the third is much more complex because these are boats that sometimes have nothing comparable as for the Classics, whether in size, number of masts, type of rig (Gaff, Bermudian) or sail area...

Therefore, the role of the rule is to



establish a handicap system, **the rating**, so that the races are run in corrected time in order to balance the odds. This is the case with the IRC or Osiris rules for modern boat racing, whether they are built in series or as prototypes.

Let's get back to our favourite boats, the Classics!

The very ambition of the CIM rating system is therefore to race together, under a single rule, very different boats: from the small sloop Dainty of 8.12 m, to Shenandoah, three gaff masts with an overall length of 50 m.

A very ambitious bet, especially since in addition to this is the principle of authenticity which is the spearhead and originality of this rule.

AUTHENTICITY, the word is out, this is the keystone of the CIM Rule, which, beyond applying ratings to compare the performance of boats, applies itself to protecting the magnificent heritage that the boats of previous generations represent. **AGE**, the other particularity of the CIM Rule, which in the extreme case of strictly identical boats, will give the advantage in rating to the oldest according to parameters related to its age of design or construction. We will try to explain all the workings of the CIM rating by first referring to Article 8: the calculation of the rating is done by the follosail formula:

Well, the observation is simple, we shouldn't start there, because it is totally hermetic and incomprehensible except for our chief rating officer Roger GIBERT.

It is better to start with the list of ingredients that will go into the

recipe for this clever mayonnaise.

In fact, there are three types of elements that make up the CIM rating formula:

$$R = \left[0,10 \cdot Ls \left(0,50 + \frac{\sqrt{Spc}}{\sqrt{Bj \cdot Ps}} \right) \cdot Pp + 0,34 \sqrt{Spc} + 0,2 \right] (Ca + Cb) \cdot Co \cdot Cc \cdot (1 + Pe + Pv)$$

- **The quantities measured** on the hull (Lt, Fa, Fp, B, Bl, P1, P2, P3, P4, Fb1, FB2) and the quantities measured on the rigging (l, J, Lp, P, E, Ef, Hm, Ht, Dm).

- **Calculated quantities** such as sail area (Spv), sail slenderness (Sf), corrected sail area (Spc), rating length (Ls), rating beam (Bj), overall median trough (Pmc), and trough (Ps).

- **Coefficients and parameters**, such as the type of hull profile (Pp), overall correction (Cc) or rigging (Ca) parameter, equipment and fittings (Pv), or age (Pe) and authenticity and conformity (Co).

Overall, if the measured quantities and the calculated quantities are transparent and appear clearly on the rating certificates, the coefficients and parameters are determined by the CIM rating officers according to carefully guarded criteria. While some see it as a kind of opacity, the CIM rating wishes above all to **protect certain values of authenticity and seniority**.

To be continued in the next episode!

William BOREL



The CIM rating – 2025

As every year, the CIM rating Commission, composed of shipowners, representatives of national associations and experts, analyses the results of the previous season, to define the changes for the coming season, knosail that the major changes are grouped together for the quadrennial editions of the Rating Regulations, the next edition of which will be 2026-2029...

For 2025, some changes have been made to either correct inaccuracies in the text of the rating Regulations, or to take into account drifts or unfair situations, while of course keeping the great particularity of the CIM Rules, which is the active promotion of the authenticity and conformity of yachts to their origin!



Production yacht, Example above with a Concordia 41

Production yachts

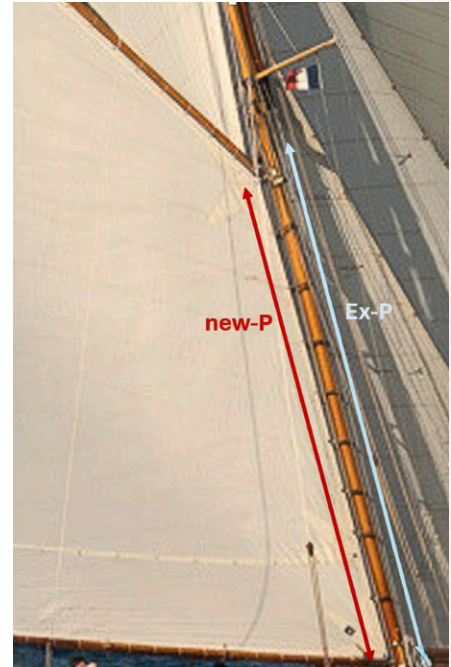
While keeping an eligibility restriction for classic yachts made in series production, we have, as for the Classic IORs, opened the possibility of eligibility for series that have marked the history of yachting, by derogation after analysis by the Rating Commission. For classic yachts, it is a regularization for example for the Concordia 40 (103 yachts built between 1938 and 1966), Concordia 41 (26 yachts built between 1957 and 1966), Rhodes 42 (8 built between 1954 and 1955), Loki 38 (12 built between 1949 and 1955) which deserve their eligibility...

