

Centenary TROPHY

THE AWARD
THE CLUB
THE REGATTA
THE SWISS NIGHT
THE PARTICIPANTS
THE WINNERS
THE YACHT
THE FRIEND
THE PHOTO
THE HARBOUR
THE NATURE

15th EDITION
Thursday
1st October
2026



Gstaad Yacht Club



Dubourdieu

ART OF BOAT SINCE 1800



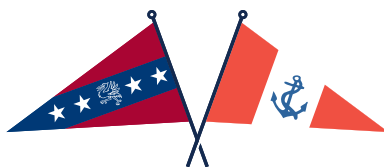
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CENTENARY TROPHY 2026

THE EDITORIAL

Fifteen years ago our Honorary President, the great seaman George Nicholson, telephoned our offices and said three words: "I found her." He meant the cup made by Wakely and Wheeler in 1911, already a hundred years old when he tracked it down, and ever since the perpetual symbol of this regatta. I have told that story in these pages before, and I tell it once more without apology: this October we sail the fifteenth edition, and every page of this magazine began with that call.

The first of those editions, in 2011, was won by Bona Fide, a five-tonner drawn by Charles Sibbick in 1898 and long thought unbeatable in light airs. She is on page 28, together with the part of her life nobody photographs: the decades of neglect between the winning and the winning again. Few of our centenarians reached us in a straight line.

Which brings me to the boat the Centenarian Awards community had chosen to honour this year. Vigilance of Brixham was launched in 1926 as a sailing trawler, no mahogany saloon, no silverware; only nets, weather, and a living to be made. Together with Classic Boat she was named Gstaad Yacht Club's Centenarian of the Year 2026. In 1933 rewarded, because she was fast, in 2026 because she survived. Her story is on page 6, and I would ask you to read it first.

Then walk the quay. A few metres from our hundred-year-old thoroughbreds lie the pointus – small, painted, unhurried, with no racing pedigree whatsoever. Page 38 explains why they belong there quite as much as we do. Different boats, the same sea, the same craftsmanship and the same knowledge handed down. It pleases me that our fifteenth edition has room for both.

Allow me one further centenarian, and this one does not float. The Comité International de la Méditerranée, under whose rule we race, was founded one hundred years ago – page 42. Its new president since this year is Gigi Rolandi, an Italian compatriot a physicist who spent much of his career at CERN and who owns, with his wife Ariella, the classic yacht Crivizza. Science and salt water in one man. We wish him and his committee fair winds.



Beyond our own harbour, page 10 takes us to the Yacht Club de Monaco, where Tuiga of 1909 shares a season with the hydrogen prototypes of the Energy Boat Challenge, the contrast I wrote about from Barcelona, and the same passion beneath it. Germán Frers impressively

is still at the drawing board after sixty years.

This edition also carries a farewell. Paulo Mirpuri, a member of our club, left us far too young in May at the age of fifty-nine. He was a dear friend, doctor, aviator, sailor, and founder of a foundation whose work for the oceans continues without him. He held that the sea we enjoy is the sea we are answerable for.

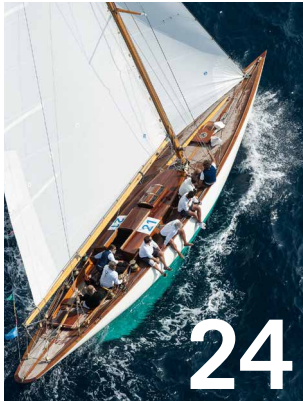
And then there is the racing. On Thursday, 1st October, more than twenty centenarians will start off the Portalet Tower. Last year Leonore won at her very first attempt, in her own centenary year, the kind of thing that happens only in this fleet. Olympian alone has won three times. Will Leonore show that October was no accident, or does the fifteenth edition belong to a name not yet engraved on the plinth? Come out on the water and find out.

The evening before, at the Place des Lices, the crews settle a different question. Raclette, Rosé, a cow to be milked by hand and a ski race on dry land in the south of France, the Cow Bell is on the table again. After fifteen years we have given up explaining any of it to our sailing friends. They simply come.

Fifteen editions. Some in ten knots of sunshine, one, in 2013, not at all. What has not changed is the thing that made George reach for the telephone: these boats are still here, still racing, still cared for. And at the end of the day, the only thing remaining is the wind in the sails.

PS: With sincere gratitude to every partner over all the years, without them there would be a silver trophy, but neither an event nor a magazine to celebrate it.


Manrico Iachia
GYC Commodore





THE CONTENT

THE AWARD	6
THE CLUB	10
THE REGATTA	16
THE SWISS NIGHT	20
THE PARTICIPANTS	22
THE WINNERS	24
THE YACHT	28
THE FRIEND	32
THE PHOTO	36
THE HARBOUR	38
THE JUBILEE	42
THE NATURE	44



Vigilance of Brixham, 1926
Gstaad Yacht Club Centenarian of the Year 2026

THE STILL WORKING AFTER 100 YEARS

She was never meant to be a yacht. No polished mahogany saloon, no silverware, no owner dreaming of regatta victories. Vigilance of Brixham was built to work. To leave harbour when the weather was unpleasant, to pull heavy fishing gear through the English Channel and to bring a catch home before somebody else did. A century later, that may be exactly why she deserves to be celebrated.

The historic Brixham sailing trawler has been named Gstaad Yacht Club Centenarian of the Year 2026, an award presented together with Classic Boat. In a world populated by elegant Fifes, Herreshoffs and other aristocrats of classic yachting, the choice of a former fishing vessel feels wonderfully refreshing. Vigilance was launched in 1926 by J.W. & A. Upham in Brixham, Devon – the last sailing trawler ever built by the famous yard. She represented the final, highly developed generation of the Brixham trawlers that had helped make the town one of Britain's great fishing ports. Her working crew consisted of only a handful of men, sailing the boat, handling the nets and bringing the fish home under conditions that leave little

room for romantic notions about life at sea. And yet Vigilance could sail. Very well, in fact. In 1933 she won Brixham Regatta's King George V Cup, coming from behind in a fresh breeze and proving that a boat designed to earn its living could have a competitive streak too. But progress was already catching her. Steam had taken over the fishing fleet and after little more than a decade Vigilance's original working career was finished. Then history found another use for her. During the Second World War she became a mooring vessel for barrage balloons, helping protect the coast against air attack. What followed reads less like the biography of a boat than the adventures of somebody who stubbornly refuses to disappear. She escaped the scrapyards.



survived fire and neglect. She worked as a sail-training vessel and even as an Arctic survey ship. Eventually she ended up on the Isle of Man, where a group of enthusiasts rediscovered her in 1997 and decided that Brixham's old trawler ought to come home. The voyage back was not entirely reassuring. Her bilge pumps reportedly worked very hard indeed. But she made it. Of course she did.

THE LONG WAY HOME

Saving a wooden working boat is different from preserving a painting or putting an old racing yacht into a museum. Boats like *Vigilance* were never intended to become monuments. They were tools. They were worked hard, repaired when necessary and eventually replaced. That is what makes her survival remarkable. By 2022, however, another major intervention had become unavoidable. *Vigilance* entered

Stirling & Son's yard in Plymouth for an extensive reconstruction. There were no complete original construction drawings, so the ship had to be measured and laser-scanned before major sections were removed. Keel, stern structure, frames and planking required substantial work in a project lasting roughly three years. In April 2025 she sailed home to Brixham after sea trials. In 2026 – her centenary year – she passed her final safety inspection and was cleared to carry passengers once again. And then came another trophy. Not one won by fishermen racing home under clouds of canvas this time, but the Gstaad Yacht Club Centenarian of the Year Award, chosen through the Classic Boat Awards. There is a pleasing symmetry to it. In 1933 Vigilance was rewarded because she was fast. In 2026 she was rewarded because she survived.

MORE THAN A BOAT

Perhaps that is why Vigilance is such a fitting Centenarian of the Year. Classic yachts are often admired for their beauty, pedigree and famous designers. Vigilance represents something else: the anonymous maritime world that existed alongside them. The fishermen. The shipwrights. The harbour workers. The families waiting ashore. She reminds us that maritime history was not written only aboard glamorous yachts crossing finish lines in Cowes or Saint-Tropez. Much of it was written by working boats heading to sea because somebody had to. Today Vigilance is cared for by a charitable trust and a team of volunteers. Their task is not merely to preserve timber, rigging and canvas. They are keeping alive a piece of Brixham itself. At one hundred years old, the old trawler is once again carrying sail. She has hauled nets, won races, survived war, fire, abandonment and almost a century of salt water. And perhaps that is the nicest thing about this particular centenarian.



