



TO: ALL LIPTON TEAMS, OFFICIALS AND GUESTS

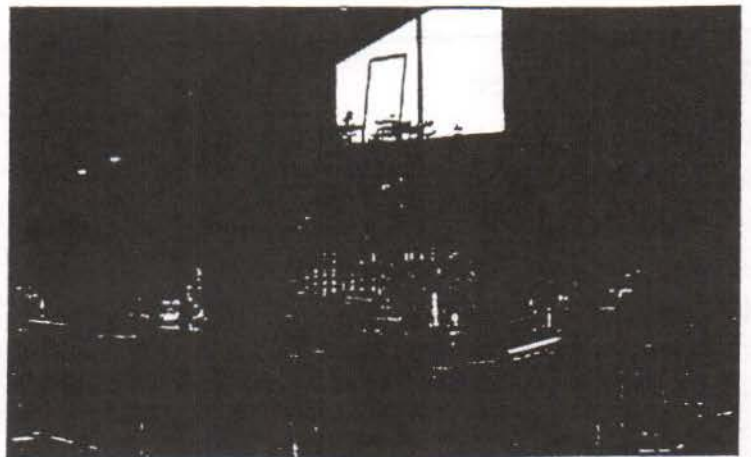
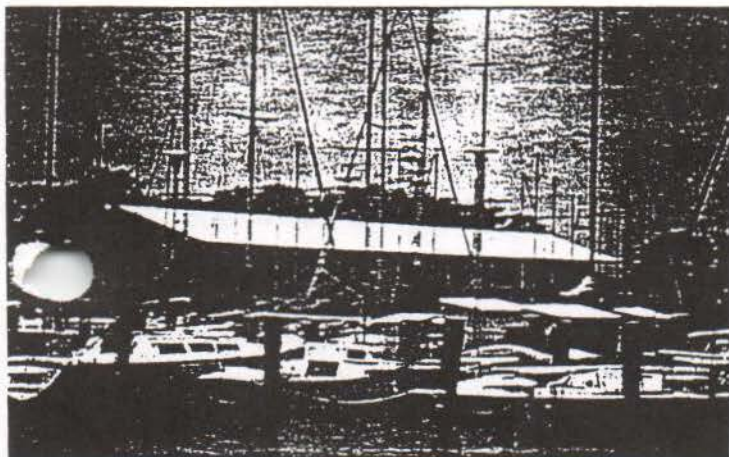
On behalf of the Flag Officers, Board of Directors, and members of the New Orleans Yacht Club, I would like to welcome you to the 78th Sir Thomas Lipton Cup Challenge.

We at NOYC have worked very hard over a matter of months to fulfill our primary job of putting on a topflight racing event and attempting to provide entertainment for all at this important annual regatta. At this point I would like to thank all of the individuals who have come forth with time and expertise toward NOYC hosting this event. We believe that with their help, our sponsors and some of our sister GYA clubs that this event will be one of the finest in the history of the Liptons.

This historic regatta allows us to renew old friendships, make new ones and feel the Corinthian spirit of competitive sailing. We hope that you will enjoy the many types of entertainment, food, drinks and company. Please enjoy and utilize our facility as you would your own.

Sincerely,

Robert E. Ruppel, Jr.
Commodore



The Racing Rules of Sailing

By Walter G. Chamberlain

The 1997 GYA Championship for the Lipton Trophy will be sailed under a set of rules with quite a few new twists. The '97 - 2000 rule book is the result of a large project to completely re-write the rules of this sport and make them simpler to understand. Whether or not simplification was achieved, competitors need to be familiar with the layout of the totally rearranged rule book and keep in mind some rather important changes.

For instance, under the current rules there is no more "mast abeam". Also, the definition of "tacking" is gone - boats are always on one tack or the other. But the concept of staying clear while changing tacks is still embodied in new rule 13. Windward/leeward situations are governed by rule 16, which requires a right-of-way boat, when she changes course, to "initially give the other boat 'room' to 'keep clear ...'". Luffing before the start and after the start are now governed by the same rules. There are two new definitions that are extremely important for the understanding of most of the right-of-way rules - the definition of "keep clear" and the definition of "room". There is also a more stringent concept

about avoiding contact contained in rule 14.

There are many other changes in the new rules and it is hoped that the competitors in this prestigious event have studied the new rules and perhaps attended one seminar. The rules define the game, just as in any other sport, and it's tough to play any game well without knowing the rules. In sailing, the rules define right-of-way, and what competitors may do to win.

One important concept has not changed under the new rules. Page 2 of the new book contains this statement: "Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty or retire". This concept is very important. When competitors compete in accordance with this statement, the sport is better off and the competition is more fun. That's really the object - to enjoy the many challenges this unique sport presents.

