





Mr. Glenn Darden
4209 Lamworth Rd
Lh. Worth Texas

A. Hampton Cottar

Route 10, Box 652c

Fort Worth, Texas 76135

October 15, 1973

Dear Glenn:

Mrs Cottar and I share the proud feeling with your mother and father in your being awarded the Stephan Cottar Trophy. It speaks well for you, and your entire family, to have this trophy awarded twice. Quite an accomplishment and a feat not likely to be repeated. Our congratulations for a job well done.

Sincerely

Mr & Mrs A. Hampton Cottar

F. W. B. C.



SAILING '71



GLENN DARDEN AND CREW
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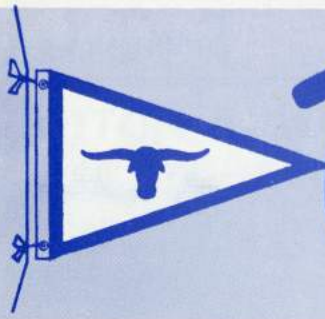




APR. 15+16, 72

F.W.B.C





FORT WORTH BOAT CLUB

Breeze 'n' Fueler

EAGLE MOUNTAIN LAKE, TEXAS

VOLUME 9, NUMBER 1

FEBRUARY, 1973

Fire Nearly Destroys Boat Club

CLEAN-UP CREW RESTORES ORDER IN RECORD TIME



Part of Virginia's clean-up crew: Merida Ellis, Lou Alice Hoffman, Lewis Winter, Pete Hoffman, Peggy McMinn, Ruth Ellis, Anne Wallace and Virginia

An early morning fire on Saturday, January 27th almost got away from firemen but by dawn had been put out. The crew at the Boat Club, together with Commodore Smith, worked all night long shoulder-to-shoulder with the Eagle Mountain Volunteer Fire Department to save our Club House.

After the last fireman had left, all hands stayed on at the Boat Club and began the process of cleaning up.

Virginia Smith, the Commodore's wife, appeared on the scene around 9:00 a.m. Sunday, and after seeing that her husband was safely tucked in bed, she set about organizing the curiosity seekers into a clean-up detail in the bar.

Believe it or not, Virginia had the bar back in operation by the normal opening time of 11 a.m. Every dish, glass, table, chair and the bar were thoroughly washed and by the time Virginia and her group got through the only sign of the fire was a slight smell.

The membership owes Lee and Virginia and our great crew of Floyd Hoggard, Robert Zapata, Raul Ayala, Terry Jernigan, Paul Shaffer, Mikes Bogges, and of course, Jim Hervie a great vote of thanks.



Ruth Ellis, Anne Wallace and Virginia Smith



Denis Toothe . . . Carpenter par excellence

The Fort Worth Boat Club

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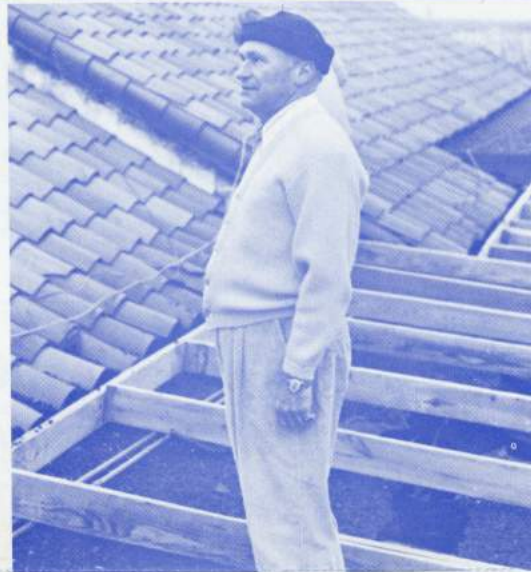
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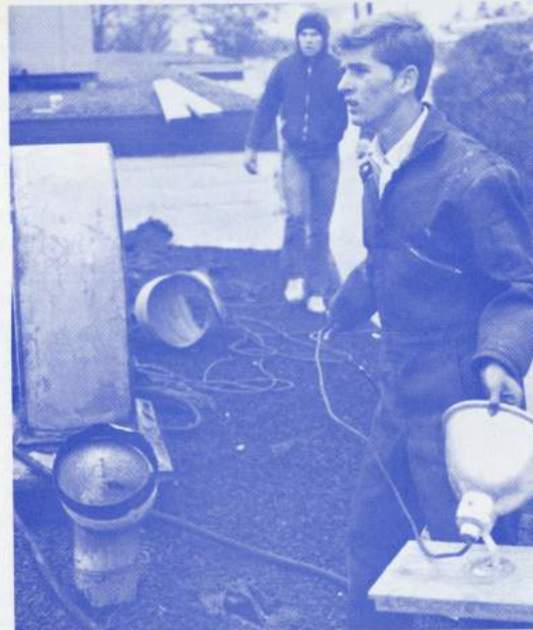
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COTTON BOWL TO BE ANNUAL EVENT

Fifteen schools from six states and both coasts competed for the Cotton Bowl trophy at the Fort Worth Boat Club on 28-31 December. The series, hosted by the Selwyn School of Denton, Texas, was sailed in the Club's Rhodes 19's and 420's. De La Salle of New Orleans, skippered by Marc Eagan, won by a rather commanding lead, although toward the end he was challenged by Fort Worth's Glenn Darden (Arlington Heights) and California's Skip Beck (Corona del Mar, Newport Beach, California).