*Vigilance was built to make a living.
A hundred years later, she is still making history.*



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YACHT CLUB DE MONACO

THE CLUB



BETWEEN GLAMOUR, REGATTAS AND THE QUEST FOR A GREEN COURSE

Monaco and yachts – they go together just as naturally as palm trees, Formula 1 and very expensive sunglasses.

At the heart of it all lies the Yacht Club de Monaco, an institution that is far more than just an elegant meeting place for boat owners.

The Principality owes its love of the sea and passion for boats to its princes. As early as 1862, under Charles III, the first regattas took place, leading to the founding of the Société des Régates. Albert I was a truly ardent lover of the sea who devoted a large part of his life to oceanography. As a lieutenant in the French Navy and expedition leader, he sailed the Mediterranean and the Atlantic as far as Spitsbergen in his own ships. The Yacht Club de Monaco was founded in 1953 by Prince Rainier III. His aim was for Monaco to become not only a glamorous holiday destination but also a major centre for international yachting. Today, the club has around 2,500 members from more than 80 countries. Prince Albert II has been at its helm since 1984. Under Albert II, the club has further expanded its sporting activities. In his first year in office, he launched the Primo Cup, which still opens the sailing season in the Mediterranean every February. Alongside sporting initiatives (all schoolchildren in the Principality are to learn to sail on YCM courses), the club also targets industry leaders worldwide. On its way to becoming the yachting capital, Monaco cleverly links its activities with the institution of the club.

Bernard d'Alessandri is responsible for day-to-day operations. As Secretary-General and Managing Director, he is regarded as the driving force behind the club's modern direction. Under his leadership, the YCM has increasingly evolved from a traditional sailing club into an international platform for yachting, technology and sustainability.

The most visible symbol of this development is the clubhouse, which opened in 2014 and clearly embodies the ambition to be more than just a club. With the new opening, the club now also has its own jetty, where even maxi yachts can moor. The building, designed by Foster + Partners, looks as though a huge ship has come ashore and decided to stay in harbour permanently. The locals have given the imposing building the apt name 'Paquebot' (ocean liner), and architect Norman Foster appears to have succeeded in his mission. Inside, members, sailors, designers and industry representatives come together – not always just for small talk about the next Atlantic crossing.





This is because the Yacht Club is increasingly focusing on a question that can no longer be avoided, even in the luxury cruising sector: how can yachting be made more environmentally friendly? A key example is the Monaco Energy Boat Challenge. In this annual competition, students, start-ups, engineers and companies compete against one another with innovative boats. The boats feature

electric, solar-powered, hydrogen-powered and hybrid propulsion systems, amongst others. It is not uncommon for the boats to look like floating research projects – and that is exactly what they are. The competition aims to demonstrate which technologies could enable quieter, cleaner and more efficient travel on the water in the future.



PRESERVING HISTORY: THE SOUL OF THE CLUB

Yet despite all the enthusiasm for hydrogen engines and solar panels, the club has by no means forgotten its roots. A visit to the YCM would be incomplete without a look at its centrepiece: Tuiga. Built in 1909, this Fife yacht is the club's flagship and a true "Grande Dame" of the seas. Tuiga is not merely a museum piece; she regularly competes in regattas and embodies the soul of Monegasque sailing tradition. This summer, she took part in the 250th-anniversary celebrations in the USA. The club celebrates this connection to the past every two years at the Monaco Classic Week. Whilst the harbour is usually dominated by

the very latest high-tech yachts, for a few days it belongs to the 'classics'. The event pays homage to the golden age of seafaring and celebrates the Art de Vivre – the art of enjoying life on the water, entirely in the spirit of traditional yachting. It serves as a counterpoint to the Energy Boat Challenge and demonstrates that the club aims to drive innovation forward without losing its historical elegance.

Marine conservation has also become an integral part of its remit. Together with partners such as the Prince Albert II of Monaco Foundation, the YCM supports



dialogue on the protection of the oceans and on more environmentally friendly forms of water sports. This is not just about grand visions for the future, but also about practical questions: how can marinas reduce their energy consumption? Where are charging points for electric boats needed? And how can marina infrastructure be planned to meet the requirements of a new generation of boats?

The Yacht Club de Monaco thus remains an exclusive club – but one that does not wish to remain entirely rooted in the past. Amidst classic sailing yachts, futuristic

prototypes and discussions about lower-emission propulsion systems, it seeks to bring tradition and technological change together. Whether this succeeds will not be measured solely by gleaming hulls and spectacular clubhouses. The decisive factor will be whether competitions, conferences and pilot projects actually yield solutions for everyday life on the water. Monaco certainly has the ideal setting: plenty of sea, limited space – and a yacht club that is clearly determined not merely to stand by and watch the changes unfold.

www.yacht-club-monaco.mc

THE REGATTA

15th GYC CENTENARY TROPHY

Thursday, 1st October 2026
Jeudi, 1^{er} Octobre 2026

Organised by the Gstaad Yacht Club in partnership with the Société Nautique de Saint-Tropez during Les Voiles de Saint-Tropez 2026
Organisé par le Gstaad Yacht Club en partenariat avec la Société Nautique de Saint-Tropez pendant Les Voiles de Saint-Tropez 2026

NOTICE OF RACE *Avis de Course*

THE CENTENARY TROPHY

Established by the Gstaad Yacht Club and organised in partnership with the Société Nautique de Saint-Tropez, the GYC Centenary Trophy celebrates the remarkable yachts that have remained actively sailed for more than one hundred years. The Trophy is a celebration of maritime heritage, craftsmanship and traditional seamanship. It brings together owners and crews who share a commitment to preserving and sailing these exceptional vessels in the spirit in which they were conceived. The Trophy is contested as a pursuit race, allowing yachts of different sizes and performances to compete together under a staggered start system in which the first yacht to cross the finishing line is the overall winner. Held during Les Voiles de Saint-Tropez, the GYC Centenary Trophy welcomes both centenary yachts participating throughout the regatta and invited yachts wishing to compete exclusively in the Centenary Trophy.

Créé par le Gstaad Yacht Club et organisé en partenariat avec la Société Nautique de Saint-Tropez, le GYC Centenary Trophy célèbre les yachts remarquables qui naviguent activement depuis plus de cent ans. Le Trophée est une célébration du patrimoine maritime, du savoir-faire et de l'art marin traditionnel. Il réunit des propriétaires et des équipages partageant le même engagement à préserver et à faire naviguer ces navires d'exception dans l'esprit qui a présidé à leur conception. Le Trophée se dispute sous la forme d'une course de poursuite, permettant à des yachts de tailles et de performances différentes de concourir ensemble selon un système de départs échelonnés, dans lequel le premier yacht à franchir la ligne d'arrivée est le vainqueur absolu. Organisé pendant Les Voiles de Saint-Tropez, le GYC Centenary Trophy accueille à la fois les yachts centenaires participant à l'ensemble de la régate et les yachts invités souhaitant concourir exclusivement pour le Centenary Trophy.

1. ORGANISING AUTHORITY / GÉNÉRALITÉS

The GYC Centenary Trophy is organised by the Gstaad Yacht Club (GYC), owner of the perpetual Centenary Trophy, in partnership with the Société Nautique de Saint-Tropez (SNST), the Organising Authority responsible for the sporting management of the event. The Société Nautique de Saint-Tropez shall be responsible for the conduct of racing, race management, safety, technical administration and the appointment of the Race Committee, Technical Committee and International Jury. The Gstaad Yacht Club shall oversee the promotion of the Trophy, its traditions and the presentation of the perpetual trophy and associated awards.

Trophée du Centenaire du GYC est organisé par le Gstaad Yacht Club (GYC), propriétaire du Trophée du Centenaire perpétuel, en partenariat avec la Société Nautique de Saint-Tropez (SNST), l'autorité organisatrice chargée de la gestion sportive de l'événement. La Société Nautique de Saint-Tropez est chargée du déroulement des courses, de la gestion

des épreuves, de la sécurité, de l'administration technique ainsi que de la nomination du comité de course, du comité technique et du jury international. Le Gstaad Yacht Club est chargé de veiller à la promotion du Trophée, à la préservation de ses traditions ainsi qu'à la remise du trophée perpétuel et des récompenses associées.