Sails area

Apart from a small clarification on the wording of the Spv (calculated sail area), there are two small changes concerning the calculation of the sail areas:

Surface area of the foresail: the calculation takes into account 70% of the upwind and reaching area (Spa), which for the past 2 years has been able to integrate the Ratings of the largest sail (HLU and HLP) when there is overlap, and 30% of the downwind area (Spo).

For the calculation of the Spo there is no measurement of the spinnakers, but a surface proportional to the fore triangle ($0.8 \times I \times J$ or L_p of the pole), or when there is no spinnaker the Spa surface. During the analysis work on the Sf, it was detected that in some cases the downwind area Spo was lower than the Spa (which is very rarely the case for the sail areas measured. It was therefore decided to



limit this underestimation of the Spo, taking into account a minimum value of $0.83 \times Spa$...

P for gaffs: the current consideration of useful length Ratings on spars allow to take into account a maximum value compared to measurement on sails, that is generally very close, with one exception...

For gaff sails, the value of P, i.e. the maximum usable on the mast for the mainsail luff, can in some cases be very oversized compared to the actual position of the peak fork, which has no physical high position limiter... and we measured differences of more than 50 cm between the maximum useful height and the luff Rating of the sail. We therefore decided to take into account the actual Rating of the luff of the sail, and asked to position a mark on the mast to identify the



position of the high point of the luff on the mast.

Forestay, furling system and composite materials

For the Pv, which takes into account the characteristics of the equipment and the fittings, there is a small clarification concerning the penalties associated with the hollow forestays with single or double groove, and on the jib furlers, to make it clear that these characteristics were cumulative, and the values adjusted accordingly. On the other hand, important work has been initiated concerning the characteristics of hulls and superstructures, and in particular **the use and characterization of composite materials...**

As a matter of principle, we actively promote **restorations using traditional techniques**: wooden planks with caulking or simple flipping - without synthetic resin, and for steel hulls with preservation of riveting. It is nevertheless permissible to use a technique using synthetic resins, but with a progressive penalization depending on the technologies and materials used (up to glass fibers with epoxy resin), and the location (shell or superstructure). Note that configurations with wood planks glued with synthetic resin are now considered composite, with the exception of plywood. An inventory of the fleet will be made with the 2025 rule request process, to have precise references for 2026-2029.

Concerning the Classic IORs, whose composite technologies were gradually generalized and

sophisticated between 1970 and 1984 (deadline for our category), a specific penalization scale has been put in place to take into account the technological developments of the time...

Authenticity and conformity

This fundamental point for the CIM rule has given rise to two adjustments for 2025.

Firstly, a clarification concerning the treatment of one-designs, which are identified by a specific class regulation requiring compliance with specifications and design criteria. For this reason we have chosen for the range of variation of the Co to link them to their reference category (vintage, classic before and after 1960) rather than with the replicas...

Roach and battens: in recent years we have seen a significant drift concerning the roachs, and the appearance of configurations that are strongly deviant from the original sail plans, and, following the inventory made in 2024, we have taken the following measures:

- **Gaff sail:** we have worked on the criteria for characterising the roach, and in particular the h/D (maximum deflection of the roach in relation to the diagonal between the tips of the peak and boom) for which we have defined a limit value of the h/D ratio of 2%, beyond which a heavy penalty will be applied to the Co.
- **Bermudian sails:** since the beginning of the CIM Regulations in 1999, we have accepted the presence of a forced batten, which may, although rarely, have existed in the highest position. However, in recent years,



Very rare example of a 1894 houari cutter with a forced batten in the highest position.

it has been observed that there has been a drift with the positioning of the batten forced in second position (from the top) in order to increase the size of the leech roach and the sail area. It was therefore decided to initiate a small penalty for this type of deviant configuration, as well as for « false forced battens» (battens of more than 75% of the distance from head to luff in the extension of the batten). Although we have announced the possibility of this provision in 2024, and anticipated the publication of this provision in February 2025, we have decided to be able to exempt from penalties those who choose to eliminate this deviation in 2025, provided that the work is carried out as soon as possible...