After a five-race elimination series, ten schools entered the finals on 30 December, while the remaining schools (Portsmouth Abbey, R. I.; Austin High School, Texas; Noble and Greenough, Boston; Greenhill, Dallas; and Isidore Newman, New Orleans) drew for boats and crew to sail in an open 420 consolation regatta. Greg Dietrich of Portsmouth Abbey emerged victorious in this series over Kelson Elam of Austin.

De La Salle won the opening finals race in a building southerly breeze. As the day wore on, however, Corona del Mar and Arlington Heights, engaged in a two-way struggle for second, began to challenge the leader, who nevertheless managed consistent seconds and thirds throughout the day. A highlight of the series came in the third race, when all boats finished within one minute, 43 seconds of each other, similarly bunched at each mark. Positions changed so rapidly in this race that spectators never knew who would eventually win, but Glenn Darden of Arlington Heights finally won by a few inches of spinnaker belly.

The last day of racing opened with a dead calm following a strong norther the previous night. Decks were covered with snowy frost, prompting snowball fights until the racing began in a vacuum. Scott Brown of Fort Worth (Boswell) showed everyone his transom in this brilliantly sailed light race, in which he kept his boat moving well on the right side of every shift to win by more than 25 minutes. The final race, a double winward-leeward, pulled Glenn Darden of Arlington Heights into second place as his victory relegated Skip Beck of Corona del Mar to third in the overall standings.

The Cotton Bowl Regatta will be an annual affair, drawing scholastic teams from throughout the United States.

Regatta Chairman Legare Van Ness, Assistant Headmaster of the Selwyn School, Denton, Texas, explained that this event is probably the best compe-

tion among high school sailors ever held outside the Sears Cup. Perry R. Bass, internationally-known yachtsman and world ocean racing champion navigator (American Eagle), was honorary chairman, while Arthur P. Nazro was chief judge. Jack Horton of FWBC served as race committee chairman.

Did You Know? Anchor Can Be Safety

Did you ever think of an anchor as a piece of safety equipment? It is!

Consider the possibility of losing power in your boat just as the wind picks up — the only way to avoid a possible untimely beaching on a rocky shore is through the use of a suitable anchor and line. An anchor is your nautical 'emergency brake'.

This was but one of the helpful points brought out during the Safe Boating Course conducted by Flotilla 55, U. S. Coast Guard Auxiliary, which began on Thursday, February 8th. This course consisted of 3, two hour classes which started at 7:30 p.m. and were held at the University Bank. This course was offered free to the public and no special material was required.

Subjects covered included legal requirements, rules of the road, basic seamanship and boating safety practices, aids to navigation, weather, first aid, and boat trailering.

Although dealing with this very serious aspect of one of America's favorite sports, these classes were conducted in an informal atmosphere to appeal to the whole family.

Skipperettes . . .

Dear Skipperettes

The Summer of '73 promises to be an interesting one for us, so . . . even though there may be snow on the ground when you read this . . . let me outline our program.

The big news is that the first Rhodes 19 race on Saturday afternoons this summer has been reserved for the Skipperettes. A and B Class skippers with crews of their own choice will be eligible for this race. We will handle our own scoring and awards, and will follow all club racing rules. This is a pilot program, of course, and its success will depend on our participation. So, all you A's and B's should be thinking about your crews, and rescheduling your summer Saturdays to include racing at 2:00 o'clock.

The Rhodes 19 men's spring training program is also open to us. This will begin Saturday, March 3 at 2:00 p.m. and will last for five weeks.

Our opening luncheon is scheduled for Wednesday, March 28, and our training sessions will be at 10:00 a.m. from April 4 — May 30 (except April 18). Our Wednesday races will run through June, July and August.

So, here we go. It looks like a great summer, and I'm looking forward to a big turnout of both experienced and new Skipperettes.

See you soon.
Charlotte Lidstone

Hints to Judges

TRY TO ARRIVE AT THE BOAT CLUB AT LEAST ONE HOUR BEFORE THE FIRST GUN. THIS SHOULD GIVE YOU AMPLE TIME TO CHECK:

COMMITTEE BOAT

WIND

LENGTH OF COURSE

AVAILABILITY OF BOATS AND SAILS

TRY TO SET THE STARTING LINE AT LEAST AS LONG AS THE TOTAL LENGTH OF ALL BOATS IN THE RACE. THIS IS PARTICULARLY IMPORTANT FOR THE AUXILIARY CLASSES.