2. ELIGIBILITY / YACHTS ADMIS

The GYC Centenary Trophy is open to yachts built before 1st October 1926. *L'épreuve GYC Centenary Trophy est ouverte aux yachts construits avant le 1^{er} octobre 1926.*

3. RULES / RÈGLES

The event is governed by the following rules:

3.1 Rules as defined in The Racing Rules of Sailing.

3.2 Federal regulations will apply: <https://arbitrage.ffvoile.fr/regles-et-documents/regles-de-course-a-la-voile/>

3.3 Current rules of CIM,

3.4 Boats will be identified by their sail numbers as specified in RRS G1.2 and G1.3 on mainsail, spinnakers, gennakers and jibs.

L'épreuve est régie par les règles suivantes:

3.1 Les règles telles que définies dans les Règles de course à la voile.

3.2 Règlements fédéraux: <https://arbitrage.ffvoile.fr/regles-et-documents/regles-de-course-a-la-voile/>

3.3 Les règles du CIM.

3.4 Les bateaux doivent s'identifier par leur numéro dans la GV, le spinnaker, le genaker et la voile d'avant selon les spécifications des RCV G1.2 et G1.3.

4. REGISTRATION / INSCRIPTION

Eligible yachts will be automatically registered for the Centenary Trophy. However, they are required to confirm their participation at the St Tropez Registration Office per NoR VDST 8.1. A skipper meeting will take place at space VIP of the SNST in the Regatta Village on Thursday morning at 11h00.

Les Yachts centenaires, inscrits aux Voiles de Saint-Tropez sont automatiquement inscrits pour le Centenary Trophy. Ils devront cependant confirmer leur participation au bureau des inscriptions conformément à l'article 8.1 de l'avis de course des VDST. Une réunion préparatoire aura lieu au l'Espace VIP de la SNST au Village des Voiles jeudi matin à 11h00.

5. SCHEDULE / PROGRAMME DE LA COURSE

The warning signal for the first yacht will be made on Thursday, 1st October 2026 at 12h30 from the "Tour du Portalet" unless otherwise advised by the race committee on VHF channel 77.

Jeudi 1 octobre 2026 à 12h30, signal d'avertissement pour le premier voilier sera donné depuis la "Tour du Portalet" sauf avis contraire du comité de course sur le canal VHF 77.

6. RACE FORMAT

The Centenary Trophy regatta will hand over the perpetual trophy to the winner of a race for yachts which are one hundred or more years old and are sailed in the spirit of tradition as a pursuit race (pursuit race with staggered starts).

La régate du Trophée du Centenaire remettra le trophée perpétuel au vainqueur d'une course réservée aux voiliers âgés d'au moins cent ans et disputée dans l'esprit de la tradition sous la forme d'une course de poursuite (course de poursuite avec départs échelonnés).

7. RATING SYSTEM

The Centenary Trophy will be raced under the CIM rating rule based on a 7.5, 9 or 16 nautical miles course (see Appendix 1).

Le Centenary Trophy sera disputé selon la règle du CIM sur la base d'un parcours de 7.5, 9 ou 16 milles nautiques (voir annexe 1).

8. COMMUNICATION

The official notice board, sailing instructions, jury documents and all official documents will be available via the QR code in the village or www.lesvoilesdesaint-tropez.fr

While racing from the first warning signal until the end of the last race of the day, except in an emergency, a boat must not transmit nor receive voice data or data that is not available for all boats.

Le Tableau officiel d'information, les instructions de course, les documents du jury et tous les documents officiels seront disponibles sur un QR Code ou le site internet www.lesvoilesdesaint-tropez.fr

Pendant qu'il est en course à partir du premier signal d'avertissement jusqu'à la fin de la dernière course du jour, sauf en cas d'urgence, un bateau ne doit ni émettre ni recevoir de données vocales ou de données qui ne sont pas disponibles pour tous les bateaux.

9. RANKING / CLASSEMENT

The first boat to finish having complied with RRS 28 will be declared the winner, all other boats will be ranked according to their finishing position. **Computed times for the start will be calculated in time over distance.**

*Le bateau qui franchi la ligne d'arrivée en premier en temps réel, et qui a respecté la RCV 28, sera déclaré vainqueur. Tous les autres bateaux seront classés en fonction de leur position d'arrivée. **Les temps compensés pour le départ seront calculés en temps sur distance.***

10. TIME LIMIT / TEMPS LIMITE DE COURSE

The time limit for the Centenary Trophy race is 16h30. Boats racing after 16h30 will be scored finishers plus one. This changes RRS 35.

L'heure limite pour finir le Centenary Trophy est fixée à 16h30. Les bateaux qui courent après 16h30 seront comptés comme finissants plus un. Cela modifie la RCV 35.

11. PENALTY SYSTEM / SYSTÈME DE PÉNALITÉ

10.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

10.2 Penalties for breaches of a rule other than a rule of RRS Parts 1 or 2 may be less than disqualification if the jury so decides.

10.3 Redress Limitation:

(a) Redress shall not be given to a boat for a greater number of races than she completed in the event. This changes RRS 60.1(b) and RRS 62. (b) Actions by official boats, drones or helicopters shall not be grounds for requesting redress by a boat. This changes RRS 60.1(b).

10.4 An International Jury will be appointed in accordance with RRS Appendix N. All decisions will be final as provided in RRS 70.5.

10.1 *La RCV 44.1 est modifiée de sorte que la pénalité de deux tours est remplacée par la pénalité d'un tour.*

10.2 *Les pénalités pour infraction à une règle autre qu'une règle des chapitres 1 ou 2 des RCV peuvent être inférieures à la disqualification si le jury en décide ainsi.*

10.3 *Limitation de la réparation :*

(a) *Une réparation ne sera pas accordée à un bateau pour un plus grand nombre de courses qu'il a terminé dans l'épreuve. Cela modifie la RCV 60.1 (b) et la RCV 62.*

(b) *Les actions des bateaux officiels, des drones ou des hélicoptères ne doivent pas être un motif de demande de réparation par un bateau. Cela modifie les RCV 60.1 (b).*

10.4 *Un Jury International sera nommé conformément à l'Annexe N de la RCV. Toutes les décisions seront définitives comme prévu dans la RCV 70.5.*

12. PRIZE GIVING / REMISE DES PRIX

The Centenary Trophy ceremony, organized by The Gstaad Yacht Club will be held on Thursday 1st October 2026 at 17h30 at the space VIP of the SNST in the Regatta Village.

La remise des prix, organisée par le Gstaad Yacht Club, aura lieu le jeudi 1 octobre 2026 à 17h30 'Espace VIP de la SNST au Village des Voiles.

13. LANGUAGE / LANGUE

In case of doubts the English version will prevail.

En cas de doute, la version anglaise prévaudra.

COURSE / PARCOURS

COURSE LENGTH: 9 NAUTICAL MILES

LONGUEUR DU PARCOURS: 9 MILLES NAUTIQUES

Starting / Finish Line

Between Portalet Tower and a white buoy. The start will be in an easterly direction.

Ligne de départ / ligne d'arrivée

Entre la tour du Portalet et une bouée blanche, départ vers l'EST.

Course / Parcours

Starting line / Ligne de départ

- La Rabiou to starboard
Rabiou à Tribord
- La Moutte to starboard
La Moutte à Tribord
- Yellow buoy rounding to port*
*Bouée Jaune à contourner à Bâbord**
- La Moutte to port
La Moutte à Bâbord
- La Rabiou to port
La Rabiou à Bâbord

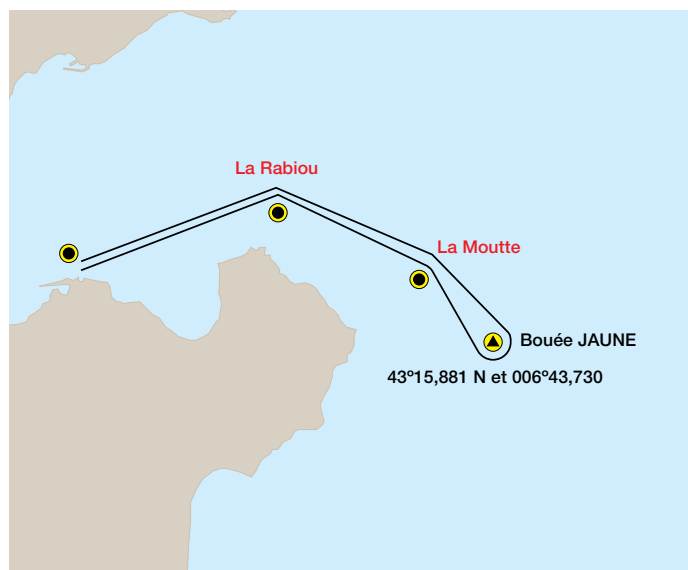
Finishing line / Ligne d'arrivée

*Mark / Marque

Position 43°15,881N 006°43,730E

Inflatable YELLOW Buoy

Bouée gonflable JAUNE



FOR OTHER COURSES PLEASE SEE THE OFFICIAL NOTICE OF RACE

Notice of Race V1.1 updated on 9th July 2026 (JK)

Avis de Course V1.1 mis à jour le 9 Juillet 2026 (JK)

THE SWISS NIGHT

On the eve of the Centenary Trophy Regatta all the crews will have a very different and original competition in Saint-Tropez. They will all gather in the famous Place des Lices for a Swiss-style aperitif and later for an unheard-of cow milking competition where two sailors from each participating crew will be put to the test in this unusual, but very Swiss indeed, activity... followed by an equally typical Swiss ski race of a special kind.

