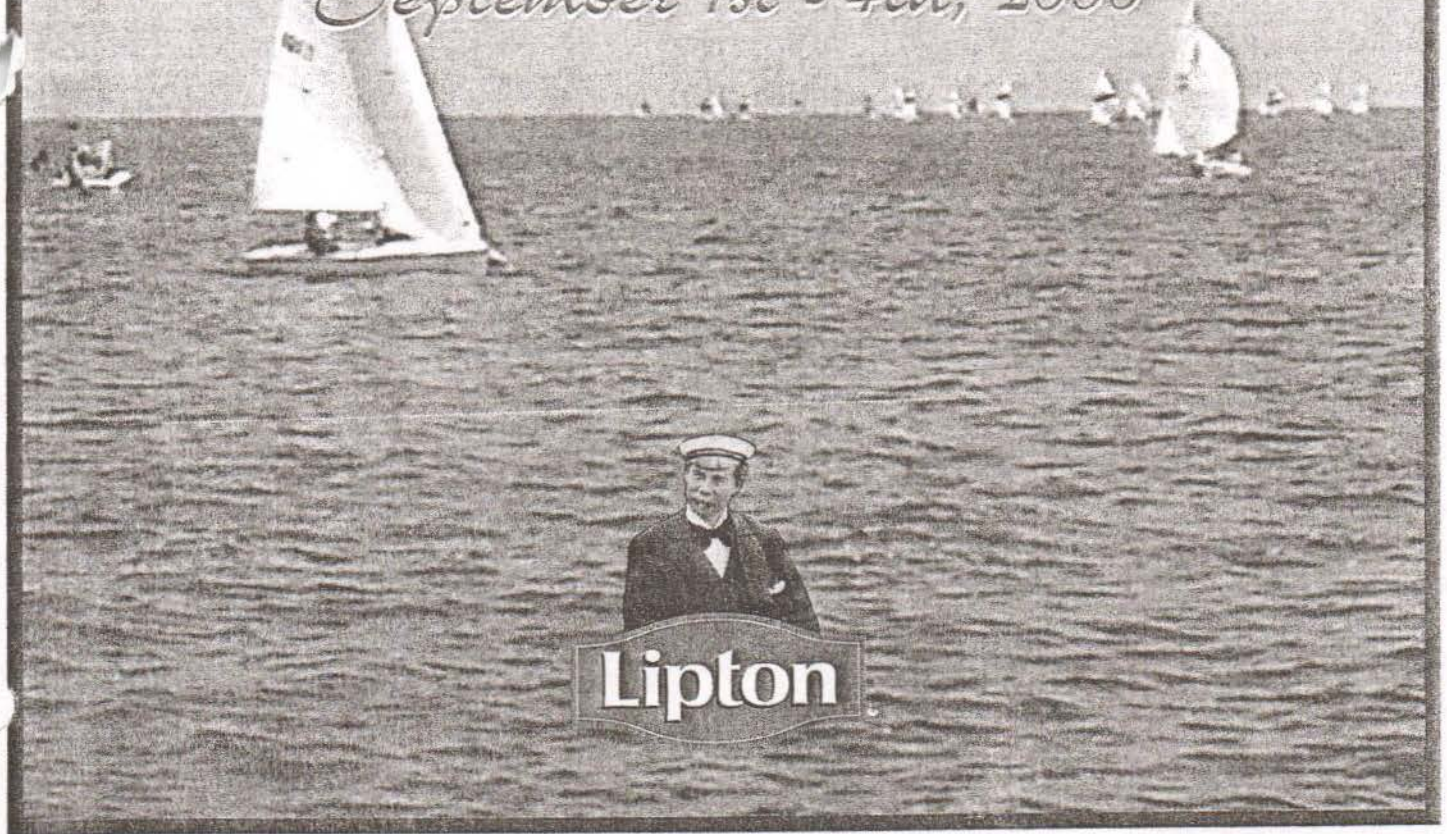


81st Sir Thomas Lipton  
81st Sir Thomas Lipton  
Challenge Cup

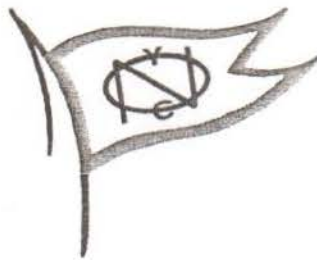


September 1st - 4th, 2000



2000





TO: ALL LIPTON TEAMS, OFFICIALS AND GUESTS

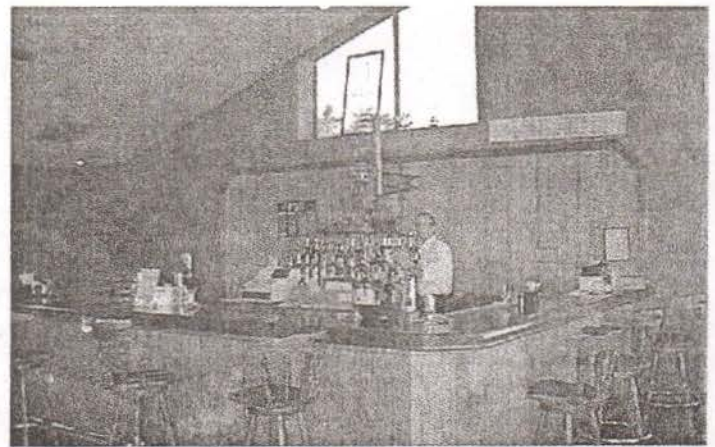
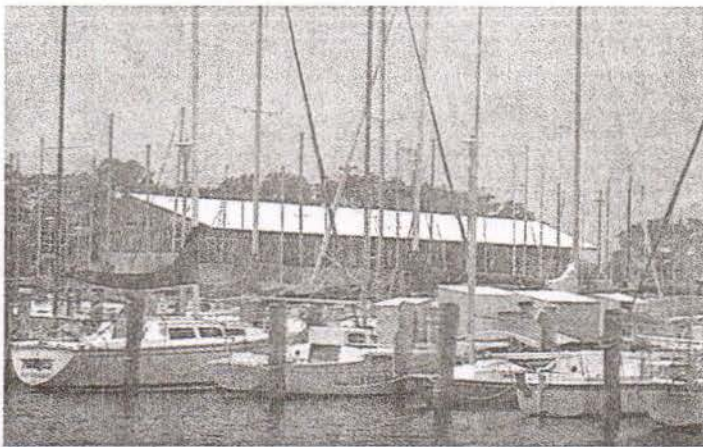
On behalf of the Flag Officers, Board of Directors, and members of the New Orleans Yacht Club, I would like to welcome you to the 81<sup>st</sup> Sir Thomas Lipton Cup Challenge.

As Commodore of the NOYC I'm very fortunate to have a group of dedicated people that I can count on to make the Lipton Regatta very exciting and a lot of fun. I'd like to officially thank them all. I'd also like to thank the program sponsors and Lipton for their financial support. My thanks also go out to the GYA, the Coast Guard, Southern Yacht Club and the New Orleans Power Squadron for their help in making this Regatta a major event. Thanks to all their efforts this year's Regatta should be a great one.

The Lipton Challenge Cup allows us to test our skills, renew old friendships and make new ones. The NOYC hopes that you will enjoy the races and the festivities. We all can't win, but we all can have a good time. Good luck to all of us.

Sincerely yours,

Rudolf H. Brunken  
Commodore





### The Lipton – The Crown Jewel

As Commodore of PCYC for '98 and '99 it was particularly rewarding for PCYC to capture the GYA Lipton in '98 and successfully defend it in the Pass. In fact, '99 was particularly outstanding for our Club in that our sailors were able to win the Junior Lipton, The Knost, the Capdeville, and the Crown Jewel of GYA sailing – the Senior Lipton Regatta. It is our understanding that this is the first time in GYA history that the same Club has won all four Flying Scot Championships.

As for last year's regatta, the event was hard-fought, with the final winner not decided until the final race. For most clubs the teams consisted of parents, their children of varying ages, and young adults. Many of the younger sailors will, in near future, graduate from crew to skipper in the Junior Lipton's until they get their chance in the Seniors. This is a tradition within the GYA that has been occurring for decades and not seen in other places around the country.