F. GREGG BEMIS, CHAIRMAN OF THE NAYRU

RACING RULES COMMITTEE, DISCUSSES . . .

THE 1973 YACHT RACING RULES

FROM YACHTING MAGAZINE

(The following article explains the new rules and presents the clarifications which have been incorporated into the racing rules, effective April 1, 1973. Rule books will be mailed to all NAYRU members in April, and readers who are not as yet members may join NAYRU by sending their dues of \$25 for Sustaining Membership, \$15 for Contributing Membership, or \$10 for Regular Membership to the North American Yacht Racing Union, 37 W. 44th St., New York, NY 10038. Individual copies of the book will be available from NAYRU for \$2.50.—Ed.)

There are a fair number of changes in the 1973 racing rules, including three new rules, or, to put it more accurately, two new rules and a new option. There are also half dozen or so modest changes of substance, some of them in the right-of-way rules, but without a change in the basic principle of any rule. And finally there are a good many changes running all the way from revised phraseology and rearrangement down to single words, punctuation and renumbering which have been made with the intent of greater clarity, consistency and understanding.

The first new rule, the wet-clothing rule, 22.3, reads as follows:

Clothing and Equipment

- (a) A competitor shall not wear or carry any clothing or equipment for the purpose of increasing his weight.
- (b) A class which desires to make exception to rule 22.3, Clothing and Equipment, may so prescribe in its class rules. In so doing, however, the total weight of clothing and equipment worn or carried by a competitor shall not exceed 20 kilograms when wet.

This rule follows the approach of the Star Class. It definitely prohibits adding lead even with counterbalancing personal buoyancy or making a trapeze harness any heavier than necessary. It would not disqualify a person wearing sweaters to keep warm who got the sweaters wet from spray, but anyone wearing a lot of sweaters who falls overboard, even accidentally, would be suspect. It is to be noted that the rule provides for excep-

tion by a class rule subject, however, to a maximum weight when wet.

The second new rule, dealing with contact, carries the number 67 in the first part of Part VI and reads as follows:

1. When there is contact between the hull, spars, standing rigging or crew of two yachts while racing, both shall be disqualified, unless one of them retires in acknowledgment of an infringement of the rules, or one or both act in accordance with rule 68.3, Protests.
2. A third yacht which witnesses an apparent collision between two yachts and, after finishing or retiring, discovers that neither of them has observed rule 67.1, is relieved by rule 68.3(b) from the requirement of showing a protest flag and may lodge a protest against them.
3. The race committee may waive this when it is satisfied that minor contact was unavoidable.

This rule is pretty much self-explanatory. It does not apply when contact on the part of one yacht consists, for example, only of a spinnaker or spinnaker sheet. It is to be noted that a third yacht wishing to protest does not need to show a protest flag when after the race she finds that neither of the two colliding yachts retired or protested. The final part of the rule, 67.3, is designed to allow for the problems that arise when there are drifting conditions with little or no wind.

The new option, explicitly providing for penalties alternative to disqualification, starts off with rule 68.7 which reads, "When so prescribed in the sailing instructions, the procedure and penalty for infringing a rule of Part IV shall be as provided in Appendix III." The IYRU rules, which we are following, include a slightly modified 720° penalty and a considerably modified percentage penalty as compared with the trial penalties of last summer. NAYRU expects to include also a graduated penalty system. These alternative penalties are strictly optional and are to be

used only when wanted, but there is increasing interest in developing good alternative penalties and it is anticipated that they will be used abroad as well as here.

There are seven changes worth studying which can be said to constitute changes of substance although not, as such, of great significance. Of a greater significance in most cases is the way in which the rule is now presented.

In Rule 32, Avoiding Collisions, the expression "makes no attempt" has been changed to "fails to make a reasonable attempt." Among other things, this puts more responsibility on a right-of-way yacht to keep a lookout than has previously been the case.

Rule 34, Right-of-Way Yacht Altering Course, has been made clearer by subparagraph and has had two additions. The prohibition against altering course "so as to increase any alteration of course required of the other yacht in order to keep clear" is pretty much a definition of "obstruct." The rule also explicitly permits a starboard-tack yacht, running the line before a windward start to come up to a close-hauled course after the starting signal even if this prevents a yacht trying to make a port-tack start ahead of her from keeping clear—and whoever thought S did not have the right to do so although, technically, it was prohibited by the previous rule 34.

Rule 35, Hailing, now has some teeth although they are not very sharp ones. Rule 35.1 describes circumstances under which a right-of-way yacht can be disqualified if she did not hail and rule 35.2 provides that, under certain circumstances having to do with room at marks a hail helps to support but of course will not prove a claim.