BASIC RULES

SKI RACE

- Every boat selects four crew members to compete in the ski race.
- All feet of the four crew members shall be attached to the GYC ski at all times. If one or more feet become detached, the team must return to the point where all feet were attached.
- The time from the start to the endpoint, raced only on skis, will be measured.

COW MILKING

- Every boat selects two crew members who are capable of milking the cow.
- Only one crew member is allowed to milk the cow, from the start signal to the end signal.
- The cow can only be milked with bare hands of the crew member.
- The largest quantity of milk obtained by one crew member will be used for the ranking.

SCORING

- Cow milkers will be scored in accordance to their quantity of milk.
- Skier team will be scored in accordance to their time.
- The milking score will be used to break ties.





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www.humanfutures.org

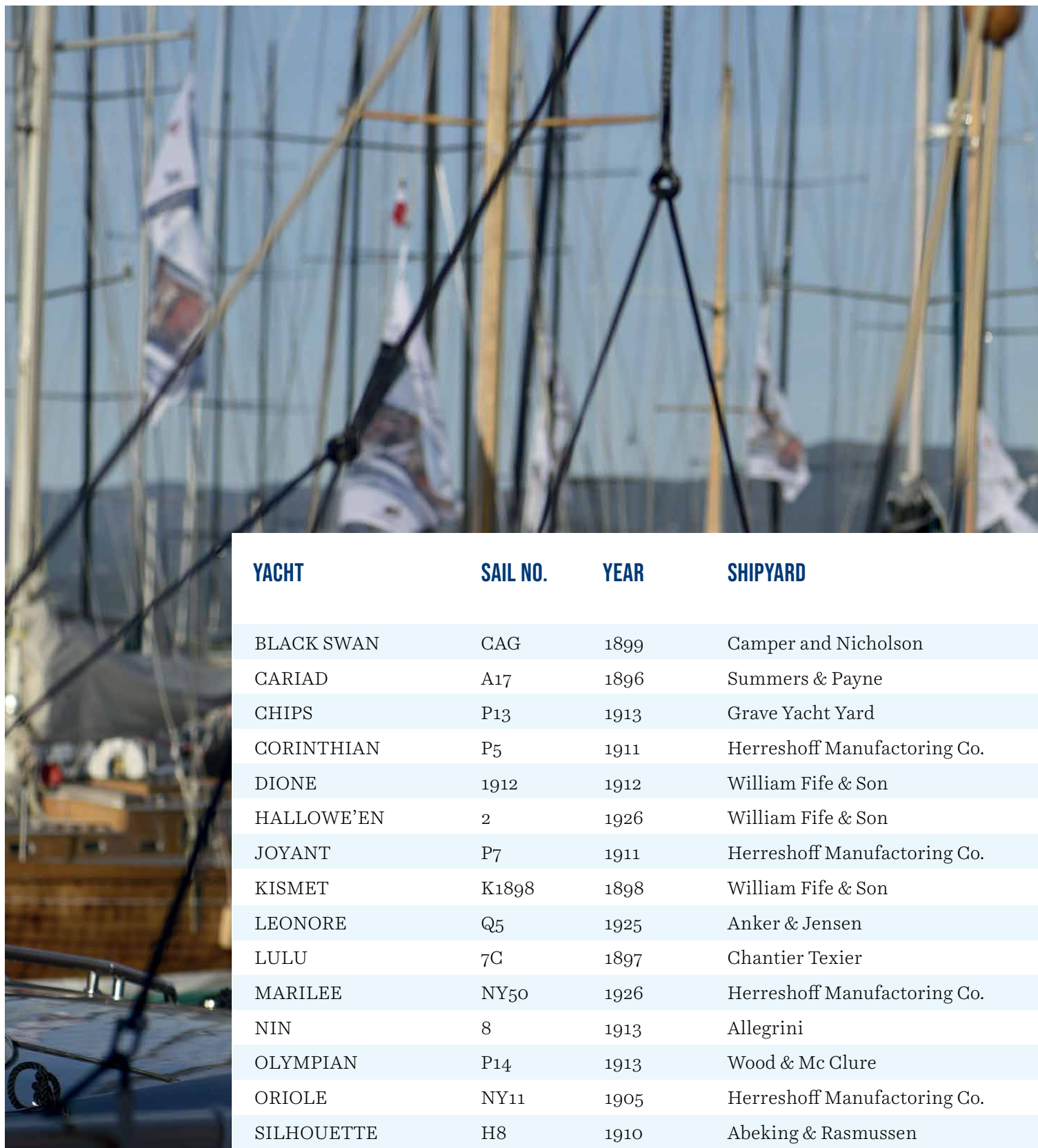


sknife 
swiss knife

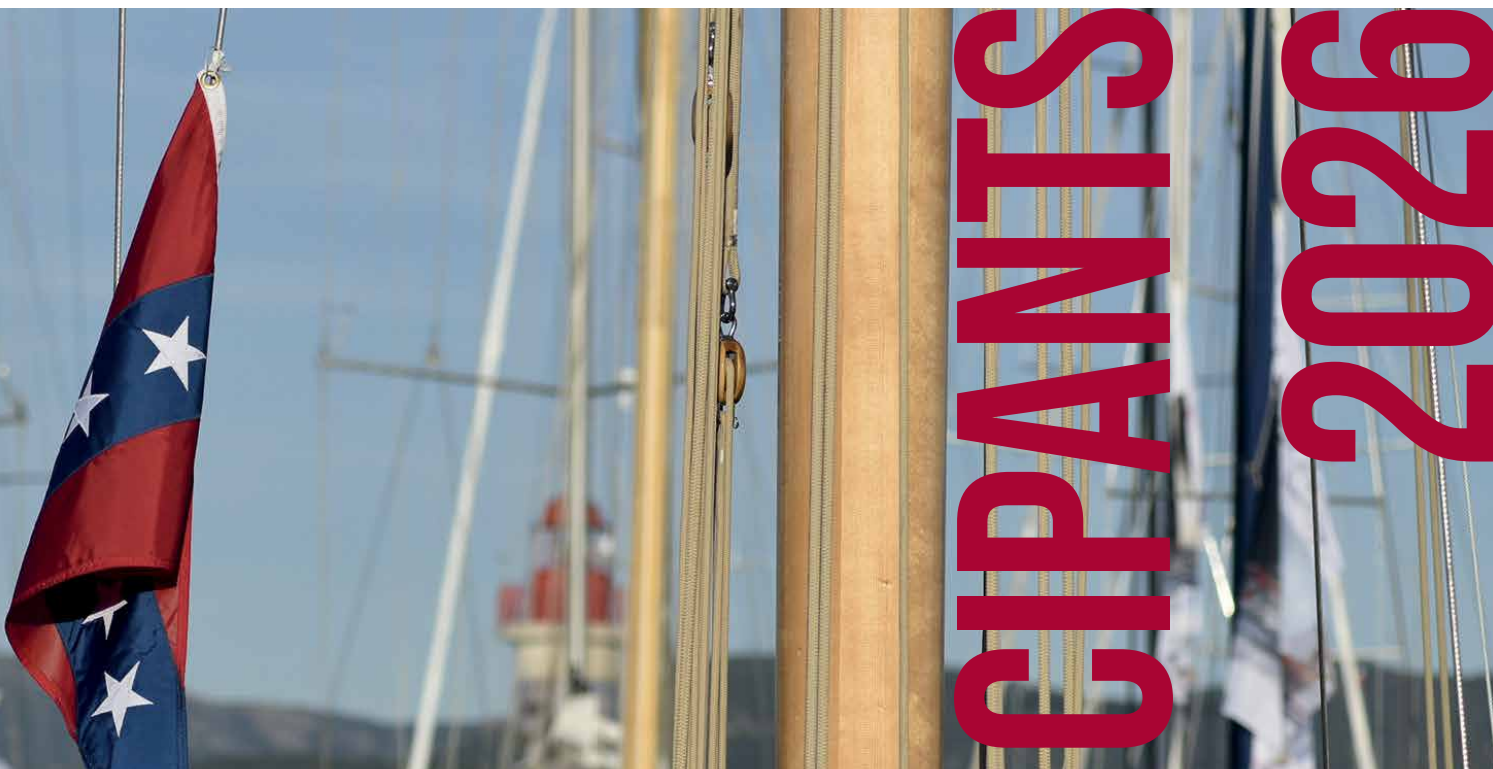
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for the Hotel du Cap in
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YACHT	SAIL NO.	YEAR	SHIPYARD
BLACK SWAN	CAG	1899	Camper and Nicholson
CARIAD	A17	1896	Summers & Payne
CHIPS	P13	1913	Grave Yacht Yard
CORINTHIAN	P5	1911	Herreshoff Manufacturing Co.
DIONE	1912	1912	William Fife & Son
HALLOWE'EN	2	1926	William Fife & Son
JOYANT	P7	1911	Herreshoff Manufacturing Co.
KISMET	K1898	1898	William Fife & Son
LEONORE	Q5	1925	Anker & Jensen
LULU	7C	1897	Chantier Texier
MARILEE	NY50	1926	Herreshoff Manufacturing Co.
NIN	8	1913	Allegrini
OLYMPIAN	P14	1913	Wood & Mc Clure
ORIOLE	NY11	1905	Herreshoff Manufacturing Co.
SILHOUETTE	H8	1910	Abeking & Rasmussen
SKY	9	1890	Thetis Ware
SUMURUN	14	1914	William Fife & Son
THEA	D1	1918	William Fife & Son
TUIGA	D3	1909	William Fife & Son
VERONIQUE	CAG41	1907	A.R.LUKE



