

# SIR THOMAS LIPTON CHALLENGE CENTENNIAL CELEBRATION



SOUVENIR PROGRAM  
SEPTEMBER 3-6, 2021  
SOUTHERN YACHT CLUB



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**FOUNDED 1849**



It is with great pleasure and open arms that I welcome you on behalf of the Southern Yacht Club Officers and members for attending the 100th Sir Thomas Lipton GYA Challenge Cup. SYC's volunteers along with members throughout the GYA have dedicated endless hours in order to make this event one to make Sir Thomas Lipton and 100 years of participants proud.

In 1919, Sir Thomas Lipton presented Southern Yacht Club with a magnificent silver trophy to be used as a challenge cup in sailing. In turn, SYC, offered the trophy for interclub races between clubs along the Gulf Coast area and held the first challenge at Southern in October of 1920. Here we are over 100 years later with a colorful history of sailing and through competitions such as the Sir Thomas Lipton Challenge, friendship ties are strengthened through its tradition.

The Centennial Committee has three full days of festivities planned for the Labor Day weekend in addition to exciting sailboat competition. An ambitious schedule is planned including a reunion of all Lipton teams, a reenactment of the first Lipton Challenge, and two evenings with fabulous live entertainment including a huge Gala. We hope you have a pleasurable time here so feel free to ask for any assistance you may need.

Richard D. Provensal  
Commodore, Southern Yacht Club

Flag Officers  
Vice Commodore – Robert D. Friend  
Rear Commodore – Timothy B. Molony, MD  
Secretary/Treasurer – James R. Sanchez Jr.





**GULF  
YACHTING  
ASSOCIATION**

**ORGANIZED 1901 - REORGANIZED 1920**



Commodore Jimmy Ruthven

**Welcome to the 100<sup>th</sup> Sir Thomas Lipton Challenge**

To: GYA Competitors, Sailors, GYA Club Commodores,  
GYA Past Commodores, Committee Members, Southern Yacht Club Members

I, along with the rest of the GYA Executive Committee, would like to welcome everyone to the 100<sup>th</sup> Sir Thomas Lipton Challenge at Southern Yacht Club. We welcome you to the shores of Lake Pontchartrain and hope you have a great time. This is truly an historic event, as this is the 100<sup>th</sup> Lipton regatta and third year sailed in the Viper 640, it will carve its place in the history books.

The regatta will be held in tradition over three days. This is something that Southern Yacht Club and the Centennial Committee, chaired by Commodore Corky Potts, have been working on for over two years (event delayed one year due to covid-19) and I would like to thank them all for the hard work that has gone into planning this extraordinary weekend. Hosting a Lipton regatta is somewhat of a monumental task, SYC and the Centennial committee have done an outstanding job planning an exceptional three days of celebration commemorating 100 years of sailing in the GYA. Hats off to their Commodore Richard Provensal and board of directors, race committee, regatta committee, trophy committee, fundraising committee and finally, their incredible staff. Please join me in thanking them for all their dedication and hard work.

In addition to the weekend regatta festivities, a commemorative book has been published to record the 100 years of sailing in the GYA and, the clubs which form this organization. A special thank you and recognition to Commodore Catherine Cromartie (FYC), author of the “GYA Centennial Salute 1920-2020”.

Memories are made and lifelong friendships are bonded at this regatta in addition to the great competitive sailing, so please join in the Corinthian spirit of good clean racing, sportsmanship and enjoy your weekend.

Sincerely,

*Jimmy Ruthven*  
GYA Commodore



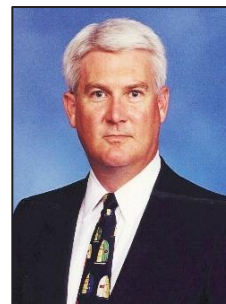
Gary Rogers  
Vice Commodore



Robbie Schmidt  
Rear Commodore



Jennifer Schmidt  
Secretary/Treasurer



Shan Kirk  
Imm. Past Commodore

## 100 YEARS OF INTRACLUB SAILING



What an honor and a privilege to be asked to head up a GYA Committee to help celebrate our unique traditions of intralub sailing competition from Southern Florida to Western Texas. For the last 100 years, beginning in Fish Class boats then the Flying Scot and now the Viper 640's, sailors along the Gulf Coast and points north of there, have represented their respective Clubs, and competed against each other building friendships and camaraderie lasting for lifetimes. This great spirit is not just in Capdevielle racing but all segments of the GYA including, but not limited to, Handicap, One Design Classes, judging, race committee, general support and administration.

More than 50 years ago, one of the longest GYA volunteers, GYA Commodore Lawrence Taggart encouraged this writer and some of his contemporaries to get involved in our Club and sailing the Flying Scot in the GYA Capdevielle series. Along the way we were taught the habits of being involved, volunteering and enjoying the relationships established while doing so which continue to this day for all of us. The GYA and all of the respective member Clubs are part of our family and have created a sailing association like no other! It is so exciting and fulfilling to see all the friendships and bonding relationships strengthened at each gathering for the benefit of future generations to come.

Winning or losing on the water does not make the event but being with and enjoying the company of our fellow GYA sailors, families and friends is what is more important and fulfilling for our spirits and sense of togetherness as members of the GYA.

Thank all of you for being a part of our unique heritage here in the GYA and please enjoy the weekend and spirit of all being a part of this celebration of 100 years of Intralub Sailing and friendship.

Very truly yours,

Ewell C. Potts, III, Chairman  
GYA Lipton 100<sup>th</sup> Anniversary Committee

# SIR THOMAS LIPTON CHALLENGE CENTENNIAL

## "100 YEARS: SAILING THROUGH THE DECADES"

### SOUTHERN YACHT CLUB SEPTEMBER 3 - 6, 2021 SCHEDULE OF EVENTS

#### FRIDAY, SEPTEMBER 3

|             |  |
|-------------|--|
| 1000 – 1900 | Boat Measurement (Dry Storage Area)  |
| 1200 – 1800 | Registration/Check-In (Ground Floor Lobby)   |
| 1200 – 2000 | Hospitality Desk Open (Ground Floor Lobby)   |
| 1800        | GYA Executive Committee Meeting (2FL Tullis Board Room); followed by Dinner in the Grand Dining Room |

#### SATURDAY, SEPTEMBER 4

|             |  |
|-------------|--|
| 0800 – 1100 | Registration/Check-In/Weigh-In (Ground Floor Lobby)                                |
| 0800 – 1800 | Hospitality Desk Open (Ground Floor Lobby)   |
| 0800 – 1000 | Breakfast on Ground Floor sponsored by Café du Monde                               |
| 1000 – 1100 | GYA Board of Directors Meeting (East Dining Room)                                  |
| 1115        | Team Captains Meeting (2FL Grill)  |
| 1100 – 1400 | Lunch Served in Grand Dining Room  |
| 1200        | Flag Raising Ceremony  |
| 1230 – 1300 | Race Committee and Judges Meeting (2FL Tullis Board Room)                          |
| 1400        | Warning signal for Lipton Race 1 (Live Race Tracking)                              |
| 1530        | Flying Scot & Fish Class races   |
| 1630 – 2000 | Team Reunion Celebration and Lawn Party (Open to all; Ground Floor and Front Lawn) |

#### SUNDAY, SEPTEMBER 5

|             |   |
|-------------|---|
| 0800        | Crew Weigh-In and Crew List (Ground Floor Lobby)  |
| 0800 – 1800 | Hospitality Desk Open (Ground Floor Lobby)  |
| 0800 – 0830 | Sunday Services at the Flagpole (Front Lawn)  |
| 0800 – 1000 | Breakfast served in Grand Dining Room   |
| 1000        | Warning signal for Lipton Race 2; Race 3 to follow after crew changes. (Live Race Tracking) |
| 1100 – 1400 | Lunch Served in Grand Dining Room   |
| 1400        | Reenactment of 1920 Lipton Regatta in Fish Class, followed by Flying Scot races.            |
| 1900 – 2230 | Lipton Centennial Gala in Grand Dining Room and 1849 Bar                                    |

#### MONDAY, SEPTEMBER 6

|             |   |
|-------------|---|
| 0800        | Crew Weigh-In and Crew List (Ground Floor Lobby)      |
| 0800 – 1000 | Hospitality Desk Open (Ground Floor Lobby)            |
| 0800 – 1000 | Breakfast served in Grand Dining Room                 |
| 1000        | Warning signal for Lipton Race 4 (Live Race Tracking) |
| 1200        | Trophy Presentation in Grand Dining Room              |

Please visit the official web site for Live Race Tracking and additional information at  
<http://gyalipton100.org> or use the QR code below.