Rule 40, Right-of-Way Yacht Luffing Before Starting, has been simplified a little in a way which results in a leeward yacht aft of mast line being prohibited from luffing above close hauled at any time.

Rule 42 has been modified in various ways with no real change in substance. In the first place, instead of providing for buoy room at starting marks and then taking it away with the anti-barging rule (an exception to an exception), the rule now gives no right to buoy room at starting marks surrounded by navigable water. Of course a leeward yacht can use her leeward yacht rights

(continued on page 5)

YACHT RACING RULES — — —

of 37.1 to force room at the leeward end of the line subject only to the limitations upon her luffing of rule 40. The numbering of rule 42 has also been changed to put the basic room rules together and then follow them with restrictions on establishing and maintaining an overlap and finally with the anti-barging rule, part of which, to be sure, is now redundant (as explained) but is being retained for emphasis. Of the two or three other changes in rule 42, the most significant is that at a jibe mark an inside leeward yacht without luffing rights (as well as an inside opposite-tack yacht) is obligated to jibe around the mark. This looks like a change of substance but really is not since recent decisions have held that a yacht in such a position is obligated to jibe anyway. The new rule simply makes the requirement explicit.

Rule 73.2(b) permits the race committee to call a hearing when it finds, even from a competitor who did not fly a protest flag, that a collision resulted in serious damage. This does not open up a can of worms because serious damage is not a matter of the imagination. It can be verified.

Finally, in 74.3, the right of the race committee, is recognized to take disciplinary action when a gross breach of good manners or sportsmanship occurs. To be sure, the race committee had various recourses open to it before, but this rule is much more explicit.

In addition to the changes discussed, there are quite a number of smaller ones which might be mentioned, whose principal purpose is readier understanding.

A slight addition to the definition of "starting" makes a simpler statement of the round-the-ends rule, 51.1(c).

Rule 5.1(c) makes provisions for a procedure to be set up in the sailing instructions for changing the course during a race. While the right to do so has been implied in the rules, the new rule provides for it explicitly.

Rule 19.3 establishes a procedure for accepting a measurement certificate after a race.

Rule 25.1(d) (iii) requires national letters as well as numbers on spinnakers when racing in foreign waters.

Rule 43 spells out that room to tack means room to tack and clear the other

yacht. Also, when dealing with an obstruction which is also a mark it makes it a little clearer, that not all marks are obstructions.

There has been some trouble with limit marks, which are occasionally used on starting and finishing lines to protect the committee boat. Rule 51.3 now prohibits looping the limit mark in order to start between it and the committee boat: "A starting limit mark has a required side for a yacht from the time she is approaching the starting line to start until she has left it astern on the first leg." But, the rule continues, a limit mark on a finishing line is like a standard finishing mark, in that it has no required side once a boat has finished.

The rule permitting a yacht to exonerate herself for touching a mark by sailing round it an extra time has been considerably reworded and put in a separate paragraph of rule 52. In effect, the 1969 rule calls for a yacht to round a mark as required to sail the course and then, if she touches it in the process, she has to make an additional complete rounding. The new rule says that if she touches it while rounding it she must complete one entire rounding and then must re-round or re-pass it, without touching it, as required to sail the course. In other words, she must sail on around it, back to where she started to pass it in the first place, and then make a clean and proper rounding. Furthermore, in order to get away from the complications and difficulties of all the various circumstances under which a starting mark can be touched, the new rule will require that the exoneration of the extra rounding be carried out after the yacht has started. If, for example, a yacht which touches a mark is also a premature starter, she must get back to the pre-start side of the line and start before any rounding of the mark she makes can count as an exoneration for touching it. Also, if a yacht touches a mark four minutes before the start she will have to wait until after the starting signal before she can exonerate herself, which is unfortunate but not nearly as unfortunate as being disqualified.

Rule 68.4 makes provision for deviations from measurements caused by normal wear or damage, provided they do not affect the performance of the yacht, and permits a period of time for correction.

Rule 68.5(a) spells out what was previously only implicit, that a request for

redress does not require showing a protest flag.

Rule 75, Persons Interested Not to Take Part in Decision, includes a partial definition of "interested party" as anyone who stands to gain or lose as a result of the decision.

Two new additional appendices have been incorporated. Appendix IV urges that in order to provide good conditions in fair competition, starters be limited to not much over 30 boats. It also contains some suggestions as to how this can be brought about when there are more than 30 entries. Appendix V deals with the authority and responsibility of race committee and judges for rule enforcement. It states some principles that are worthy of careful consideration.

Most, if not all, of the changes of any importance have been mentioned, the most important in full detail and some only by reference. These comments should prove helpful in locating the more important changes for attention. However, the best way to check the changes and fix them in mind is to compare the new with the old throughout. This is facilitated by the fact that the first several thousand copies of the new Rule Book have vertical lines in the left margin calling attention to all changes no matter how slight. A word to the wise is sufficient.