THE PARTICIPANTS 2026

NAVAL ARCHITECT	SAILING RIG
Charles Ernest Nicholson	Gaff Ketch
Arthur Payne	Gaff Ketch
W. Starling Burgess	Gaff Cutter
Nathaniel Green Herreshoff	Gaff Cutter
William Fife	Bermudian Yawl
William Fife III	Bermudian Cutter
Nathaniel Green Herreshoff	Gaff Cutter
William Fife	Gaff Cutter
Johan Anker	Sloop
Thomas Rabot d'après Caillebotte	Gaff Cutter
Nathaniel Green Herreshoff	Gaff Cutter
Jean Quernel	Gaff Cutter
William Gardner	Gaff Cutter
Nathaniel Green Herreshoff	Gaff Cutter
William Fife III	Gaff Cutter
Thetis Ware	Ketch
William Fife III	Bermudian Ketch
Johan Anker	Bermudian Sloop
William Fife III	Gaff Cutter
A.R.LUKE	Gaff Yawl

Status 9th September 2026

THE PARTICIPANTS



Tuiga



Black Swan



Cariad



Chips



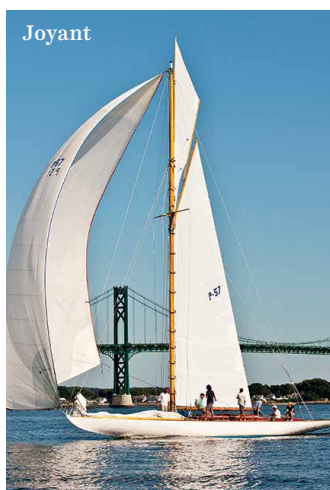
Corinthian



Dione



Hallowe'en



Joyant



Leonore



Kismet



Lulu



Marilee



Nin



Olympian



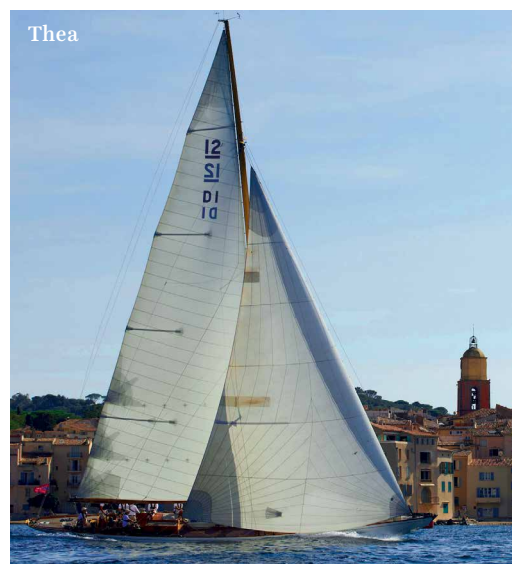
Oriole



Silhouette



Sky



Thea



Sumurun



Veronique



THE WINNERS



2025

On Thursday, 18 centenarian yachts took part in the 14th edition of the Gstaad Yacht Club Centenary Trophy, organized by the Gstaad Yacht Club in collaboration with the Société Nautique de Saint-Tropez.

After completing a 9-nautical-mile course in a light easterly breeze, Leonore claimed victory in her first-ever participation, succeeding last year's winner, Oriole. Olympian and Mariska completed the podium after a tightly contested race all the way to the finish line. Starting 7th, Leonore gradually made her way through the fleet, overtaking competitors one by one. First to round the red buoy ahead of the P-Class yachts Olympian (1913) and Corinthian (1911), the 49-foot Q-Class yacht, designed by Norwegian naval architect Johan Anker and launched in 1925, held onto her lead in a strong tactical performance. Marking her debut at the Centenary Trophy, Leonore, celebrating her 100th anniversary, claimed a remarkable victory.



WINNER OF THE CENTENARY TROPHY

2025	LEONORE (1925)
2024	ORIOLE (1905)
2023	SPARTAN (1913)
2022	KISMET (1898)
2021	OLYMPIAN (1913)
2019	OLYMPIAN (1913)
2018	TILLY XV (1912)
2017	TILLY XV (1912)
2016	SPARTAN (1913)
2015	ORIOLE (1905)
2014	OLYMPIAN (1913)
2013	DUE TO BAD WEATHER CONDITIONS THE REGATTA TOOK NOT PLACE
2012	MARIGOLD (1892)
2011	BONAFIDE (1899)

2024

Competition resumed on the water Thursday, October 3rd, following a “Swiss Night” organized at the Place des Lices by the Gstaad Yacht Club, in a festive and convivial atmosphere. Twenty centennial sailboats participated in the 13th edition of the Gstaad Yacht Club Centenary Trophy. The race took place in approximately ten knots of wind under beautiful summer sunshine. The winner was Oriole (1905), the first to cross the finish line in front of the Portalet Tower. The Herreshoff-designed boat triumphed ahead of the 10-Metre JI gaff-rigged Marga (1910) and the P Class Olympian (1913), rounding out the podium.

2023

On the leg back to Saint Tropez, the leading pack made of the the three P Class and the NY50 Spartan was able to get the better of the conditions and quickly reach the area off the breakwater and the finish line. In a light air of 5 to 6 knots, slowly but constantly building up to reach 10 knots, the centenarians headed to the turning mark and smaller boats were overtaken by the bigger ones. In an incredibly close fought finale, it was American flagged Spartan to claim the first place, her second win after the 2016 edition, with Olympian coming in second, and Chips in third.