Good Luck and Good Sailing!

Acknowledgements

NOYC would like to thank SYC Commodore Phil James and past SYC Commodore Oliver Counce for their kind help on this program. They allowed me to go through 70 to 80 years of SYC and GYA history and take past programs and irreplaceable photographs to the printer so that you could share in this yachting history. The Rathbone De Buys story was copied in its entirety from the original typewritten copy in their files and even though it is long we could not bring ourselves to edit it. This man was certainly a character. If it were not for Flo Scheib and her wonderful history of the GYA and SYC we all would have lost a lot of our background forever. We thank her for allowing us to use her fantastic stories

throughout this book. Walter Chamberlain took time out of his busy schedule to write an article about the new rules and the Lipton Regatta and we really thank him. Our own Nautilus Editor, Jerry Maillian came through with short topics for this endeavor. As usual our fantastic Manager Debbie David helped us out tremendously. Finally, members Doug and Connie Casey at Kwik Kopy in Kenner put up with all of our delays and problems and still turned out the most beautiful Lipton program that I have seen....of course I am the editor so I have an attitude.

Hope you have a great time!
Mike Howell

Race Committee

Tom Baker, RC Chairman, New Orleans Yacht Club
Stewart Barnett, Principle Race Officer,
Southern Yacht Club
Tom Batty, Principle Race Officer, Mobile Yacht Club
Hal Pickering, Principle Race Officer,
Pensacola Beach Yacht Club

Judges

Cal Jones, Chief Judge, Fort Walton Yacht Club
Marshall Brown, Judge, Fort Walton Yacht Club
Peter Morrill, Judge, Bay-Waveland Yacht Club
Bobby Bailey, Judge, Gulfport Yacht Club
Norton Brooker, Alternate Judge, Mobile Yacht Club



François D. Vaillant
Vice-Commodore
Gulf Yachting Association



Robert J. Bailey
Rear-Commodore
Gulf Yachting Association



Robert Mace
Immediate Past-Commodore
Gulf Yachting Association



Flora Scheib
Secretary-Treasurer Emeritus
Gulf Yachting Association



Terry Dees-Kolenich
Secretary-Treasurer
Gulf Yachting Association

Founding of The Gulf Yachting Association

At a banquet given by Commodore Percy Benedict honoring the winners of the first Lipton regatta, the Pensacola Yacht Club, the Commodore presented a proposal for the forming of a yachting association of all yacht clubs on the Gulf Coast along with the same principles laid down by the Southern Gulf Coast Yachting Association, the parent organization organized in 1901, which had ceased to function before World War I. The idea was received with much enthusiasm.

Not since the founding of the Southern Yacht Club had there

been greater stimulus to the sport of yachting along the Southern rim of the United States than the coming of the Fish Class and the founding of the Gulf Yachting Association. Commodore Benedict's proposal had sensational appeal. A meeting was called in Mobile on November 13, 1920 with Commodore Ed. Overton of the Eastern Shore Yacht Club as host at the famous old Battle House hotel. Invitations were extended to the Houston, Southern, Biloxi, Eastern Shore, and Pensacola Yacht Clubs, and these were enthusiastically received.

— Flora K. Scheib



August 30, 1997



TO: ALL LIPTON PARTICIPANTS,
OFFICIALS AND GUESTS

On behalf of the Flag Officers, the Board of Directors, and Member Clubs of the Gulf Yachting Association, it is my honor and pleasure to welcome each of you to the 78th gathering for the Sir Thomas Lipton Challenge Cup.

This Lipton Regatta again affords all of our friends across the breadth of the Gulf Yachting Association to renew old acquaintances and make new friends. The New Orleans Yacht Club, our host, has pulled out all of the stops in planning for this great weekend. I am assured that everything is ready for your enjoyment shore side. While Mother Nature ultimately holds the key to the success of everyone's efforts on Lake Pontchartrain, I am assured that all necessary steps have been taken to provide our competing skippers and crews with the best race management available. Everyone's efforts will combine to make this weekend a success. I ask the cooperation of our evergrowing enthusiastic spectator fleet so as not to adversely affect the events of our sailors on the race course. It is our sincere hope that when we gather on Monday afternoon after the last boat has crossed the finish line that we look back at this 78th Lipton as another fine example of sailing, sportsmanship and comraderie which are the trademarks of the Gulf Yachting Association.

Our thanks to the New Orleans Yacht Club, our host, and our best wishes to all competitors.

Sincerely,

Frank C. Allen Jr.
Commodore
Gulf Yachting Association, 1997