It is planned to continue this



And for 2026-2029?

As anticipated, the major refit will be a better assessment of the sail surfaces, through additional measures, particularly for the mainsails and spinnakers...

To do this, a major contribution is requested from shipowners

concerning the Ratings of the largest sails – please complete the Rating request forms as accurately as possible! And of course, we continue to improve our system for assessing the authenticity and conformity of yachts, which is our main specificity...

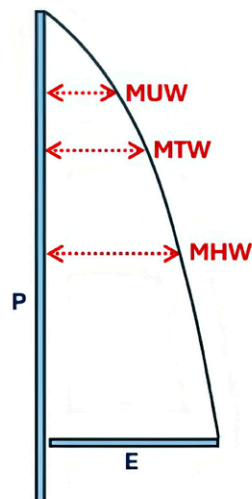
provision in 2026, by increasing the penalties, but also by taking sail measures to better assess the maximum real surfaces.

Note: we will continue the same approach in 2026 to better characterize the surfaces of spinnakers...

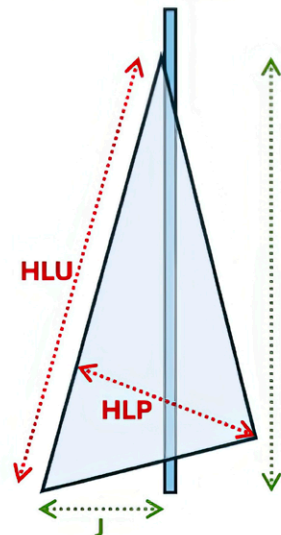
Downwind sail configuration

For 2025 we have simply made a few clarifications for the application of the regulations, and in particular the use without penalty of an **asymmetrical spinnaker at the end of the pole**, and, for the Classic IOR, the use of **Big Boy** and **Blooper type** sails...

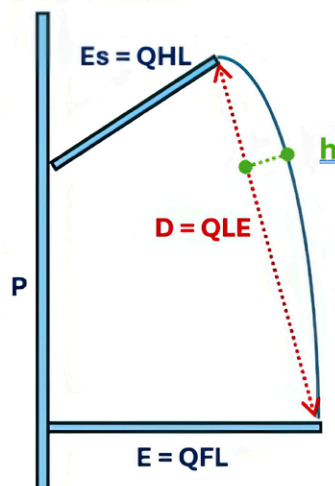
Bermudian sail



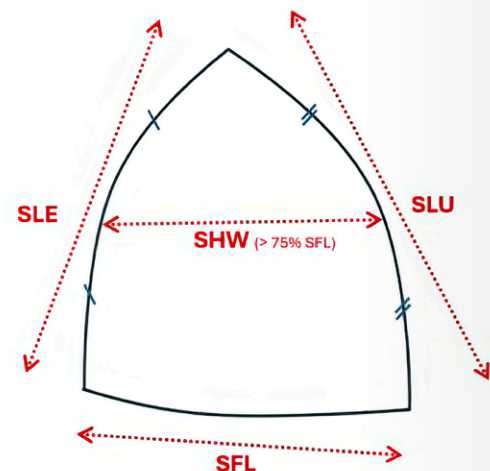
Headsail



Gaff sail



Spinnaker



CIM General Assembly Launch of the 2025 season



The CIM General Assembly was held on 4 April 2025 at the Yacht Club de Monaco with the representation of its 17 members (Sailing Federations, Yacht Clubs and National Classic Associations) from the 7 nations represented: Spain, France, Italy, Monaco, but also Greece, Malta and Switzerland...

The main decisions taken were:

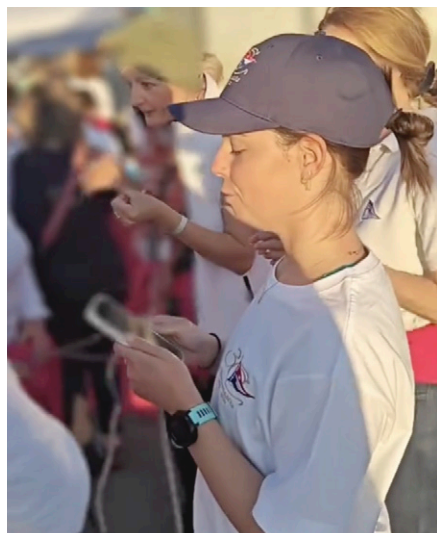
- Approval of the changes to the rules of Rating for 2025 and a consolidated version.
- Validation of the guidelines of the rules of Rating for 2026-2029, which is due to be published in October 2025.
- CIM Classic Yacht Trophy: 2024

prize-giving ceremony at Les Voiles d'Antibes.