As one who skippered his first Lipton in '73 for SYC, has sailed for NOYC, and is now sailing for PCYC, the Senior Lipton is an event that all of us throughout the GYA look forward to with great anticipation. We look forward to again sailing on Lake Ponchartrain, and know that NOYC will again do a superb job as Host for the 2000 Lipton. We wish all competitors fair winds and good luck in this the Lipton Championship.

John Dane III  
PCYC Commodore '98 & '99





September 1, 2000



TO: ALL LIPTON TEAMS,  
OFFICIALS AND GUESTS:

On behalf of the Gulf Yachting Association, its Flag Officers, Board of Directors and Member Clubs, it is with much pleasure that I welcome you to the 81st competition for the Sir Thomas Lipton Challenge Cup.

This annual gathering brings together all of our friends across the Gulf Yachting Association and enables us to renew old acquaintances, to make new ones and sustain the camaraderie that exists across club lines in the GYA.

Our host, New Orleans Yacht Club, has spent many months planning and organizing this event. I am confident that ashore and afloat, everyone will be provided the best. We hope you enjoy NOYC and its facilities where you will be made to feel at home.

Lake Pontchartrain on the other hand makes no promises. Through many years of sailing on the lake we have learned not to forecast conditions beyond a twenty minute period, and that usually depends on which direction you are facing.

Also, I trust that the spectator fleet, which can become over enthusiastic at times, will heed the requests of the patrol boats in order to provide the competitors clear air and no wake.

And when the regatta has ended on Monday I feel certain that it will be remembered as one of excellent sailing and sportsmanship.

Sincerely,

Stewart R. Barnett, Jr.  
Commodore  
Gulf Yachting Association

## Sir Thomas J. Lipton Visits U.S. and SYC

It was reported out of Marblehead, Massachusetts on March 22, 1919, that Sir Thomas J. Lipton, sailing on the Aquitania on a trip to the U.S., had sent a cablegram to the Corinthian Yacht Club stating he would arrive in the States on March 26, where he would confer with American yachtsmen about the resumption of international yacht racing. Lipton's enthusiasm for yachting was boundless.

Sir Thomas had offered a cup for class P yachts at the Corinthian Yacht Club. He had also contacted the New York Yacht Club (NYYC) for another challenge for the America's Cup, but the NYYC replied that it preferred to wait until 1922 to resume international competition. (The war had prevented this race from being

held in 1914 when Lipton had Shamrock IV ready. The boat was put in dry dock in Brooklyn until the America's Cup race was held in 1922, when Lipton was again defeated.)

In November, 1919, Sir Thomas was a visitor to New Orleans. He was the luncheon guest of Commodore Percy S. Benedict of the Southern Yacht Club. When he was introduced to the new fleet of Fish Class sloops in the SYC harbor, Sir Thomas, motivated by the great possibility for the advancement of sailing in interclub competition these boats could promote, promised to donate a trophy to the club with the proviso that it be contended for in the Fish Class sloops in interclub racing.

— Flora K. Scheib

## The First Sir Thomas J. Lipton Trophy Regatta

With a fleet of new boats and a beautiful silver trophy to be awarded as a prize, Commodore Benedict invited the Pensacola Yacht Club to a team race in August 1920. The Florida yachtsmen graciously accepted the invitation and sent their top skippers to the event: Capt. Dave Witherill, Capt. Dan Sheppard, William Walthers, W. A. Curtiss, Peter Altrink, W. L. Mitchell, Oscar Sheppard, and Thomas H. Johnson. They won the series with three firsts sailed by William "Willie" Walthers. The expert skippers and crews who gave their best representing Southern were: Leslie P. Beard, Edward H. Keep, A. R. "Babe" Roberts, William A. Porteous, Jr., Finley Mitchell, Reginald H. Carter, and William B. Edgar, Jr.

Many visitors from the Gulf Coast witnessed this first race for the Lipton Cup and were impressed with the new Fish Class

sloops. "The Pensacola Yacht Club's Commodore immediately purchased three of the original six boats from the SYC before returning home," reported the Barometer.