THE GYC CENTENARY TROPHY MAGAZINE

www.gyccentenarytrophy.com



THE YACHT

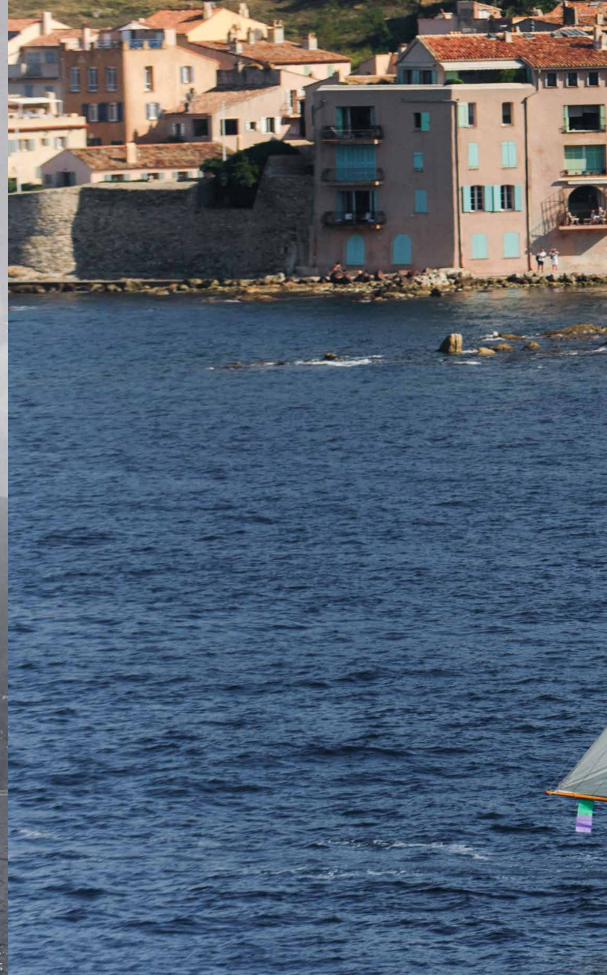


Bona Fide



James Robinson Taylor

Probably the most famous surviving yacht built to the Godinet formula is the 5-tonne yacht 'Bona Fide', designed by Charles Sibbick in 1898. For many years, she was regarded as unbeatable in the classic regatta scene, particularly in light winds. As the first winner of the 2011 Centenary Trophy, she, too, has a story to tell of glory, decline and restoration.



The 'Bona Fide' is the result of a futuristic design by the Englishman Charles Sibbick, who conceived her for regattas – with simple lines for the hull and a long, slender centreboard featuring a futuristic-looking torpedo-like section, as well as a hanging rudder. Sibbick designed and built her in 1899 at his shipyard in Cowes with a view to regattas across the English Channel, adapted to the Jauge Nationale Française. After taking over the Albert Yard shipyard in Cowes on the Isle of Wight in 1888, he established a solid reputation not only in England but also in America and Scandinavia. In 24 years, he built no fewer than three hundred yachts. One of his most important clients was Prince George, later King George V.

THE FIRST OWNER

John Howard Taylor worked as a stockbroker in London and initially emigrated to South Africa before moving to Western Australia in 1890. He followed a gold rush in the Ashburton Shire, worked briefly as a farmer, and then returned to his former profession as a stockbroker. In the early months of 1900, his 'Bona Fide' was transported to Honfleur in France and then by rail to the Côte d'Azur to be refitted

in Beaulieu. In the Mediterranean, she enjoyed remarkable success in regattas: 15 wins and 6 second-place finishes in 25 races. In May of the same year, she was transported by rail to Meulan, near Paris, as the Olympic Games were taking place there, at which sailing was included as a sport for the first time. Due to customs issues, the 'Bona Fide' arrived late and was therefore unable to take part in the first race, but in the next race she crossed the finish line first and became Olympic champion in the 3-10-tonne class. Whilst he was in France, Taylor sold the Bona Fide to the Italian Giovanni Brambilla. The 'Bona Fide' was moved to Lake Como and, naturally, continued to win at local regattas, almost always in first place. It took around fifteen years before Brambilla passed her on, after the First World War, to his nephew, Count Giovanni Lanza di Mazzarino, who moved her to Lake Maggiore and used her as a pleasure craft. It was not until 1937 that we find her competing in a few regattas again. In 1962, she was sold to the brothers Jacopo and Cesare Pellegrini and returned to Lake Como. They decided to replace the old-fashioned gaff rig with a more modern Bermuda rig (Marconi). Modifications were made to



the cockpit; the long tiller was replaced by a steering wheel; preparations were made to install an outboard motor; the hull was made lighter by reducing the sail area; and further adjustments were made to comply with current regulations. The work was entrusted to the Cantieri Mostes shipyard. This was followed by years of neglect, decay and obscurity.

REBIRTH UNDER A NEW OWNER

Now the current owner enters the picture. In 1999, Giuseppe Giordano was looking for a different sort of boat; he wanted one with a gaff sail and 'retro' rigging. The notary, who also owned a another beautiful classic yacht, came across references to a mysterious hull lying at a shipyard near Como. The Bona Fide was on the verge of collapse, in a pitiful state, yet her lines – still harmonious despite the decay – enchanted him. She had to be saved! The question now was whether to build a replica or to restore her. Giordano courageously opted for the latter. Very slowly – a process that took a good three years – the hull regained its original shape. A subsequent expedition to Como made it possible to track down numerous fittings, some of which were reused whilst others were faithfully reproduced.

BACK IN REGATTA RACING!

On 19th June 2003, after exactly a century of absence, the Bona Fide triumphantly returned to the sea. And she continued her astonishing winning streak unbroken. It would take too long to list all her successes. As well as winning the 'Panerai Classic Yacht Challenge' International Mediterranean Championship in 2004 and again in 2009, the Bona Fide also won the 1st GYC Centenary Trophy in 2011.

BONA FIDE

Designer
Builder
Yacht Type
Year
Hull Length
Waterline length
Beam
Draft
Sail area
Displacement

Charles Sibbick
Charles Sibbick & Co
Gaff Cutter
1899
13.60 m
8.90 m
2.57 m
1.86 m
146.0 m²
11.40 t

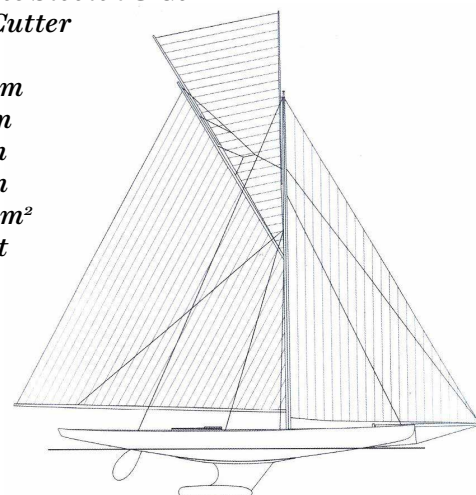


Illustration: François Chevalier

THE FRIEND

Germán Frers



At the age of six, he was allowed to sail alongside his father on the family yacht, the Fjord III. And even whilst still at school, he worked as a draughtsman in his father's design office. In 1958, he designed his first 10-metre racing yacht. In 1965, he moved to New York to join the yacht design firm Sparkman & Stephens (S&S). During his three-year tenure there, he rose through the ranks to become chief designer and designed a series of models that later became classics in their respective yacht classes.

In 1968, Germán Frers left S&S, continuing to live and work in New York whilst designing yachts for American clients. In 1970, he returned to Buenos Aires to rejoin his father's design office. With the yacht Matrero, his first design following his return, he enjoyed great success with the Argentine team at the Admiral's Cup in English waters off Cowes in 1971. His design, the American yacht Scaramouche, then went on to win the winter regattas in Florida (USA)

and secured four victories in the Onion Patch Trophy, the American equivalent of the European Admiral's Cup. It was with this design that Germán Frers made his international breakthrough. In 1989, Germán Frers moved to Italy to lead the Moro di Venezia design team for the 27th America's Cup challenge. Il Moro di Venezia V won the Louis Vuitton Cup in the final against New Zealand, thereby becoming the first European yacht since 1934 to earn the right to challenge for the America's Cup.

DESIGN BY FATHER & SON

Following his experiences in the America's Cup, Frers opened his own design office in Italy, headed by his son Germán "Mani" Frers Junior, in order to better meet the demands of the European market in cooperation with the offices in Spain and Argentina. For more than 40 years, Germán has been responsible for the yacht architecture of some of the world's most prestigious production sailing yachts, including long-standing



Carlo Borlenghi

collaborations with Hallberg-Rassy, Wally Yachts and Nautor Swan, and more recently Sirena Yachts. The Frers Yacht Design studio has produced not only successful sailing yachts, but also large motor yachts up to 85 metres in length, such as the Pacific, built by Lürssen in 2010.