- Notice of the 2025 Trophy published
- Continued use of CIM-class flags and eStela tracking.
- Preparation of the centenary of the CIM in 2026...



Welcome to the «JEC» (Young Classic Crew)



**It's not a scoop, the average age of the players in classic regattas is rather... High!
Especially among shipowners!**

Fortunately, many of our crew are young and particularly enthusiastic to be able to sail (... and race!) on our classic boats. They are on the ball on the starting lines and good singers during the crew dinners and make their voices heard to the delight of all!

Following the example of our friends in the Atlantic and the Midships' Cup organised by the YCC of La Rochelle (which brings together more than 60 students from «major» schools each year), the AFYT, at its general assembly in October 2024, launched the «JEC» project, Young Classic Crew members.

This project, led by our Special Events Commission (Charlotte Franquet, Renaud Godard and Jean-Christophe Bernard) came to fruition from the

first regatta of the year, at the end of April during the *Dames de St-Tropez*.

- Several shipowners have agreed to take our students on board their boats, including *Tuiga*, (& *Argynne*) for the *Dames de St-Tropez* and *Nagaïna* for the *Voiles de Cassis*
- 4 schools responded favourably.

We have selected 2 of them: Seatech in Toulon and Centrale in Marseille.

About twenty students will be divided into 4 teams: 3 teams from the Seatech school and a team from Centrale Marseille.

Thus, during 4 events of the AFYT CIRCUIT, there will be:

- a (women's) Seatech team for *Les Dames de St-Tropez*, and the same (women's) Seatech team will participate in the *Voiles de Cassis*,
- two other Seatech teams will participate in *Les Voiles d'Antibes*,
- finally a team from Centrale Marseille for the *Voiles de St-Tropez* at the end of September at the end of the season.

These students will not be simple passengers, most of them are seasoned «sailors», used to major races such as the *Spi Dauphine*. Our ambition is not only to discover and share this world of «classic yacht» regattas, but also to instil, during these events, a festive state of mind, the creative energy of the younger generations.

The «JEC» team members will also offer festive or cultural activities on land, in coordination, of course, with the organising committees of each event.

With the «JEC», the AFYT hopes to be able to develop fruitful exchanges between the generation of shipowners and that of young crew members, often more tempted by modern boats and board sports but likely, we are sure, to fall under the spell of our dear and magnificent classic boats.





THE CLASSIC YACHT CLUB IS 20 YEARS OLD THIS YEAR

For 20 years, its presidents, shipowners, crew members, volunteers in love with wooden planking, teak decks, long keels, varnished roofs have been organizing regattas and gatherings and promoting heritage yachting on the West Coast.

With our allied clubs, from La Rochelle to Dartmouth via Le Bono, Port-Louis, Bénodet, our special 2025 edition of the **Manche-Atlantique Classic Challenge (CCMA)** will honor the club's yachts to celebrate this anniversary and share our passion.

On the program: cocktails offered to participants, nautical parades, quizzes or elegance contests. A special «20 years» prize will reward a sailboat at each stopover and a pop-up shop will offer a dedicated collection. Each host club will receive a gift to symbolize this anniversary.

This season's highlights will be: **The Armada** which will leave from the Aber Wrac'h on July 1st, heading to Dartmouth via Cherbourg, a magnificent cruise to discover Alderney and the south English coast.

The 20-Year-Old Cup which will start on July 15 in Dartmouth and will head to La Baule to join the famous *Voiles de Légende* regatta. A stage will be organised in Camaret/ Brest with a dinner at the famous Chantier du Guip. A ceremony with prize-giving is planned at the finish at the Yacht Club de La Baule, where the winner will lift the *20th Anniversary Cup* of the Yacht Club Classique.

And in August, the festivities and events on the water will continue with the **Noirmoutier Classic** and the **Coupe des 2 phares**, heading to La Rochelle, which will close this 20th anniversary with a magnificent parade for this symbolic season.

Thanks to the support of our partners

and the energy of our members, this 20th anniversary will be a beautiful illustration of the club's spirit: Share, Preserve, Navigate and Transmit.

Catherine MARUCHITCH
Vice President



The Classic Yacht Club Association, founded in 2005, is a group of natural and legal persons whose aim is to encourage the conservation, research and movement of the maritime heritage of classic yachts in all their forms.