Capt. James C. Watson, chairman of the regatta-committee of the Pensacola Yacht Club, and Commodore John H. Cross arrived at the head of the Pensacola delegation on the yacht Mercathades. Commodore E. B. Overton of the Eastern Shore Yacht Club of Mobile arrived to spectate with a representative group from Mobile, Walter Mitchell, Jr., R. J. Hermann, Norman Altice, and C. E. Burgess. When they returned to Fairhope, the hometown of the Eastern Shore Yacht Club, plans were immediately initiated for the building of three Fish Class sloops to be ready for competition in the 1921 Lipton Cup event to be sailed at Pensacola, Florida.

— Flora K. Scheib

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THE TIMES  
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STENGTH  
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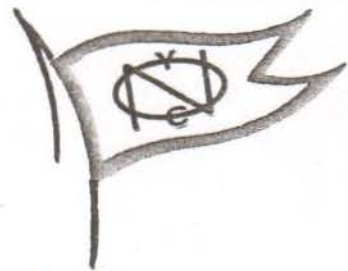
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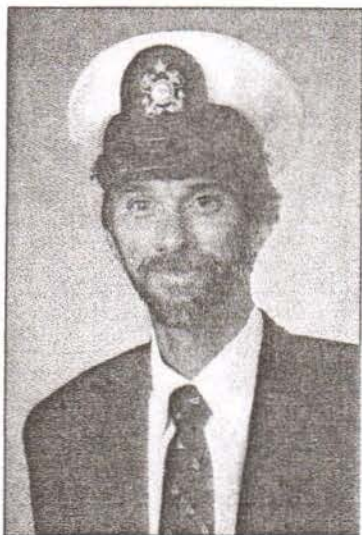
*Good Luck*



*Lipton  
Team!!*

From  
The Commodore





**Ken K. Kleinschrodt**  
*Vice-Commodore*  
 Gulf Yachting Association



**Walter Chamberlain**  
*Rear-Commodore*  
 Gulf Yachting Association



**Robert J. Bailey**  
*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



# 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

I would like to thank many people for their help with the 81st Lipton Regatta. Our friends at Southern Yacht Club have helped us with history, manned boats and race committee materials that make this regatta more interesting and efficient. Pensacola Yacht Club provided us with some history for this program and Pontchartrain Yacht Club helped us by providing a Flying Scot for one of the attending clubs. GYA Commodore Tootie Barnett has helped us every step of the way with all aspects of this regatta. Terry Dees - Kolenich has assisted us by clarifying several points along the way. Even though dear Flo Scheib has passed on, her writing lives on in this program and many other ways in the GYA. She and her talent will be sorely missed. Judge J. Dwight Leblanc gave his time and effort with spectator control and general advice. United States Coast Guard Station New Orleans and Group New Orleans have given us tremendous help with securing the safety of our competitors and insuring a fair race. They will also be involved the Flag raising ceremony and will be a huge part of our regatta. The Power Squadron has allowed us to utilize their dock for visiting boats and we look forward to seeing them at our regatta. NOYC members in general have been very supportive but I have to mention that Commodore

Brunken, his flag officers, and board have devoted considerable time to the Lipton's. Robert Brennan and Phil Pizzeck have insured that we have a professionally run regatta by putting together the vessels and people required by the PRO's. Our PRO's and Judges are appreciated and will work long hours in the hot sun to insure a fair and fun race. Holly Collins-Casanova and Danny Casanova have worked tirelessly on the fun and culinary portions of this regatta. I know of no other event in yachting that will come close to the food and entertainment that Holly and Danny have put together for these four days. Bubba Porche and his crew working with Ellen Artopoulos and her husband Les have brought a remarkably beautiful transformation to the bar area. New carpet (hustled by Capt. Bubba) and new paint made a great difference. Pat Albert, Les Cutrell, Lou Lambou and Doug Dovie have spent many hours performing dirty difficult jobs at the clubhouse. Sunday, Doug Stead of Sewell is cooking the roast pig on his barbeque pit. Capt. Bubba "Nutsey" is doing the Monday Bubba-que. Jane Ruppel has helped with many ads. Doug Casey and his crew at Kwik Kopy put this beautiful program together with very little time remaining before the regatta.