Frers is particularly proud of two passion projects involving classic yachts. The first is the complete restoration of Sonny, a yacht designed by his father and built in 1935 at the family shipyard. Another yacht with a remarkable history is the 'Recluta'. During a regatta between Buenos Aires and Mar del Plata, the 20-metre yacht ran aground in the shallow waters off Cape San Antonio. The owner wanted to have the yacht rebuilt at the Frers shipyard, but the Second World War put a stop to those plans. The new plans for Recluta, drawn up by Frers Senior, were filed away and fell into oblivion. But Germán Frers remembered the picture of Recluta hanging on the wall of the shipyard hall. And so he set to work. Based on the original plans, Recluta was gently adapted to modern standards of comfort and completed by skilled boatbuilders. His daughter Zelmira documented this special family project with her camera. As an architect and creative director,



Zelmira combines her grandfather's legacy (whom she never met) with her father's passion and precision to capture the story of the Recluta in a book of

"I am pleased to see my son do so well in the business too... but if he thinks his old man is going to fade away and stop drawing yachts he will be disappointed!"

historical and emotional value. Both Germán and Mani will continue to run their independent practices and work with private clients on bespoke sailing yachts, superyachts and innovative engineering projects. For Mani, this includes, amongst a number of other projects, the 85-metre New World Sloop, which is currently under construction at Royal Huisman.

www.germanfrers.net
www.frers.design
swanclassicbyfrers.org



THANK YOU

The Gstaad Yacht Club thanks its corporate, product, event and private partners and supporters as well as the GYC club members for their contribution to the Club and the 15th Centenary Trophy events 2026. We are looking forward to welcoming you again next year when we celebrate 16 years of this occasion by the sea.

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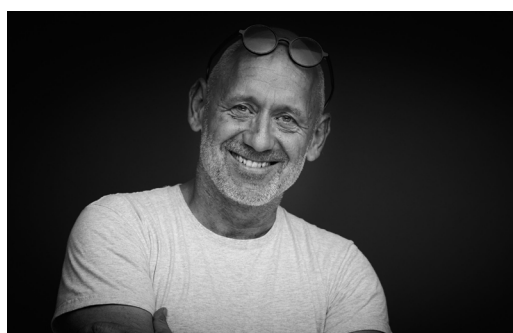
THE PHOTO



“

Windhover, Centenary Trophy 2018

In fourteen years of the Centenary Trophy we have seen every kind of weather, but the 2018 edition remain a remarkable edition. Strong sea breeze, blue sky, and soft three meter waves rolling in outside the bay of Saint Tropez. Windhover, built in 1904, crashing through the waves, built in Southampton as Waterlily, with a gaff ketch rig. In 1931 Lloyd's Register confirms the change to her present Bermudian/Marconi rig and current name, Windhover. In 2016 she suffered mast damage. Seeing her race in these conditions, only two years later, is a real pleasure.



JÜRIG KAUFMANN

Jürg Kaufmann is a Swiss corporate and fine art photographer based in Zurich, where he operates his own studio and gallery. Nature, with its vast seas and towering mountains, inspires Jürg's work. His unique style accentuates emotions, whether it's capturing personalities from the business and sports sectors, design objects, yachts, or mesmerising landscapes. www.juergkaufmann.com

THE HARBOUR



The Pointus of Saint-Tropez

In Saint-Tropez, size has never been everything. Alongside gleaming super-yachts, elegant classics and some of the most celebrated sailing yachts in the world, a very different kind of boat still belongs to the harbour: the pointu. Small, colourful, modest and unmistakably Mediterranean, these traditional wooden fishing boats are among the most authentic symbols of old Saint-Tropez.

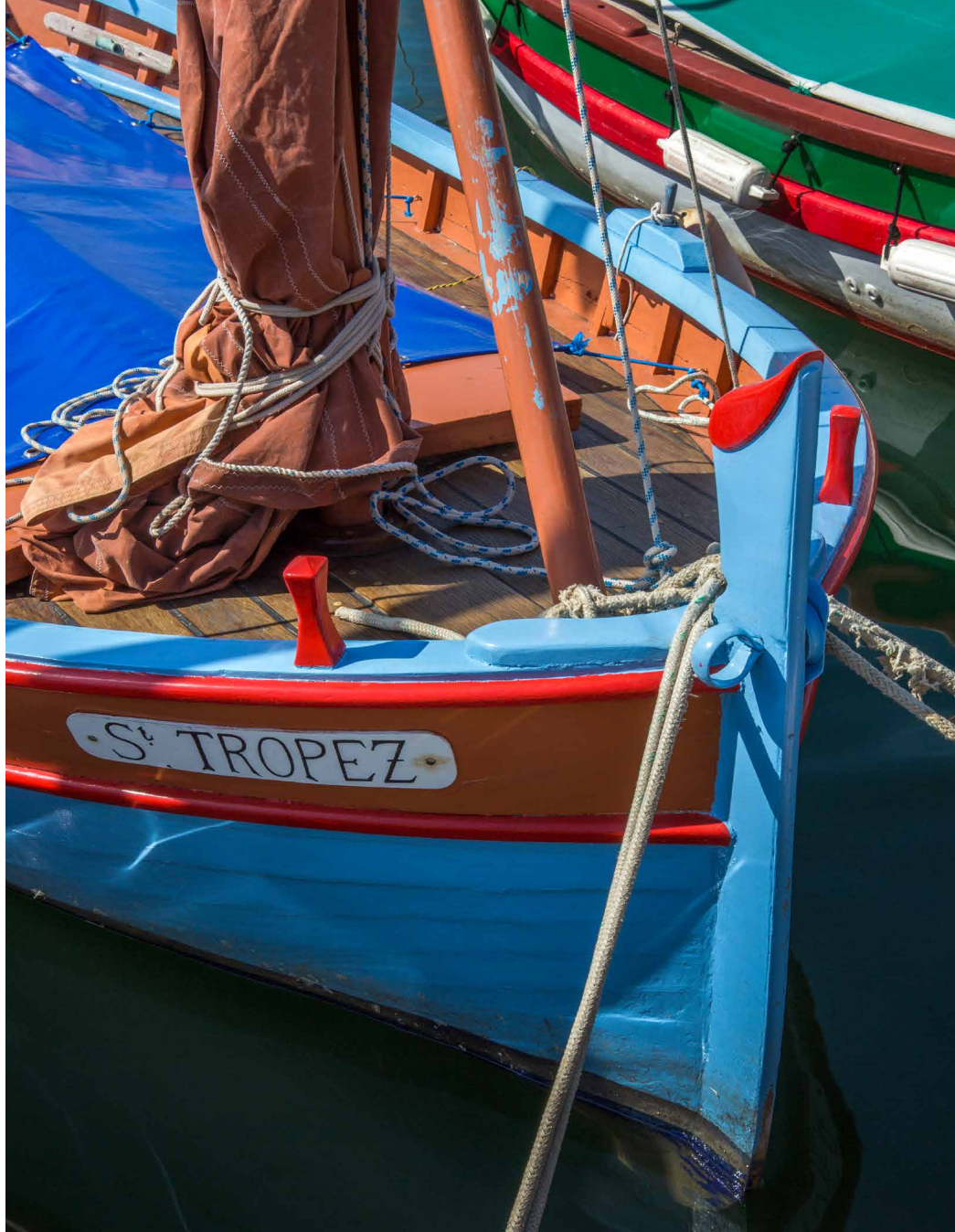
The contrast could hardly be greater. During the great regattas, hundred-year-old yachts arrive under towering rigs, their varnished hulls polished to perfection. A few metres away, the pointus lie quietly against the quay. No carbon, no hydraulics, no racing pedigree. Just timber, paint, rope – and generations of maritime history.



BOATS BUILT FOR WORK

The pointu was never conceived as an object of beauty. It became beautiful because it was useful. Its name refers to the characteristic pointed shape of the bow, while its rounded hull and stable form were perfectly suited to the short, often steep Mediterranean chop. For generations, boats of this type carried fishermen out before dawn and brought their catch back to the quays of Provence.

Saint-Tropez itself was once very much a working maritime town. The Pesquière, in today's Ponche district, was for centuries where the pointus were moored, fish landed and cotton nets spread out to dry. It is a world easily forgotten amid the mythology of modern Saint-Tropez. Long before cinema stars, beach clubs and champagne entered the story, there were fishermen.



MEDITERRANEAN COLOURS

Perhaps that is also why the pointus look so appealing today. They were never anonymous working boats. Owners painted them in blues, reds, greens and yellows and gave them names. Each acquired its own personality. Traditionally, many carried the lateen sail, the great triangular sail that for centuries defined the silhouette of Mediterranean working craft. Today some pointus are motorised, others preserved as historic boats, but collectively they still form a living link with an older seafaring culture. Saint-Tropez continues to celebrate that heritage.