Items of interest will also be posted on the official social media platforms:

FaceBook: @gyalipton100

Instagram: gyalipton100

Twitter: @gyalipton100



# SIR THOMAS LIPTON CHALLENGE CENTENNIAL OFFICIALS

## RACE COMMITTEE

Principal Race Officer – Nathan Adams (SYC)

Patrick Adams (SYC)  
Wendi Adams (SYC)  
Anne David (SYC)  
Commodore Michael Hage (GYC)  
Peter Hopkins (SYC)  
Commodore Shan Kirk (SYC)  
Bob Kottler (SYC)  
Henry Lopez (SYC)  
Commodore Arthur Mann (SYC)  
Randy Fitz-Wainwright (FYC)  
Commodore Bill Wright (SYC)

## GREEN FLAG COMMITTEE

Miller Guice (SYC)

## JUDGES

Edith Collins, Chief Judge (MYC)  
Lloyd Causey (NOYC, PontYC)  
Karen Reisch (SYC, PontYC, BWYC)  
James Hunter (BucYC)

## ALTERNATE JUDGES

John Farris (FWYC)  
Dwight LeBlanc, II (SYC)

## CHIEF MEASURER

Steve Nolte (GYC)

# PAST COMMODORES

## DECEASED SOUTHERN GULF COAST YACHTING ASSOCIATION COMMODORES

| Commodore           | Year | Club           |
|---------------------|------|----------------|
| Albert Baldwin      | 1901 | Southern       |
| J. Curtis Bush, Jr. | 1902 | Mobile         |
| John J. Kennedy     | 1903 | Biloxi         |
| John A. Rawlins     | 1904 | Bay-Waveland   |
| Samuel F. Heaslip   | 1905 | Pass Christian |
| Finley B. Hewes     | 1906 | Gulfport       |
| Albert Baldwin      | 1907 | Southern       |
| J. Curtis Bush, Jr. | 1908 | Mobile         |
| Eaton J. Bowers     | 1909 | Bay-Waveland   |

## DECEASED GYA COMMODORES

| Commodore                 | Year      | Club            |
|---------------------------|-----------|-----------------|
| John H. Cross             | 1920      | Pensacola       |
| Byrd Enochs               | 1921      | Biloxi          |
| John P. Moore             | 1921      | Biloxi          |
| H. Falk                   | 1922      | Houston         |
| Ed G. Quina               | 1923      | Pensacola       |
| W. Milton Miller, MD      | 1924      | Southern        |
| Alfred L. Gandy           | 1925      | St. Petersburg  |
| Ed B. Overton             | 1926      | Eastern Shore   |
| J. Monroe Kinabrew, Sr.   | 1927      | Southern        |
| John S. Bonner            | 1928–1929 | Houston         |
| Arthur R. Clark           | 1930      | Sarasota        |
| Russell G. Patterson      | 1931–1935 | Pensacola       |
| Auguste Capdevielle       | 1936–1939 | Southern        |
| H. Hilton Green, Sr.      | 1940–1941 | Pensacola       |
| Leslie P. Beard           | 1942–1943 | Southern        |
| Frank B. Wood             | 1944–1945 | St. Andrews Bay |
| Wallace Chapman           | 1946      | Biloxi          |
| Thomas P. Kroutter        | 1947      | Mobile          |
| George P. Hopkins         | 1948      | Gulfport        |
| George W. Rifley          | 1949      | St. Petersburg  |
| Fred Clark                | 1950      | Buccaneer       |
| Cal Weiss                 | 1951      | Mobile          |
| Eugene Taylor             | 1952      | Pensacola       |
| J. Gilbert Scheib         | 1953      | Southern        |
| Arthur B. Tipping         | 1954      | Pass Christian  |
| Wilton Duncan Sr.         | 1955      | St. Andrews Bay |
| Jack Bonnell              | 1956      | Fairhope        |
| J. Alvin Weinfurter       | 1957      | Bay-Waveland    |
| Lawrence Beauvais, Jr.    | 1958      | Mobile          |
| Finley B. Hewes, Jr.      | 1959      | Gulfport        |
| Eugene D. Liddy, M.D.     | 1960      | Sarasota        |
| Marshall J. Brown         | 1961      | Fort Walton     |
| Nofie D. Alfonso          | 1962      | New Orleans     |
| Walter Seymour            | 1963      | Biloxi          |
| Howard F. Rees            | 1964      | St. Petersburg  |
| Alan Sheppard             | 1965      | Pensacola       |
| Foster P. Pfleger         | 1966      | Buccaneer       |
| *J. Wolters (Rip) Terrell | 1967      | Pass Christian  |
| Henry B. Chapman          | 1967      | Bay-Waveland    |
| Robert G. Hughes          | 1968      | Southern        |
| T. Cooper Van Antwerp     | 1969      | Fairhope        |
| William Perry Brown       | 1970      | Pass Christian  |
| Lawrence C. Sommers       | 1971      | New Orleans     |
| †Harry Martinez           | 1971      |                 |
| Allen M. Douglas          | 1972      | St. Andrews Bay |
| Elton Bolton, M.D.        | 1973      | Biloxi          |
| Henry E. Lampe            | 1974      | Jackson         |

## DECEASED GYA COMMODORES *Continued*

| Commodore                   | Year | Club            |
|-----------------------------|------|-----------------|
| William M. Ellis            | 1975 | Southern        |
| George C. Criminale, Sr.    | 1976 | Mobile          |
| Joseph D. Alfonso           | 1977 | Gulfport        |
| Daniel B. Killeen, Sr.      | 1980 | Southern        |
| Roy Sellers, Jr.            | 1981 | Buccaneer       |
| Robert K. Boyle             | 1983 | Pensacola       |
| Jerry Ellis                 | 1984 | Biloxi          |
| George P. Hopkins           | 1987 | Gulfport        |
| Charles L. Dees             | 1988 | Fairhope        |
| C. E. (Ted) McClane         | 1989 | St. Andrews Bay |
| Lloyd J. Parsons            | 1991 | New Orleans     |
| *William W. Weatherly       | 1992 | Gulfport        |
| George Brothers             | 1993 | Mobile          |
| Frank C. Allen, Jr.         | 1997 | Pass Christian  |
| François D. Vaillant        | 1998 | Pensacola       |
| Robert J. (Bobby) Bailey    | 1999 | Gulfport        |
| Walter G. Chamberlain       | 2002 | Bay-Waveland    |
| Norton W. Brooker, Jr.      | 2003 | Mobile          |
| Calvin (Cal) Jones, III     | 2004 | Fort Walton     |
| *Malcolm E. (Mal) Blackwood | 2006 | Singing River   |
| Ronald "Ron" Richards       | 2008 | Pensacola       |