Now Hear This!

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Small Sailboats Form Boating's "Fun Fleet"

RECORD NUMBER OF SMALLER CRAFT BEING RECORDED

The "now generation" is involved today. It votes, runs for office, is concerned about ecology.

Because of this new consciousness, many people are revamping their lives. Physical fitness, as advocated by the late President Kennedy a decade ago, is now becoming an integral part of people's lives.

Tennis is catching on all over, bicycling is the craze of city dwellers, and boating has become the thing to do for those who feel a desire to get away from it all.

According to the Let's Go Boating Committee, whose intent is to get people out of their routine habits and onto the water, boats are cropping up on lakes, rivers, bays and along the coastal waterways in record numbers.

Youth has been a leader of the movement to do something instead of sitting and doing nothing. Boating which offers such a complete change of life from the hot teeming city, the monotony of a job and the every day family pressures, is fast becoming an exciting part of the lives of the youth of America.

Television, they say, is geared to the young who enjoy basic comedy, drama and fun entertainment. The boating industry has also built boats designed with the young people in mind.

Case in point is the large fleet of

small sailboats comprised of daysailers and sailboards.

The enormous attraction of this type of sailboat, sometimes called the "fun fleet," is a combination of low initial cost, practically no upkeep cost and portability and ease of operation.

Add the fact that although these boats are probably the best for a beginner, it is also one of the most competitive when operated by an expert.

The main reason young people like them is they are one of the most enjoyable types of pure pleasure boats yet developed.

Assembling one is rather easy. Operating one only takes a little practice. The rigging is relatively simple to control. The sum total of a typical sailboard, for instance, are a hull, short mast and yard and boom to stretch the lateen-rigged sail, a daggerboard for stability and traction and a rudder for control.

A sailboard is usually constructed of fiberglass and costs from as little as \$100 up to more than \$700. It will range from 10 feet to 16 feet long and can weigh as little as 50 pounds. They can be sailed alone, but most can take one crew member.

Daysailers are larger than the sailboards. Prices also are slightly higher than the sailboards, starting at about \$500.

Beginning sailors don't have to worry about piloting the fun boat. Since there is only one sail, controlled by one sheet, these small craft offer a rookie a chance to practice and perfect the art of sailing without having a thousand different things going on at once.

Most of the boats are non-sinkable. If one of them does dunk you, you can right it quickly.

Usually you don't even have to lower the sail. Merely swim around to the other side, grasp the high side of the hull and put both feet on the daggerboard and lean back. She'll gently right herself until upright.

Then all you do is climb aboard, take up the sheet until the sail fills, and sail away.

In the hands of an expert, these boats become one of the most competitive of all class racing sailboats.

Because of the fact they are so easy to sail, sailing one to the limits of its capabilities becomes very challenging.

When the experts race them, one little mistake will mean the difference between victory and defeat.

It's no wonder they are called the "fun fleet" of the boating world.



Contact Tommy Thomason for particulars about becoming U. S. C. G. Auxiliary members . . . and as to what the Auxiliary can also do for you. Our local Auxiliary is Flotilla 55, located on beautiful Eagle Mountain Lake.



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SAILING CHAMPIONSHIP**

for the



MRS. CHARLES FRANCIS ADAMS TROPHY

AUGUST 25-28, 1969

**Under the auspices of the
NORTH AMERICAN YACHT RACING UNION**

**Sponsored By
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	Crew: Emmy Lou Ritt Grace MacLellan
Boston Yacht Club Marblehead, Mass.	Alternate: Mary McGrath

AREA B

YRA of Long Island Sound	Skipper: Betty Foulk
	Crew: Sue Ann Shay Nancy Hogan Ziluca
Indian Harbor Yacht Club Greenwich, Connecticut	

AREA C

Barnegat Bay Yacht Racing Association	Skipper: Jan O'Malley
	Crew: Patricia O'Malley Jacqueline Hart
Mantoloking Yacht Club Mantoloking, New Jersey	Alternate: Blair Barton

AREA D

Florida Sailing Ass'n.	Skipper: Betty Beedle
	Crew: Sylvia Barber Louise Schuh
Cocoanut Grove Sailing Club Miami, Florida	

AREA E

Lake Yacht Racing Assn
Rochester Yacht Club
Rochester, N. Y.

