



Giberto Borromeo, primo presidente del V.Y.C

## Triumphs in Sailing and Powerboating

The history of the Verbano Yacht Club, one of the oldest nautical clubs in Italy, began in 1895, when a number of aristocrats, professionals and entrepreneurs, sailing enthusiasts, set up a society to “develop on Lake Maggiore, Lake Orta and surrounding lakes the taste for Yachting, by means of regattas, cruises...”. The first race is held in September 1895 and six boats of the founders participate.

The Club, based at the Grand Hôtel des Iles Borromées, obtained the high patronage of Umberto I in 1896, allowing it to add the royal crown in the guidon (flag) of the coat of arms and to use the title of “Regio”. Among the members of Honor it boasts the Duchess of Genoa, a distinguished vacationer in Stresa and mother-in-law of the sovereign.

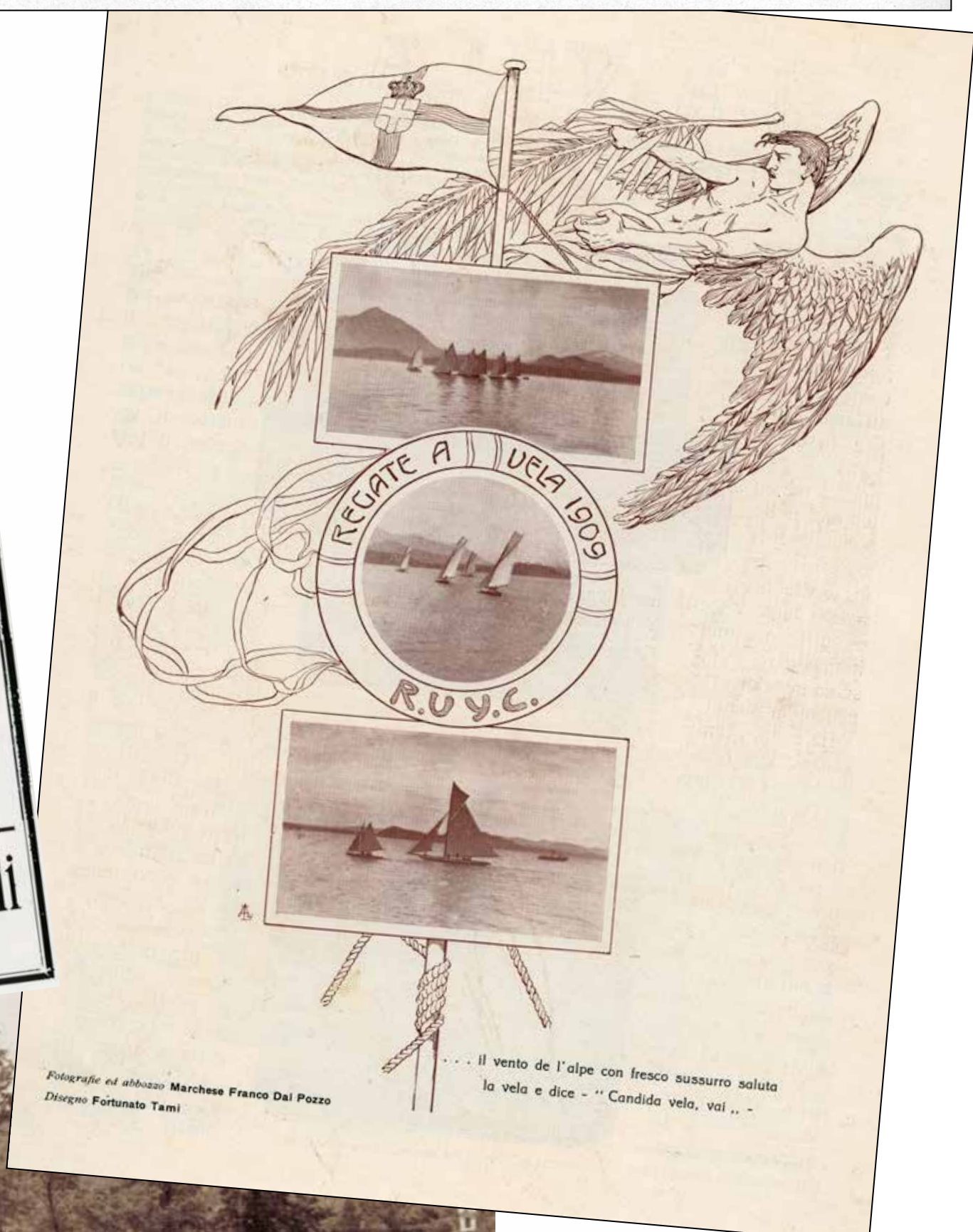
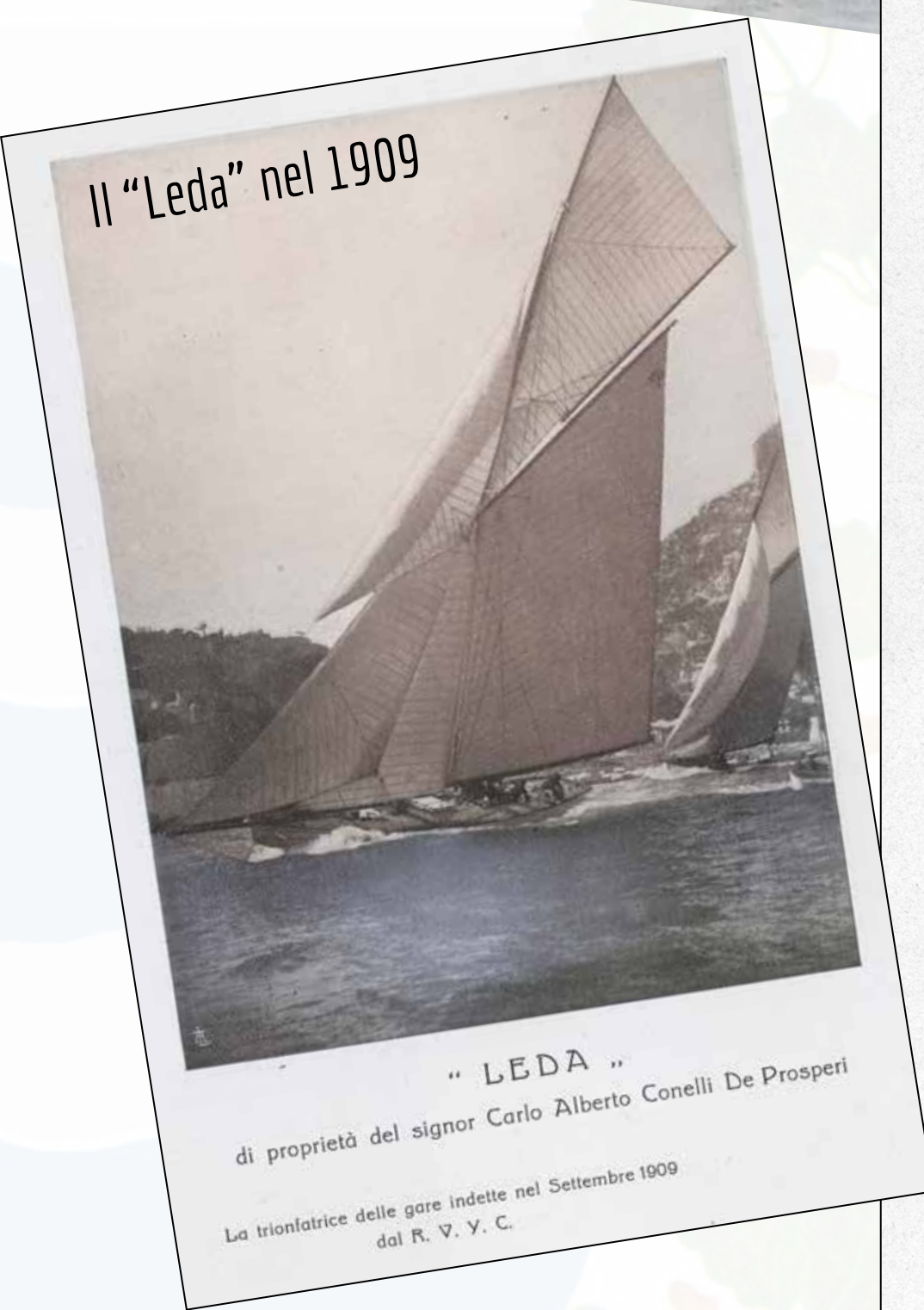
Verbano’s activities, which are always followed by the press, are immediately very intense: regattas, in which various types of yachts compete, are held in several locations around the lake, so as to spread the love of sailing, and each event is an occasion for celebration. In a short time the club grows and establishes itself in the world of competitions, from the Verbano Cup and the Coppa dei Laghi (Lake Como with the Regio Regate Club Lariano) to national and international regattas in the Mediterranean.