\*Posthumously awarded Honorary Commodore

†Honorary Commodore—formerly the States Item editor

## LIVING PAST GYA COMMODORES

| Commodore                    | Year | Club                       |
|------------------------------|------|----------------------------|
| Lewis B. (Buddy) Pollak, Sr. | 1978 | Pensacola                  |
| Michael S. Johnson           | 1979 | Fort Walton                |
| Henry G. (Harry) Chapman     | 1982 | Bay-Waveland/Southern      |
| Thomas D. Beery, Jr.         | 1985 | Singing River              |
| William F. (Bill) Dietrich   | 1986 | Pontchartrain              |
| John A. Oerting, Jr.         | 1990 | Pensacola                  |
| Basil Kennedy                | 1992 | Bay-Waveland               |
| Lawrence W. Taggart, Jr.     | 1994 | Southern                   |
| John B. Morrow               | 1995 | Gulfport                   |
| Robert I. Mace               | 1996 | Fairhope                   |
| Stewart R. Barnett, Jr.      | 2000 | Southern                   |
| Ken K. Kleinschrodt          | 2001 | Buccaneer                  |
| James P. (Jim) O'Neal        | 2005 | Lake Arthur                |
| Janet Miller-Schmidt         | 2006 | Pontchartrain              |
| Thomas A. (Tom) Batty        | 2007 | Mobile/Buccaneer           |
| Judy Reeves                  | 2009 | Bay-Waveland               |
| David Bolyard                | 2010 | Pontchartrain              |
| John H. Matthews             | 2011 | Pensacola                  |
| Pete O'Neal                  | 2012 | Buccaneer                  |
| Danny Killeen, Jr.           | 2013 | Pass Christian             |
| Ewell C. "Corky" Potts       | 2014 | Southern                   |
| George F. Goodall            | 2015 | Fort Walton                |
| Catherine "Cathy" Cromartie  | 2016 | Fairhope                   |
| Michael Hage                 | 2017 | Gulfport                   |
| J.C. "Chris" Luppens         | 2018 | Mobile                     |
| Shan Kirk                    | 2019 | Southern                   |
| Jimmy Ruthven                | 2020 | St. Andrews Bay Yacht Club |

## HONORARY MEMBERS

Mrs. J. Gilbert (Flo) Scheib (SYC) Secretary/Treasurer Emeritus  
Morris Newman (SYC)



# WINNERS OF THE SIR THOMAS LIPTON CHALLENGE CUP REGATTA

|      |   |      |                           |
|------|---|------|---------------------------|
| 1920 | Pensacola Yacht Club  | 1969 | Pensacola Yacht Club      |
| 1921 | Eastern Shore Yacht Club  | 1970 | Pensacola Yacht Club      |
| 1922 | Southern Yacht Club tied with<br>Pensacola Yacht Club           | 1971 | Bay-Waveland Yacht Club   |
| 1923 | Pensacola Yacht Club  | 1972 | Bay-Waveland Yacht Club   |
| 1924 | Pensacola Yacht Club  | 1973 | Bay-Waveland Yacht Club   |
| 1925 | Southern Yacht Club   | 1974 | Southern Yacht Club       |
| 1926 | Eastern Shore Yacht Club tied with<br>St. Petersburg Yacht Club | 1975 | New Orleans Yacht Club    |
| 1927 | Pensacola Yacht Club tied with<br>Southern Yacht Club           | 1976 | Pensacola Yacht Club      |
| 1928 | Mobile Yacht Club   | 1977 | Bay-Waveland Yacht Club   |
| 1929 | Pensacola Yacht Club  | 1978 | Bay-Waveland Yacht Club   |
| 1930 | Sarasota Yacht Club   | 1979 | Southern Yacht Club       |
| 1931 | Sarasota Yacht Club   | 1980 | Bay-Waveland Yacht Club   |
| 1932 | Sarasota Yacht Club   | 1981 | Pensacola Yacht Club      |
| 1933 | Pensacola Yacht Club  | 1982 | Bay-Waveland Yacht Club   |
| 1934 | Buccaneer Yacht Club  | 1983 | Bay-Waveland Yacht Club   |
| 1935 | Pensacola Yacht Club  | 1984 | Bay-Waveland Yacht Club   |
| 1936 | Pensacola Yacht Club  | 1985 | Southern Yacht Club       |
| 1937 | Biloxi Yacht Club   | 1986 | Bay-Waveland Yacht Club   |
| 1938 | Southern Yacht Club   | 1987 | Bay-Waveland Yacht Club   |
| 1939 | Southern Yacht Club   | 1988 | Bay-Waveland Yacht Club   |
| 1940 | Southern Yacht Club   | 1989 | Pass Christian Yacht Club |
| 1941 | Southern Yacht Club   | 1990 | Southern Yacht Club       |
| 1942 | Southern Yacht Club   | 1991 | Bay-Waveland Yacht Club   |
| 1943 | Southern Yacht Club   | 1992 | Southern Yacht Club       |
| 1944 | St. Andrews Bay Yacht Club tied with                            | 1993 | Pass Christian Yacht Club |
| 1945 | St. Andrews Bay Yacht Club tied with<br>Southern Yacht Club     | 1994 | Southern Yacht Club       |
| 1946 | St. Andrews Bay Yacht Club tied with                            | 1995 | Pass Christian Yacht Club |
| 1947 | St. Andrews Bay Yacht Club tied with                            | 1996 | New Orleans Yacht Club    |
| 1948 | Gulfport Yacht Club   | 1997 | New Orleans Yacht Club    |
| 1949 | St. Andrews Bay Yacht Club tied with                            | 1998 | Pass Christian Yacht Club |
| 1950 | St. Andrews Bay Yacht Club tied with                            | 1999 | Pass Christian Yacht Club |
| 1951 | St. Petersburg Yacht Club                                       | 2000 | Pass Christian Yacht Club |
| 1952 | Biloxi Yacht Club   | 2001 | Bay-Waveland Yacht Club   |
| 1953 | Biloxi Yacht Club   | 2002 | Pass Christian Yacht Club |
| 1954 | Biloxi Yacht Club   | 2003 | Southern Yacht Club       |
| 1955 | Biloxi Yacht Club   | 2004 | Bay-Waveland Yacht Club   |
| 1956 | Biloxi Yacht Club   | 2005 | Katrina                   |
| 1957 | St. Petersburg Yacht Club                                       | 2006 | Bay-Waveland Yacht Club   |
| 1958 | Biloxi Yacht Club   | 2007 | Bay-Waveland Yacht Club   |
| 1959 | Southern Yacht Club   | 2008 | Buccaneer Yacht Club      |
| 1960 | Southern Yacht Club   | 2009 | Bay-Waveland Yacht Club   |
| 1961 | Biloxi Yacht Club   | 2010 | Bay-Waveland Yacht Club   |
| 1962 | Southern Yacht Club   | 2011 | Pass Christian Yacht Club |
| 1963 | Bay-Waveland Yacht Club   | 2012 | Bay-Waveland Yacht Club   |
| 1964 | St. Andrews Bay Yacht Club tied with                            | 2013 | Bay-Waveland Yacht Club   |
| 1965 | St. Andrews Bay Yacht Club tied with                            | 2014 | Bay-Waveland Yacht Club   |
| 1966 | Biloxi Yacht Club   | 2015 | Bay-Waveland Yacht Club   |
| 1967 | St. Andrews Bay Yacht Club tied with                            | 2016 | Pass Christian Yacht Club |
| 1968 | New Orleans Yacht Club  | 2017 | Pass Christian Yacht Club |
|      |   | 2018 | Southern Yacht Club       |
|      |   | 2019 | Bay Waveland Yacht Club   |
|      |   | 2020 | Covid-19                  |

## Sir Thomas Lipton, Once a New Orleans Streetcar Driver

If you've ever had tea (hot or iced), you're likely to associate the "Lipton brand" name with inexpensive boxes of individual tea bags and the slogan, "Brisk Lipton Tea". But a century ago, the name "Lipton" stood for the largest chain of grocery stores in the world. And the company's founder, Thomas J. Lipton (May 10, 1848 – 2 October 1931), was perhaps the most loved and admired man on the planet. A marketing genius, he discovered how to brand himself.