Welcome to Cariad

Brief history

Cariad is a Welsh word meaning «beloved». It was built in 1896 by Summers & Payne in Southampton, England, for Lord Dunraven. Cariad won the Vasco Da Gama Cup from Lisbon to Bombay in 1898, returning the trophy to the Royal Yacht Squadron. It is the largest and oldest auric ketch in the world today.

It has undergone numerous restorations under 13 different owners. The recent renovation work is the most comprehensive, with the current owner having restored *Cariad* to its former glory and seaworthiness.

Ship specifications

Ship Name Cariad

Register Royal Thames Yacht Club

Type of vessel Gaff auxiliary sail / topsail ketch

Overall length 36.00 m

Length on deck 32.30 m

Waterline length 24.70 m

Width 5.64 m

Draft 3.66 m

Displacement 126 tons

Hull material steel and wood.

Outer ballast 30 tons of lead. 20 bronze keel bolts x 40 mm diameter.

Designer A.E. Payne

Built Summers and Payne, Southampton UK in 1896.

Engine Gardner 8LXB marine diesel 240 HP. Engine hours 271.

Number of crew and passengers 11



Tell Tales

Dinner for the 30th anniversary of the Afyt and the 30th anniversary of the Voiles d'Antibes

Les Voiles d'Antibes, (which is also celebrating its 30th anniversary!) has kindly agreed to celebrate our anniversaries during a joint dinner, open to all the crews of the boats present, this dinner will take place on Thursday June 5th, the first day of the regattas.



Meeting Point AFYT

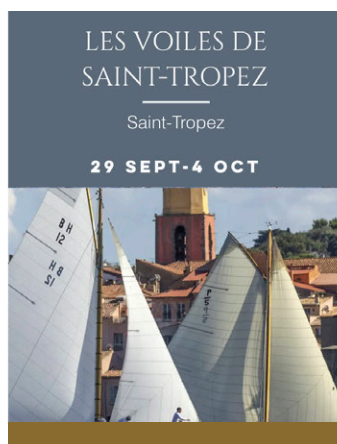
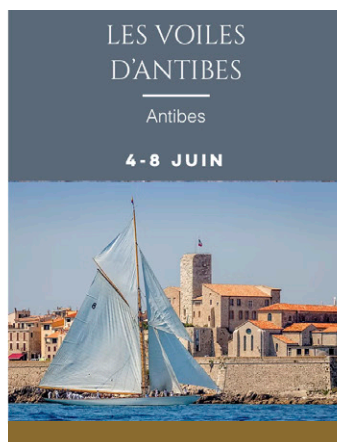
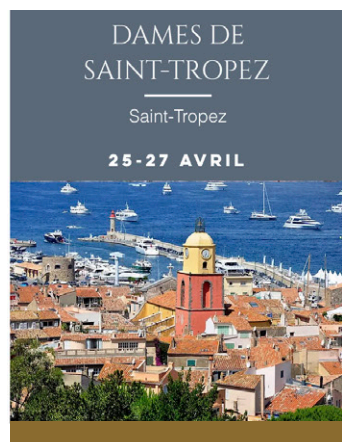
Novelty! An «AFYT Meeting Point» will be present at each site of the circuit's regattas.

It will be composed of a table, chairs, information panel, pavilion, etc., and the presence of a member of the AFYT.

Its role: a meeting point for all. To meet easily (team members, owners, groupies, etc.) and for possible spontaneous aperitifs or other initiatives...



2025 Program



Not to mention

Défi Pourquoi Pas Porquerolles-Ajaccio from 3 to 6 April 2025

Sanaryenne Classique Sanary from 8 to 11 May 2025

Sanary meeting from 23 to 31 August 2025

Monaco Classic Week (excluding AFYT) from 10 to 14 September 2025

Hyères meeting from 9 to 12 October 2025



AFYT Newsletter

Director of publication: **Frédéric BERTHOZ**

Editorial manager: **Francis van de VELDE**

Contact : fj.vandevelde@gmail.com

Participated in this issue: **Roger GIBERT, Renaud GODARD, William BOREL, Charlotte FRANQUET, FFV, Gwenhaël Le BOULAY**

Graphic design: **STUDIO ZEN / PIERICK JEANNOUTOT**

Photos : Pierrick JEANNOUTOT, AFYT, DR.



Association Française des Yachts de Tradition

41 avenue Foch - 75116 Paris

www.afyt.fr

godhard@free.fr