In 1898-1899 the club promoted, with the Como Club, the construction of “inexpensive, insubmersible and irremovable monotype yachts”, nearly seven meters long, for new racing classes. Also at the forefront of motor boating, in September 1903 the Verbano organized in Stresa the first race in Italy of “auto-canotti” or “lance automobiles”, in which FIAT made its appearance. In 1906, when the opening of the Simplon railway tunnel was celebrated, it was “FIAT XIII”, with a hull from the Taroni Shipyards in Stresa, that won the “Coppa Reale” on the lake, in an international race of over 100 km.

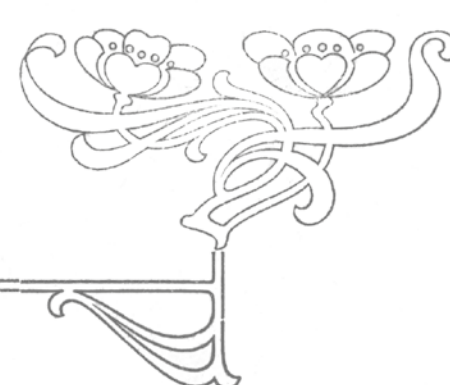
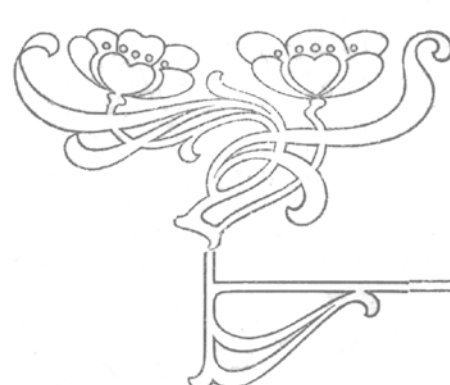
Suspended during World War I, competitions would resume in the 1920s, and in the decade 1930-1940, the Verbano would experience its most prestigious period. In addition to the construction of its own headquarters on the Lido di Carciano in 1933, it would triumph in national and international races, with experienced and daring drivers setting speed records. The challenging Pavia-Venice race will often see them compete with grandiose results.



Dal periodico “La Vedetta” del 1895



La campionessa Pina Capè, sul suo motoscafo “Pina III”



English