Sir Thomas Johnstone Lipton, 1st Baronet, KCVO (Knight Commander of the Royal Victorian Order), born into poverty to parents who had fled Northern Ireland and the Irish famine of the 1840s, was also one of New Orleans' most celebrated streetcar drivers. Sir Thomas Lipton, famous multimillionaire tea merchant and yachting enthusiast, was employed as a mule-driver on the New Orleans and Carrollton Railroad (now the St. Charles Avenue streetcar line). It is because mules and horses were used in New Orleans that locals still say "streetcar" instead of "trolley." Trolleys are the electrified version, which were introduced in New Orleans on February 1, 1893. A special song, the "Trolley Polka," was written to celebrate the event, but New Orleanians stuck to calling them streetcars.

Thomas J. Lipton was born the youngest of five children in Glasgow, Scotland, May 10, 1848, although he would later state his birth year as 1850. At seventeen he traveled to the United States with less than eight dollars in his pocket. Lipton not only worked on a New Orleans streetcar, but also for a New York grocery. It was there that he began to learn and master the lessons of American merchandizing: "The man who on his trade relies Must either bust or advertise."



Saving enough money to return to Scotland, Lipton continued his rags-to-riches story by expanding a small provision shop into the world's first chain of grocery stores, which eventually numbered 300.

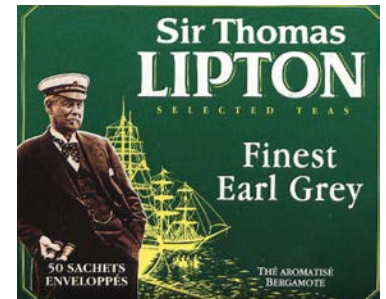
Through shrewd acquisitions, spotlighted by clever advertising and promotions (jingles, leaflets dropped from hot-air balloons, gold coins hidden in cheeses and parades featuring elephants and pigs), he became a millionaire by age 30. He learned common sense business ideas, such as having clean and well-lighted shops displaying quality merchandise to its best advantage (rather than hiding flaws and passing off second-rate goods). Before long, he was importing tea.

This self-made man, while creating the Lipton tea brand, developed the concept of consistent packaging. His tea packets were identical in every location and each time they were purchased – and at

half the price of his competitors!

As his empire grew, so did the Lipton persona. Lipton, full of infectious enthusiasm, called himself "The Great Lipton". He promoted himself as a happy captain of industry, freely giving philanthropist and avid sportsman (the complete antithesis of the "robber baron"). The people loved him.

Lipton saved the day in 1897, the year of Queen Victoria's Diamond Jubilee, by writing an anonymous check for £25,000 to fund the Princess of Wales' dinner for the poor. Immense publicity followed when the name of the generous donor leaked out two days later. By the following year, when Queen Victoria knighted him, Lipton owned shops all over Britain, tea plantations in Ceylon and various businesses in America. By the late 1890s Thomas Lipton controlled 10% of the world tea trade.



As a yachtsman, he undertook his personal and romantic quest of promoting yachting on both sides of the Atlantic. He failed in five attempts to return America's Cup to his homeland, spending millions, but his good humor won him widespread affection and admiration throughout the United States where he was presented a special sportsmanship award. He had several yachts named "Shamrock" in honor of his Irish roots. "Shamrock V" was launched in 1930.

The smartly goateed gentleman, in his yachting cap and blue polka-dot bow tie, wrote to the Southern Yacht Club in New Orleans about its approaching seventieth anniversary in 1919:

"That I cannot visit New Orleans, the city of my happy boyhood days, is another cause of regret, and upon my return to America it is my sincere hope to have the pleasure of once more meeting all my good New Orleans friends." He kept that promise and did return in November of 1919 as a guest when he presented the club a handsome silver challenge trophy.



Other momentous things were happening that year. J. Rathbone DeBuys, an architect and Southern Yacht Club member with a keen interest in yachting, strongly believed in the need for a sturdy one-design sailboat of a kind that could be used for training or racing. He designed and introduced in 1919 what has become known as Fish Class sloops. Each of these 15'-10" gaff-rigged yachts were named for fish of the Gulf waters, but in time, the numbers on sails replaced the names on the transoms due to easier identification. The club initially built six of these sloops, which were rented to members. Rapidly becoming the most popular one-design class, there were soon

many in use by the Gulf Coast yacht clubs. Hundreds of skippers were trained on these boats, and each year the Fish Class boats contended for the handsome silver challenge trophy Sir Thomas Lipton presented to the club in 1919. Sir Thomas Lipton died in 1931.

By 1937, there were twelve yacht clubs participating in the Lipton Regatta. They continued to compete in the Fish Class until many of these boats were destroyed during Hurricane Camille in 1969. After that devastating hurricane, the Gulf Yachting Association made a change. The fiberglass Flying Scot was chosen to replace the wooden keel Fish Class sloop as the new inter-club sailboat that year.

On August 29, 2005, Hurricane Katrina slammed into New Orleans, causing widespread destruction there and throughout the Gulf Coast region. Although the Southern Yacht Club suffered only moderate flood and wind damage, there was a massive fire that inflicted the ultimate meltdown. Unchecked, many historic trophies (including the historic Lipton Cup) were lost in the conflagration.

In early 2006, Southern Yacht Club's Commodore Hjalmar Breit, half in jest, made a suggestion to club member Tom Long that he contact the Lipton Tea Company to see if they would be interested in donating a new trophy. A meeting in London arranged with Peter Coleman of Comyns, one of England's oldest and most prestigious silversmiths, tracing its hallmark back to 1645. The company's rich legacy spanning three centuries includes an archive boasting more than 35,000 historical molds, patterns and drawings.



The good news was that this company created the original Lipton Inter-Club Challenge Cup given to the Southern Yacht Club by Sir Thomas himself. The bad news was that Comyns was having difficulty finding the original mold or drawing. And a new trophy would cost in excess of \$100,000.

What could be done? Fortunately, because the 39" trophy was allowed to travel each year from winning club to winning club, the Southern Yacht Club decided (in 1974) to keep the Lipton Cup in its clubhouse for protection. It made arrangements for a half-model to be cast and (in future) for this smaller trophy to be displayed at each winning club. The Bay Waveland Yacht Club, the most recent winner, graciously loaned the half-model to recreate the new full-size copy of the original. As a result, the new Lipton Cup is a true second edition, not a replica or reproduction - and made by the original silversmiths.