Skipper: Helen Ingerson
Crew: Virginia B. Lee
Katherine Sachs
Alternate: Shirley Shumwan

AREA F

Texas Yachting Association
Fort Worth Boat Club
Fort Worth, Texas

Skipper: Glenn Lattimore
Crew: Onah Penn
Lucy Darden
Alternate: Diane Cornwall

AREA G

Y.R.A. of San Francisco Bay
San Francisco Yacht Club
Belvedere

Skipper: Martha McDougale
Crew: Anne Elder
Shirley Greene
Alternate: Connie Stong

AREA H

Pacific International Ass'n
Kitsilano Yacht Club
Vancouver, British Columbia

Skipper: Gillian West
Vancouver, B.C.
Crew: Pat Elmer
Vancouver, B.C.
Pat Ambrose
Vancouver, B.C.
Alternate: Deidre Webster
Vancouver, B.C.

SCHEDULE OF EVENTS

GENERAL INFORMATION

The following will outline the events for the 1969 finals of the Adams Cup. We wish to welcome all and will do everything possible to make your stay a memorable one. As the Fort Worth Boat Club is operated on a charge basis, the dining, bar, and snack bar do not accept cash. Therefore, we invite all participants in Adams Finals to obtain a guest card from the Boat Club office and sign for all services. Charges will be billed after the Regatta. Alternately, however, chit books may be purchased in the office for use at any of the Club facilities. Each crew will be the guest of one of the members and housing will be provided in the cabanas located on the Club property. Breakfast may be prepared in each cabana. Coffee will be served in the clubhouse. Lunch will be served in the Club dining room since the harbor is located very close to the race courses.

At registration the Club will collect \$6.00 per crew member for three days meals or a total of \$18.00 per person. Lunch and buffet supper will be served in the dining room on each day of the Regatta. Guests may participate by purchasing appropriate tickets.

SATURDAY, August 23rd. Crews arrive. Registration 10:00 A.M. to 6:00 P.M. Dinner — Ala Carte served in the Club dining room. Dress is Optional — Sailing clothes acceptable. Reservations with the Club Manager or Steward recommended. Boats not available.

SCHEDULE OF EVENTS — (cont)

GENERAL INFORMATION — (cont)

- SUNDAY,**
August 24th.
- 10:00 A.M. — Meeting for all crews in the LOWER DECK.
- 10:30 A.M. — Boats available for practice sailing. Coaching is not permitted by the rules.
- 4:30 P.M. — All boats in the harbor — all sails properly folded and returned to the storage locker in the Bosun's Shack.
- 5:00 P.M. — Skipper's meeting in the LOWER DECK.
- Attendance — mandatory
- 6:00 P.M. — Commodore's cocktail party followed by buffet supper in the dining room.
- Dress for men — coat and ties.

- MONDAY,**
August 25th.
- 9:00 A.M. — LEAVE HARBOR
- 9:30 A.M. — Morning race start. After last race of the day sails should be folded and stored in the Bosun's Shack.
- 7:00 P.M. — Cocktails and supper at the home of Mrs. Onah Penn
914 Alta Drive
Fort Worth, Texas
- Dress — informal shifts for ladies and sport shirts for men.

SCHEDULE OF EVENTS — (cont)

GENERAL INFORMATION — (cont)

- TUESDAY,**
August 26th.
- 9:00 A.M. — Sailing same as Monday.
- 7:00 P.M. — Buffet supper in dining room. Dress informal — sailing clothes acceptable.
- WEDNESDAY,**
August 27th.
- 9:00 A.M. — Sailing same as previous day.
- 6:30 P.M. — Cocktails and dinner for all contestants, judges, and guests in Club dining room. Trophy presentation if appropriate. Dress for men — coat and ties.
- THURSDAY,**
August 28th.
- 9:00 A.M. — Extra day for racing should the weather interrupt the schedule for Monday, Tuesday, or Wednesday. If Thursday is a racing day, following the end of the series an informal reception will be held and prizes will be awarded.

- NOTES: 1. The Fort Worth Boat Club office will take all messages for contestants. The number is 236-7149 (Area Code 817).
2. All contestants should advise their plans for departure so that we can schedule transportation to the airport, etc.

SAILING INSTRUCTIONS

I. RULES

The races are under the jurisdiction of the North American Yacht Racing Union and will be conducted under the following:

- A. The current regulations published by the North American Yacht Racing Union for this event.
- B. The official racing rules of the North American Yacht Racing Union, except as modified by said regulations and these race instructions.
- C. Class rules as determined in advance of the series by the organization conducting it.

II. NOTICES

Official notices will be posted on the bulletin board of the Boat Club, and it is the responsibility of each crew to check this board for information. Posted instructions may be superceded by instructions by the Race Committee given to each skipper prior to making the Warning Signal. Written instructions will be given if possible.