Traditional pointus still take part in the annual festivities honouring Saint Peter, patron saint of fishermen and seafarers, when boats are blessed before heading towards the Pesqui re accompanied by Proven al music and local traditions. The ceremony was celebrated again in 2026. Preserving these boats sometimes requires considerable effort. One emblematic Saint-Tropez pointu, Olivier, built in the 1930s and regarded as one of the last of its kind constructed locally, became the model for a meticulous reconstruction project intended to preserve the knowledge behind its traditional construction.

Different boats, same sea



And this is where the little pointu suddenly has something in common with the magnificent yachts competing for the Centenary Trophy. Both belong to a culture in which boats were built to last. Their purposes could hardly have been more different. One was designed to bring home fish; another to cross oceans or win races. One might measure only a few metres, the other several times that length. Yet both depend on good design, craftsmanship and generations of accumulated knowledge. Perhaps that is why the pointus do not look out of place beside Saint-Tropez's grand yachts at all. They simply tell another part of the same story. The City of Saint-Tropez itself describes its famous harbour through precisely this juxtaposition: thoroughbred racing yachts, large pleasure yachts and offshore craft – and, at the end of the quay, the traditional pointus waiting to head back to sea at dawn. During the Centenary Trophy, some of the world's most beautiful old yachts will once again remind us that maritime heritage deserves to be preserved. The little boats tied quietly to the quay have been making the same argument for generations.

IMPRESSUM

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THE JUBILEE

Comité International de la Méditerranée

Another Centenarian!

Since its first race in 1927, which was won by Moonbeam III, the CIM has organised numerous offshore regattas, thereby contributing to the successful growth of sailing in the Mediterranean. Following a war-related hiatus, the three founding clubs decided in 1950 to revive the CIM, and on 15th January 1951 it was re-established with the involvement of the national sailing federations of France, Italy and Spain. Shortly afterwards, the Yacht Club de Monaco (1953) and the Royal Malta Yacht Club (1835) joined the federation, and the five clubs were recognised as founding members.

With the introduction of new ratings systems such as the CHS and the IMS, the CIM lost its leading role over the course of three-quarters of a century. Consequently, in the second half of the 1990s, it was decided to transform the CIM into an international organisation dedicated to the burgeoning world of classic yachts. A CIM commission, comprising the five founding clubs and senior representatives of the classic yacht associations in their respective countries

(AFYT in France, AIVE in Italy, AMBC in Monaco, RANC in Spain) as well as the five national sailing federations, developed the first comprehensive classification and handicap system designed specifically for classic yachts.

One hundred years after its foundation, a new president is leading the CIM into the future. Gigi Rolandi took over the presidency of the Comité International de la Méditerranée in 2026, the very year of its centenary – a coincidence he regards less as an honour than as a responsibility. A world-renowned physicist who spent much of his career leading major international projects at CERN, he is also, together with his wife Ariella, owner of the classic yacht Crivizza. That dual background – scientific rigour and hands-on experience as a sailor – runs through his entire vision for the CIM.

We wish the new president, his executive committee and the members fair winds and ongoing seas at all times!

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THE NATURE

FOR A WORLD IN BALANCE





The mission of the Mirpuri Foundation is ambitious, but refreshingly clear: to help create a world in which people can prosper in harmony with nature.

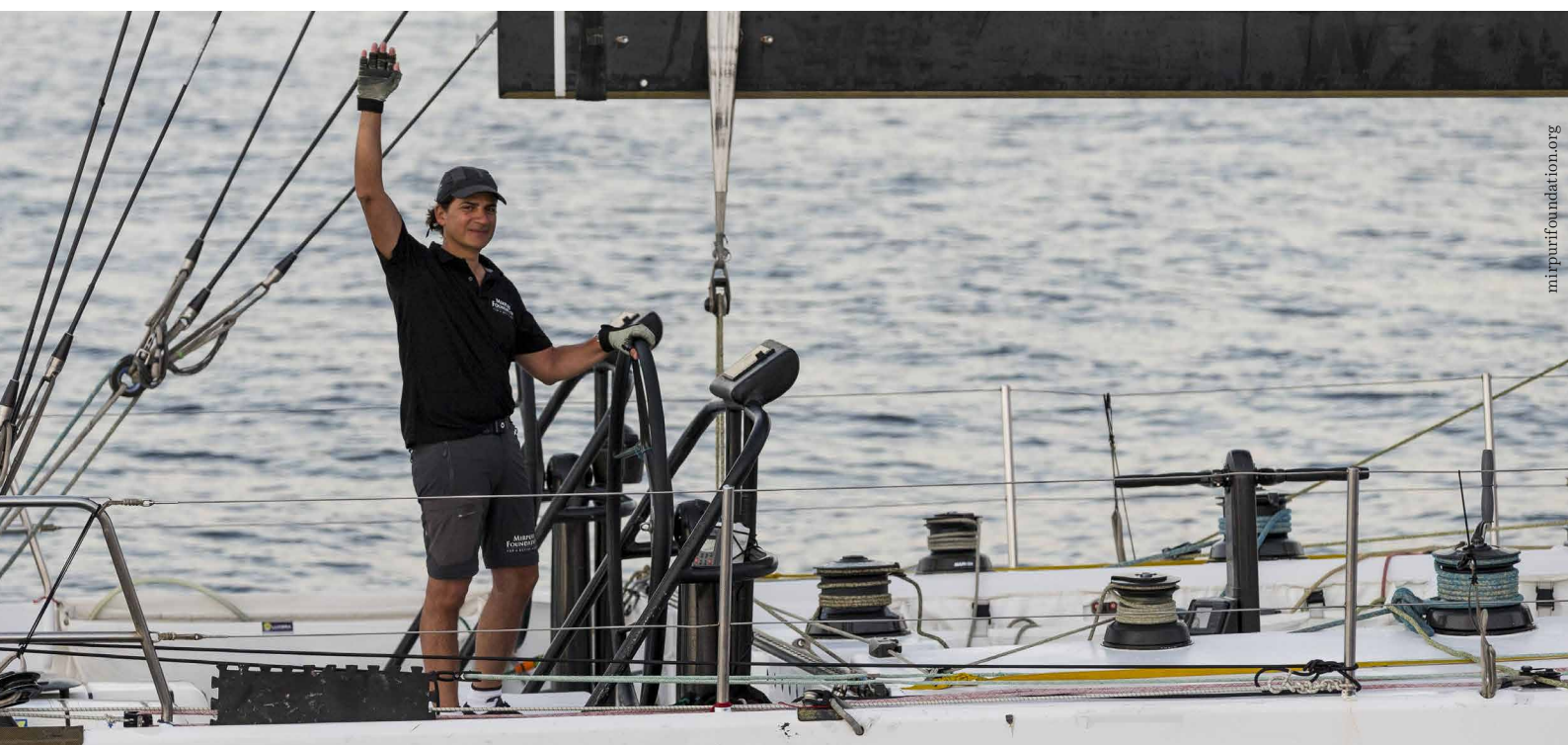
Founded as an international non-profit organisation, the Foundation supports projects in marine and wildlife conservation, medical and aerospace research, social responsibility and the arts. At the heart of its work lies the conviction that the major challenges facing our planet cannot be solved in isolation. Science, business, governments and individuals all have a role to play – and sustainability must become part of the way we think and act.

Nature conservation is therefore much more than one programme among many. The oceans in particular have become a central focus. Through research projects, educational initiatives, conservation campaigns and events such as the Mirpuri Foundation Sailing Trophy, the Foundation connects the world of sailing with a broader message: enjoying the sea also means accepting responsibility for its future.

Behind this philosophy stood Paulo Mirpuri, founder and first President of the Foundation. A medical doctor, aviation entrepreneur, sailor, adventurer and philanthropist, Mirpuri combined an unusually broad range of interests with a deep curiosity about the natural world. He supported scientific expeditions from the Caucasus to Antarctica, marine and wildlife conservation projects, medical research and cultural institutions. Sailing remained one of his great passions throughout his life.

Paulo Mirpuri passed away in May 2026 at the age of 59. As a member of the Gstaad Yacht Club, he was part of a community that shares many of the values that shaped his work: international friendship, a passion for sailing and an awareness that the natural environments in which we pursue our sport deserve our protection. His Foundation continues that mission. Perhaps Paulo Mirpuri expressed it best himself: progress needs a new balance with sustainability. A simple thought – and an increasingly important one.

mirpurifoundation.org





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