The especially good news was that Comyns (famous for its "bespoke designs") agreed to reduce the price, and the Lipton Tea Company (one of the world's most recognized brand names) agreed to generously pay for it. It bears the original hallmarks (except the date): The Comyns Silversmith's mark, the Lion Passant (indicating guaranteed sterling crafted in England) and the Leopard's Head Uncrowned (indicating the trophy was made in London).

On Saturday, July 19, 2008, this sterling symbol of yachting history returned to the Southern Yacht Club in New Orleans, the second oldest yacht club in the United States. After two years of construction, the new SYC clubhouse (replacing a temporary facility) was opened in 2009.

Sir Thomas would have been delighted.

NED HÉMARD  
New Orleans Nostalgia  
"Sir Thomas Lipton, Once a New Orleans Streetcar Driver"  
Ned Hémard  
Copyright 2014





# 100th SIR THOMAS LIPTON INTERCLUB CHALLENGE CUP

September 3 – 6, 2021

Southern Yacht Club  
New Orleans, Louisiana



## NOTICE OF RACE

Organizing Authority: **Gulf Yachting Association (GYA)**

Make-Up Date: October 29 – 31, 2021

Classes: Capdevielle Viper 640 (Lipton), Flying Scot, Fish

### 1. RULES

- This regatta shall be governed by rules as defined in the current *Racing Rules of Sailing* (RRS), including the US Sailing Prescriptions (USP), and the *GYA Regulations for Sanctioned Events*.
- USP rules pertaining to RRS 63.1 and 63.2 are deleted.
- USP Appendix V will apply.

### 2. ELIGIBILITY

- Lipton: All yacht clubs, which are current General Members of the GYA, in good standing, are eligible to participate. Per GYA Regulation 10, each club may enter only one (1) Capdevielle Viper 640. Lipton Vipers may be required to carry a GPS tracking device provided by the OA.
- Lipton team participation limits: Sailors are referred to the provisions of GYA Regulation 19.5. For clarity and as explained by the GYA Excom, the exemptions provided in GYA Regs 19.5(b), (c), and (d) refer to the last time the Lipton races were sailed, which was in 2019.
- Fish: Fish class fleet racing is open to all member clubs (no limit). Teams from Southern and Pensacola Yacht Clubs will participate in the 1920 Lipton Regatta reenactment.
- Flying Scot: Flying Scot class fleet racing is open to all member clubs (no limit).

### 3. ENTRY

- Lipton Viper registration shall take place online via Regatta Network at <http://www.regattanetwork.com/event/20014> or use the QR code below.
- Clubs anticipating participation in the event shall submit the attached GYA Challenge form at least twelve (12) days prior to the first race. See GYA Reg 19.1.
- Other arrangements including on-site registration for Flying Scot and Fish class boats will be announced and posted on the regatta website.



### 4. MEASUREMENT

- All Lipton Vipers shall be measured prior to the first scheduled race. Once successfully measured, a boat may not leave the premises.
- Viper sails will not be measured at the regatta site. For further information, see GYA Reg 18.
- There will be no measurement for other classes.

### 5. NUMBER OF RACES

- Lipton Viper: Four (4) races are scheduled. One (1) race is scheduled on Saturday, two (2) on Sunday, and one (1) on Monday.
- Flying Scot: Three (3) races are scheduled, Saturday and Sunday.
- Fish: Fleet racing on Saturday (number of races TBD). Team racing on Sunday will be the reenactment of 1920 Lipton Regatta.



## 6. SCHEDULE OF EVENTS

| FRIDAY      |   |
|-------------|---|
| 1200 – 1800 | Registration & Check-In (2FL Lobby)   |
| 1000 – 1630 | Boat Measurement (Dry Storage Area)   |
| SATURDAY    |   |
| 0800 – 1100 | Registration, Check-In & Crew Weigh-in (2FL Lobby)  |
| 1115        | Team Captains Meeting (2FL Grill)   |
| 1230 – 1300 | Race Committee & Judges Meeting (2FL Grill)   |
| 1400        | Warning signal for Lipton Race 1  |
| 1530        | Warning Signal for Flying Scot and Fish class races   |
| SUNDAY      |   |
| 0800        | Crew Weigh-in and Crew List (2FL Lobby)   |
| 1000        | Warning Signal for Lipton Race 2; Race 3 to follow after crew changes.                            |
| 1400        | Warning Signal for reenactment of 1920 Lipton Regatta in Fish class; Flying Scot races to follow. |
| MONDAY      |   |
| 0800        | Crew Weigh-in and Crew List (2FL Lobby)   |
| 1000        | Warning Signal for Lipton Race 4  |
| 1130        | No warning signal after this time   |
| 1200        | Trophy Presentation (Main Dining Room)  |

## 7. SAILING INSTRUCTIONS

Sailing Instructions for Lipton Vipers will be available in the Team Captain's packet available at registration and posted online at the Regatta Network site. Instructions for other classes will be available online and at registration.

## 8. VENUE

The racing area will be on Lake Pontchartrain, north of Southern Yacht Club.

## 9. SCORING

- For fleet racing, RRS Appendix A shall apply, except that no scores will be excluded.
- Lipton Viper series ties shall be decided per GYA Reg 19.9. This changes RRS A8.
- For Fish class team racing, RRS D3 shall apply.

## 10. DISCLAIMER OF LIABILITY

Competitors participate in the regatta at their own risk. See RRS 3, Decision to Race. Neither the Organizing Authority nor the Host Club, nor any race official will accept any liability for material damage or personal exposure, illness, injury, or death sustained in conjunction with, prior to, during, or after the regatta.

## 11. SAFETY

All boats shall comply with United States Coast Guard and State safety equipment regulations and Section D (Responsibility, Safety, and Compliance) of the GYA Regulations for Sanctioned Events.

## 12. SUPPORT BOATS

When races are sailed back-to-back, clubs are encouraged to provide support boats for crew changes that may be required on the water.

Please have your team ready and prepared to make changes on the water between races. If your team will not have a support boat to facilitate changes on the water, please inform us at registration, if not sooner, and we will make arrangements for your team to be on the water and ready for any desired crew changes.

## 13. TROPHIES

Trophies shall be awarded per GYA Regulations 19.10 and 19.11.

## 14. FURTHER INFORMATION

For questions regarding this event, please contact:

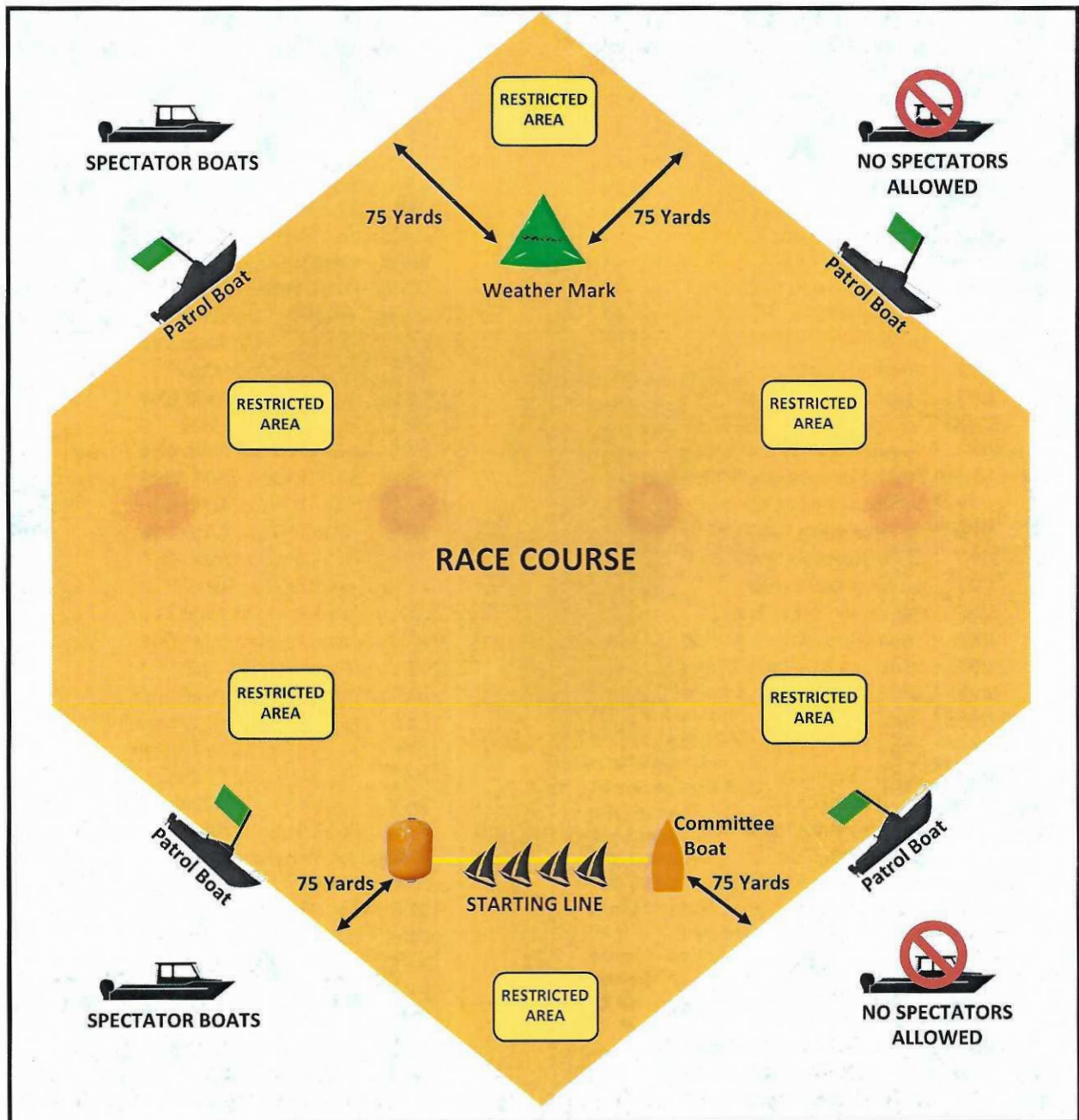
**Regatta Chair:** Cherrie Felder (SYC), [CDFelder@hotmail.com](mailto:CDFelder@hotmail.com), (504) 915-4752  
**Principal Race Officer:** Nathan Adams (SYC), [rc@southernyachtclub.org](mailto:rc@southernyachtclub.org)  
**Chief Judge:** Edith Collins (MYC), [edith@benefitall.com](mailto:edith@benefitall.com)  
**GYA Chief Measurer:** Steve Nolte (GYC), [snolte@mds-llc.net](mailto:snolte@mds-llc.net), (504) 289-1678  
**Club Contact:** Southern Yacht Club  
105 North Roadway Drive  
New Orleans, LA 70124  
Office (504) 288-4200, Fax (504) 283-0621  
Email: [info@southernyachtclub.org](mailto:info@southernyachtclub.org)

## Spectator "Fair Sailing" Rules

In order to ensure FAIR SAILING for the Lipton competitors, the Race Committee has designated specific areas for spectator, support and coach boats to observe the races. Patrol boats, displaying Green Flags, have been assigned to maintain spectator and coach boats on the port side of the course. Your cooperation in following the diagram below and not causing a wake will be appreciated.

### General Rules

1. Only the port side of the course may be used for spectator vessels.
2. Please obey patrol boats with Green Flags. Stay on the outside of these boats and outside the restricted areas.
3. No vessels may cross from one side of the course to the other by entering the restricted areas.
4. Spectator boats must not throw a wake to competitors while racing.
5. All spectator boats with VHF radios should monitor Channel 78.
6. Your cooperation is appreciated by all of the competitors and the Race Committee.
7. Spectator Boats will be available for anyone wishing to view the races on the water. Space is limited so please sign up at the Regatta Desk. If you have room on your boat for extra spectators, please inform the Regatta Desk.





## **Navy Yacht Club Pensacola proudly celebrates their 90th Anniversary in 2021 and supports the GYA Centennial Celebration –**

As Navy Yacht Club Pensacola (NYCP) celebrates its 90th anniversary, we reflect on the beginning of organized sailing at the Pensacola Naval Air Station with a rather inauspicious beginning. On 12 April 1931, a challenge by Pensacola Yacht Club (PYC) was answered out on Pensacola Bay by a team of hardy sailors from the Naval Air Station.

This inaugural regatta was sailed in the venerable Fish Class sailboat--the Gulf Yachting Association's (GYA) initial interclub competition boat. Weather conditions were somewhat less than perfect, and the race rapidly turned into a Keystone Cops farce. One crew fell over the side prior to the starting gun. He swam across the starting line and claimed a last place finish. Another Navy skipper was only able to sail downwind, for some unexplained reason. A third crew, being an advocate of the "discretion is the better part of valor" school, sought the refuge of the Yacht Club immediately after the start. The last surviving Navy skipper, undaunted, finished the race in a close last place. In an effort to redeem the Navy's tarnished reputation, four Navy Fish boats again met four Fish boats from PYC on April 19, 1932. This time they managed a clean sweep.

In 1932, NYCP also joined the GYA. And although World War II necessitated a break in membership, NYCP has continued to support the GYA through its membership and racing. We proudly salute the GYA's centennial milestone along with the 100th anniversary of the Sir Thomas Lipton Challenge.



# HISTORY OF THE FISH CLASS

The Fish class sloop, also known informally as the Fish Boat, was the first one-design racer between clubs of the Gulf Yachting Association. Designed in 1919 by Rathbone DeBuys, the Fish Class sloop is a gaff-rig, fixed keel, hard chine, v-hull sloop, 20'6" LOA, 16' waterline, 6' beam, 3' draft, weighing 1,500 pounds. It carries a 216 sq. ft. mainsail and a 54 sq. ft. jib. Originally made of wood, it can carry a crew of from two to five, but usually three, depending on the wind. In early years, a club foot jib was used and in later years a genoa jib was used. Rules have been modified to allow aluminum spars and hulls made partially or totally of fiberglass composite.



The birth of the Fish Class was something of an accident. DeBuys, being concerned with the decline of racing along the Gulf Coast, presented to SYC Commodore Ernest Lee Jahncke a proposition to revive yacht racing. The proposition was to build a boat which would be owned by the yacht club and rented to its members during the week to allow them to practice sailing. The proposition also included adopting a plan of classes to ensure equal sailing ability among the skippers of the boat when racing.



In designing the Fish Class sloop De Buys took into consideration safety for beginners, fair speed so the Fish would not be called "tubs", reasonable cost of construction and low cost of upkeep. When first built the boats bore the name of Gulf fish on their transoms – Mackerel, Pompano, Shark, Porpoise, Minnow and Tarpon. The first two GYA clubs to purchase Fish Class sloops were Southern and Pensacola.

The Fish Class sloop was the interclub boat of the GYA from 1920 until 1969 when it was replaced by the Flying Scot.