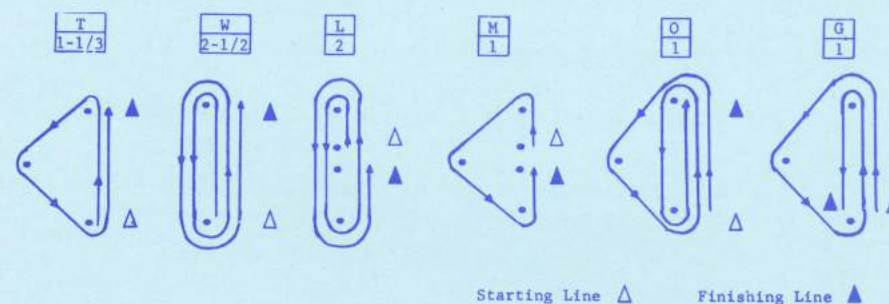
III. RACING SCHEDULE

The Race Committee will announce the approximate starting time for the races from time to time during the series. Yachts must be ready to leave for the starting area at least thirty (30) minutes before the announced starting times. Contestants are asked to stand by, well clear of the finish line and the last leg of the course, after finishing, for instructions from the Race Committee.

SAILING INSTRUCTIONS — (cont)

IV. COURSE SIGNALS

The diagrams with identifying letters shown indicate types of course to be sailed. The identifying letter will be displayed from the committee boat before or with the warning signal, along with a number indicating number of laps, or partial laps. Number of laps, or partial laps for T, W, L, and M may be varied.



T — Triangle

W — Windward and leeward

L — Windward, leeward and windward

M — Triangle with start and finish in middle or leg

O — Triangle followed by windward, leeward and windward (Olympic)

G — Triangle followed by windward and leeward (modified Gold Cup)

All marks of the course are to be passed on the same side as the starting mark.

Normally before the Warning Signal, a boat will proceed directly to windward to lay the weather mark, or a boat flying an identifying signal will stand by the weather mark.

SAILING INSTRUCTIONS — (cont)

V. STARTING AND FINISHING LINE

The line will be between the white flag on the Committee Boat and the starting mark.

A blue shape will be displayed when the Committee Boat is on station at the finish line.

VI. STARTING SIGNALS

Warning Signal — White shape — hoisted ten (10) minutes before the start.

Preparatory Signal — Blue shape — hoisted five (5) minutes before the start.

Starting Signal — Red shape — hoisted at start.

Each signal will be lowered thirty (30) seconds before the hoisting of the next.

Attention to the Starting Signals will be called by firing a gun. (NAYRU RULE 4.8)

VII. RECALL

A white shape with red horizontal band, accompanied by one blast for each yacht recalled. The Committee will endeavor to notify each yacht recalled by hailing it, but it is the responsibility of each yacht to make a proper start.

VIII. GENERAL RECALL

There will be no general recall.

SAILING INSTRUCTIONS — (cont)

IX. SHORTENING COURSE

Hoisting of code flag S (white with blue square) and firing two guns. Finish between white flag on Committee Boat and the nearby rounding mark.

X. MARK MISSING

Hoisting of code flag M (white diagonal on blue field) and firing of one gun. Round or pass the object displaying this signal instead of the mark which it replaces.

XI. POSTPONEMENT

Hoisting of Answering Pennant (AP — red and white vertical bars) and firing of two guns: All races not started are postponed until later in the day. Upon lowering AP, one gun. Warning or other signal will be made thirty (30) seconds after lowering.

XII. ABANDONMENT

All races, including those in progress are:

A. Abandoned until later in the day, code flag N (blue and white checks) and firing two guns. Upon lowering N, one gun.

Warning signal or other signal will be made thirty (30) seconds after lowering.

B. Abandoned for the day, code flag N (blue and white checks) over code flag A (blue and white), and firing three guns.

SAILING INSTRUCTIONS — (cont)

XIII. COME WITHIN HAIL

Hoisting of code flag L (yellow and black squares) and firing of one gun.

XIV. TIME LIMIT

The time limit will be three (3) hours.

XV. PROTESTS

Any yacht protesting another must follow Rule 68 with the following provisions or exceptions:

- A. Display a red flag.
- B. Immediately after finishing or as soon as possible after withdrawing from the race in which the foul occurred, notify the Race Committee of the number of the protested yacht and/or the name of the skipper or crew.
- C. File a written protest with the Race Committee as soon after the completion of the race as possible.

XVI. BREAKDOWN

A yacht claiming breakdown points must display a yellow flag conspicuously in the rigging promptly after the breakdown first occurs, and shall keep it flying until the finish of the race, or if the first reasonable opportunity occurs after finishing, until acknowledged by the Race Committee.

Further, the yacht must finish the race if at all possible provided that further serious damage to the yacht will not be incurred.

SAILING INSTRUCTIONS — (cont)

XVII. LIFE JACKETS

It is the responsibility of skippers and crews to wear non-inflatable life jackets when conditions warrant whether or not Code Flag "D" (yellow and blue horizontal bars) is displayed. When displayed with two guns or horns prior to the preparatory signal, or at a rounding mark before the first yacht rounds it, skippers and crews shall thereafter wear life jackets throughout the race.