**--Cathy Cromartie**





***"Over one hundred years old and still going strong"***

Fish Class Events for 2021

|                        |             |                      |
|------------------------|-------------|----------------------|
| • GYA Spring Regatta   | May 15-16   | Buccaneer Yacht Club |
| • Juby Wynn Regatta    | May 29-30   | Southern Yacht Club  |
| • GYA Summer Regatta   | July 17-18  | Mobile Yacht Club    |
| • GYA Lipton Challenge | Sept. 4-6   | Southern Yacht Club  |
| • GYA Wadewitz Regatta | Sept. 25-26 | Fairhope Yacht Club  |
| • Fish Class Worlds    | Oct. 9-10   | Pensacola Yacht Club |
| • GYA Curren Cup       | Oct. 23-24  | Pensacola Yacht Club |
| • Jubilee Regatta      | Nov. 6-7    | Pensacola Yacht Club |



Our aim, as always, is to build the best.  
- Gordon (Sandy) Douglass

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# HISTORY OF THE FLYING SCOT

The Flying Scot is a recreational sailing dinghy designed by Gordon K. “Sandy” Douglass and first built in 1958. It is among the most popular one-design racing classes in the United States and was



inducted into the American Sailboat Hall of Fame in 1998. In designing the Flying Scot, Douglass wanted an all-out performance boat that would sail well but could be easily managed by two people. While the Flying Scot is normally sailed by two to three people, it can accommodate up to eight.

Constructed of molded fiberglass, the boat carries a 138 sq. ft. mainsail, a 53 sq. ft. jib, a 200 sq. ft. spinnaker, and has foam flotation under the seats for safety. It has a centerboard weighing approximately 105 pounds and, when stripped of all normally removeable gear, weighs a minimum of 675 pounds. It has

a draft of 4 feet with the centerboard extended and 8 inches with it retracted, allowing beaching or ground transportation on a trailer. The hulls are all one-design and built from the same mold by Flying Scot, Inc. in Maryland. The design has been previously built by Tanzer Industries, Douglass & McLeod, Customflex, and Loftland Sail-craft. Built with the idea of having to concentrate on tactics and speed, the Flying Scot is not a high-performance boat, so most anyone can sail it.

The Flying Scot is supported by an active class association, the Flying Scot Sailing Association, which controls the boat's design. Approximately 5,300 Flying Scots have been built and by 2020, the FSSA had 118 fleets racing the boat.

The Flying Scot was the GYA interclub racing boat from 1969 through 2017.



**--Cathy Cromartie**



## **Congratulations to the GYA on its Sir Thomas Lipton Challenge Centennial!**

**The Flying Scot® Sailing Association ("FSSA") is proud to have  
had the Flying Scot® as the  
GYA boat of choice from 1969 – 2017!**

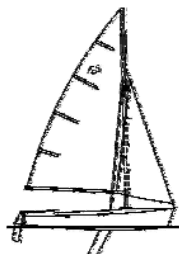
**We are also proud of the many outstanding racers from the GYA who excelled  
at one-design racing based on their experience racing Flying Scots!**

**The FSSA also recognizes all GYA clubs who continue to use this  
One Design Hall of Fame boat,  
designed by Sailing Hall of Fame sailor Sandy Douglass,  
in their sailing programs and club racing.**

**The Flying Scot® class continues to offer many regattas for all levels of sailors.**

**You are invited to join us at one or more of our 2022 national events:**

| <b>EVENT</b>  | <b>VENUE</b>                                 | <b>DATE</b>           |
|---|--|-----------------------|
| <b>2022 Midwinter<br/>Championship</b>              | Ft. Walton Yacht Club<br>Ft. Walton, Florida | March 19-24, 2022     |
| <b>2022 North American<br/>Championship</b>         | North Cape Yacht Club<br>LaSalle, Michigan   | July 9-14, 2022       |
| <b>2022 Women's North<br/>American Championship</b> | Corinthian Sailing Club<br>Dallas, Texas     | September 23-25, 2022 |
| <b>2022 Wife Husband<br/>Championship</b>           | Rush Creek Yacht Club<br>Dallas, Texas       | October 22-23, 2022   |



**WWW.FSSA.COM**



## HISTORY OF THE VIPER 640

The Viper 640, built predominantly of fiberglass with carbon fiber spars, was designed by Brian Bennett and first built in 1996 by Viper Boats. It was designed to combine the planing performance of a dinghy with the stability of a keelboat, the result of which is a small recreational planing keelboat. It is a strict one-design racing boat with no changes permitted to the boat as supplied by the class approved builder. The only option is sails, supplied by class approved sailmakers and strictly controlled through class rules, which encourages the development of tuning techniques. In 2005 Rondar Raceboats in the United Kingdom became the official class manufacturer.



The Viper 640 is a two-to-four person high-performance sport boat and makes high-performance sailing available to everyone. The open transom bails water instantly, even in extreme conditions. It is simple enough to be rigged and sailed in under a half hour and can be



launched from a hoist or ramp. Weighing only 1,100 pounds with boat, trailer, sails, and gear, it is lightweight and easily trailered behind most passenger cars. It carries a mainsail of 165 sq. ft., a jib of 89.5 sq. ft., an asymmetrical spinnaker of 454.5 sq. ft, has a carbon fiber mast, a lifting keel with a weighted bulb which has 220 pounds of lead ballast. The keel is retained in the down position with two bolts while sailing. The Viper 640 can be optionally fitted with a small outboard motor for docking and maneuvering.

With over 300 having been built, the Viper 640 is supported by an active class, the Viper 640 Class Association, has an international presence and is an accepted World Sailing class boat.

The Viper 640 became the GYA interclub racing boat in 2018.

**--Cathy Cromartie**



Pensacola Yacht Club is proud to have been a part of the Gulf Yachting Association for over 100 Years. Thank you Southern Yacht Club for hosting this Centennial Celebration.



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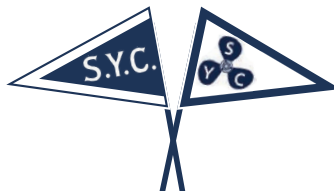


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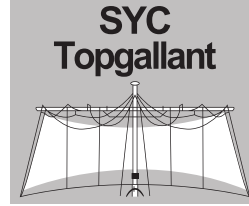


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# GOOOOOOOO TEAM!



It was January, 2018 when the GYA Lipton 100<sup>th</sup> Anniversary Committee was formed with volunteers, both young and old, from across the entire GYA. The GYA through all of its member Clubs was founded upon volunteer efforts and without them we would not have one of the most active and certainly the most unique sailing association in the country. Thanks to all the volunteers involved in this 100<sup>th</sup> celebration of the GYA and sailing the Lipton, especially the GYA Sub-Committee Chairs:

- |    |                                   |   |   |
|----|-----------------------------------|---|---|
| 1. | Minutes Secretary                 | - | Rory Robin Rafferty (PCYC)  |
| 2. | Memorialization (Book)            | - | Commodore Katherine Cromartie (FYC)                                       |
| 3. | Publicity/Promotion               | - | Commodore William D. Wright, Jr. (SYC)<br>Julie B. Connerly (NYCP) (PBYC) |
| 4. | Trophies                          | - | Commodore John Matthews (PYC)   |
| 5. | Celebration Weekend               | - | Cherrie Felder (SYC)  |
| 6. | GYA 100 <sup>th</sup> Anniversary | - | Commodore Jimmy Ruthven (StABYC)  |

There are many more volunteers behind the GYA Lipton 100<sup>th</sup> Anniversary Committee, all of whose names are listed on the next page and a 100 more behind the scenes that have made this special weekend so wonderful!

Thanks for all of your efforts and being the backbone of the GYA.

Sincerely,

*Ewell C. Potts, III*, Chairman

GYA Lipton 100<sup>th</sup> Anniversary Committee

P.S. Cherrie Felder, of Southern Yacht Club, a relatively new great volunteer is due special thanks and congratulations for a job well done! She picked up the ball and is running full steam ahead. And then if you happen to see her say “Hello” as I am sure you will enjoy a new friendship!



# SIR THOMAS LIPTON CHALLENGE CENTENNIAL VOLUNTEERS

## GYA COMMITTEE

Chairman - Commodore Ewell C. Potts, III (SYC)

## SUB-COMMITTEES:

Minutes – Rory Robin Rafferty, Jr. (PCYC), Chairman  
Memorialization – Commodore Cathy Cromartie (FYC), Chairman  
Publicity/Promotion – Julie B. Connerly (PYC), Chairman  
Trophies – Commodore John Matthews (PYC), Chairman  
Celebration Weekend – Cherrie Felder (SYC), Chairman  
GYA 100th Anniversary – Commodore Jimmy Ruthven (STABYC), Chairman

## COMMITTEE MEMBERS:

|                                      |                                      |
|--------------------------------------|--------------------------------------|
| Commodore Donnie Brennan (BucYC)     | Commodore Chris Luppens (HYC)        |
| Commodore Harry Chapman (BWYC)       | Commodore Janet Miller-Schmidt (PYC) |
| Johnny Curran (SYC)                  | Commodore John Morrow (STABYC)       |
| Cheri Dillard (PCYC)                 | Commodore Jim O'Neal (LAYC)          |
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| Commodore Shan Kirk (SYC)            | Commodore Larry Taggart (SYC)        |
| Commodore Kenny Kleinschrodt (BucYC) |                                      |

## SYC CELEBRATION WEEKEND AND REGATTA COMMITTEE

Chairman – Cherrie Felder

## SUB-COMMITTEES:

Budget – Bob Kottler, Chairman  
Sponsorships/Fundraising – Commodore Bill Wright, Chairman  
Race Committee – Nathan Adams, Chairman  
Hospitality/Volunteers – Mamsie Manard and Alice Wright, Co-Chairmen  
Accommodations – Karen Reisch, Chairman  
GYA Meetings – Anne David, Chairman  
Program/PR – Tom Long, Chairman  
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Entertainment – Lisa Millar, Chairman  
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Trophies – Larry Taggart, Chairman  
Spectator Boats – Marshall Ballard  
Signage – Karen Reisch and Kett Cummins, Co-Chairmen  
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Harbor/Docking – Bob Kottler and Jim Brusgard, Co-Chairmen  
Sunday Service – Alan Brackett  
SYC Facility and Staff – d Gaskell, General Manager

## COMMITTEE MEMBERS:

|                       |                     |                                |
|-----------------------|---------------------|--------------------------------|
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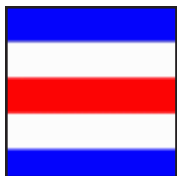
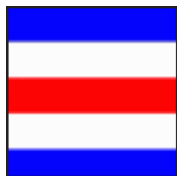
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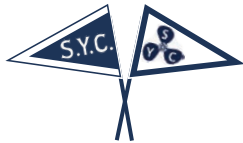




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**GO TEAM SYC!**



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## **A Short History Lesson from the Commodores Society of Bay Waveland Yacht Club**

**Bay Waveland was originally founded in 1896, but due to Hurricanes and other challenges the club did not begin sailing in the Sir Thomas Lipton Challenge until 1950. Their first victory was in 1963. Since 1950 the following are the winners of the event:**

|                                   |                |
|-----------------------------------|----------------|
| <b>Bay Waveland Yacht Club</b>    | <b>25 wins</b> |
| <b>Southern Yacht Club</b>        | <b>12 wins</b> |
| <b>Pass Christian Yacht Club</b>  | <b>10 wins</b> |
| <b>Biloxi Yacht Club</b>          | <b>7 wins</b>  |
| <b>St. Andrews Bay Yacht Club</b> | <b>4 wins</b>  |
| <b>New Orleans Yacht Club</b>     | <b>4 wins</b>  |
| <b>Pensacola Yacht Club</b>       | <b>3 wins</b>  |
| <b>St. Petersburg Yacht Club</b>  | <b>2 wins</b>  |

**We congratulate the members of our winning teams and thank all of the others that trained, supported and helped them along the way. We wish this year's team fair winds, good sportsmanship, and success.**

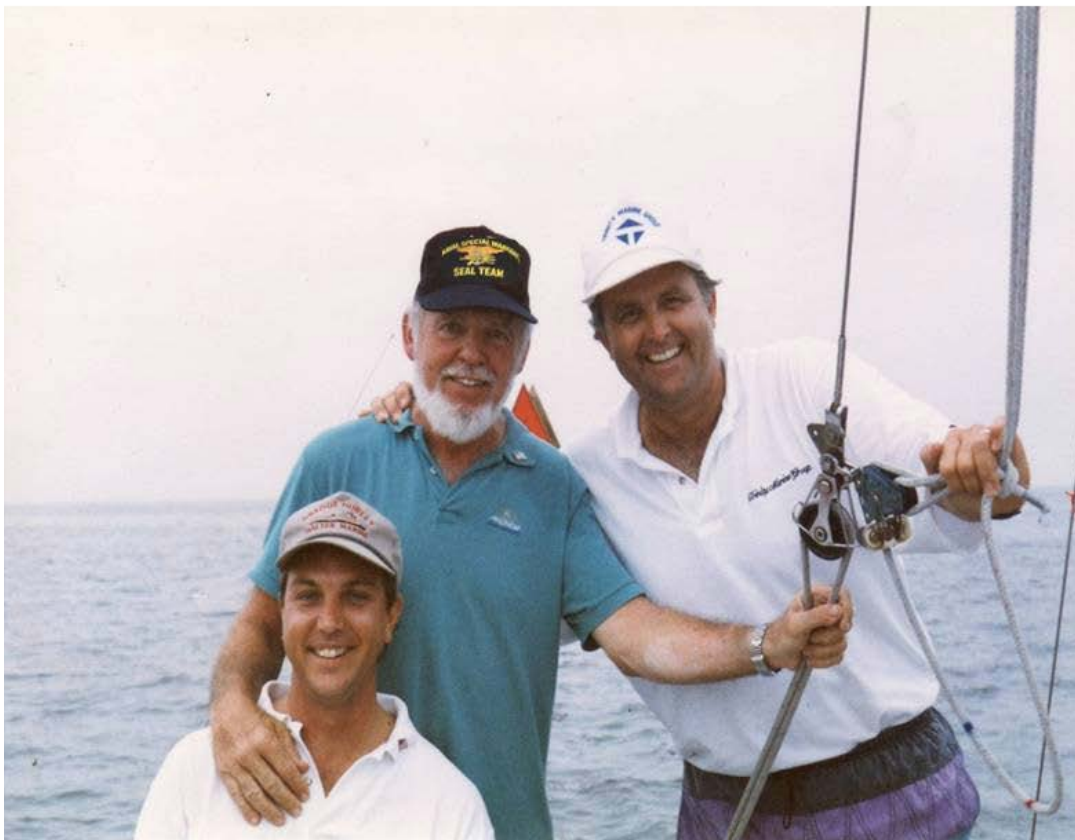






# **CELEBRATING A LIFE**

**"LARGER THAN LIFE, SHARPER THAN A RAZOR  
AND LOUDER THAN HIS SUBWOOFER"**



**IN LOVING MEMORY OF  
TOM DREYFUS**