Crews may bring their own Elvstroms, etc., and carry them from boat to boat. However, all boats will be equipped with three life jackets — these must stay in the boat.

BOAT EXCHANGE PLANS

The COX "Direct-Swap" system of boat rotation will be used. In this system pairs of crews directly interchange boats between races. The sequence in which the exchanges are made is determined by the Boat Rotation Sheet attached. Sail assignments for each area are also listed therein under Race Number 1. Hull numbers will be the same as the sail number.

After changing boats proceed to the starting area as soon as possible. The Completion depends, to a large measure, upon the cooperation in making boat exchanges as rapidly as possible.

MRS. CHARLES FRANCIS ADAMS TROPHY

(Women's North American Sailing Championship)

The original Trophy, emblematic of the Women's Sailing Championship, was the Hodder Cup, placed in competition by Commodore James R. Hodder, of the Boston Yacht Club, in 1924 and was won by the Cohasset Yacht Club.

Thereafter in 1925, Mr. Charles Francis Adams presented a Cup in honor of Mrs. Adams which was retired in 1929 having been won three times by the Cohasset Yacht Club, Cohasset, Massachusetts.

Mrs. Charles Francis Adams on September 21st, 1933 deeded a Trophy to three Trustees, Mrs. Leonard B. Colt, Mrs. Katherine Stone Hoyt and Mrs. Willis D. Wood, appointed by the Executive Committee of the North American Yacht Racing Union.

In 1930 the Indian Harbor Yacht Club retired the trophy, and a perpetual Challenge Trophy was placed in competition by Mrs. Adams.

In 1951, when the American Yacht Club at Rye, New York burned down, the trophy was destroyed, and then replaced by Mr. Henry S. Morgan, son-in-law of Mrs. Adams, with assistance from the American Yacht Club and the Women's National Yacht Racing Association. The present trustees of the Cup are Mrs. Nan Matheson Wood, Honorary, Mrs. Frances McElwain Wakeman, Mrs. Jane Nichols Page, Mrs. Allegra Knapp Mertz, and Mrs. Catherine Adams Morgan.

The Mrs. Willis D. Wood Runner-Up Trophy, presented by Mrs. Wood, is awarded the 2nd place crew and the Alexander P. Gest Trophy, presented by Mr. Gest, is awarded the 3rd. place crew.

MRS. CHARLES FRANCIS ADAMS TROPHY

1969 SERIES

FORT WORTH BOAT CLUB

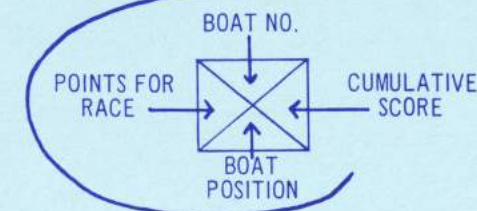
Boat Rotation and Scoring Sheet

AREA	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	RACE 8
A	1	2	3	4	5	6	7	8
B	2	1	8	7	6	5	4	3
C	3	4	5	6	7	8	1	2
D	4	3	2	1	8	7	6	5
E	5	6	7	8	1	2	3	4
F	6	5	4	3	2	1	8	7
G	7	8	1	2	3	4	5	6
H	8	7	6	5	4	3	2	1
COURSE SAILED								

SCORING SYSTEM and DIAGRAM EXPLANATION -

- 1 Point for finishing
- 1 point for each crew defeated
- ¼ point bonus for winning

EXAMPLE -
Crew X finished 3rd in RACE 1 and 4th in RACE 2



	RACE 1	RACE 2
X	6 1 6	5 2 11
	3	4
	T	W

**ADAMS CUP FINALS 1969 SHIP SHAPE SCORE SHEET
FORT WORTH BOAT CLUB**

SKIPPER _____
AREA _____

CHECK LIST
(AWARD UP TO 10 POINTS FOR EACH REQUIREMENT)

	BOAT NO.																				
1. Method of securing mainsheet; proper tension appearance of coils.																					
2. Method of securing jib sheet; proper tension appearance of coils.																					
3. Method of securing main, jib, and spinnaker halliards, proper tension appearance of coils.																					
4. Method of securing mooring, appearance of coil proper bumpers or hold offs.																					
5. Cleanliness and dryness of bilge.																					
6. Placement of yacht's equipment, spinnaker boom, oar, fog horn, etc..																					
7. Condition of neatness of the yachts cabin, including head.																					
8. Sails; note-if sails properly furtled, rolled, and bagged; and put to dry if wet.																					
9. Cleanliness and neatness of decks and cockpit.																					
10. General appearance.																					
Remarks:																					
	POINTS																				
	INSPEC. BY																				
	ACCUM. PTS.																				

Note: Flemish coils not permitted

WINNERS OF THE ADAMS TROPHY

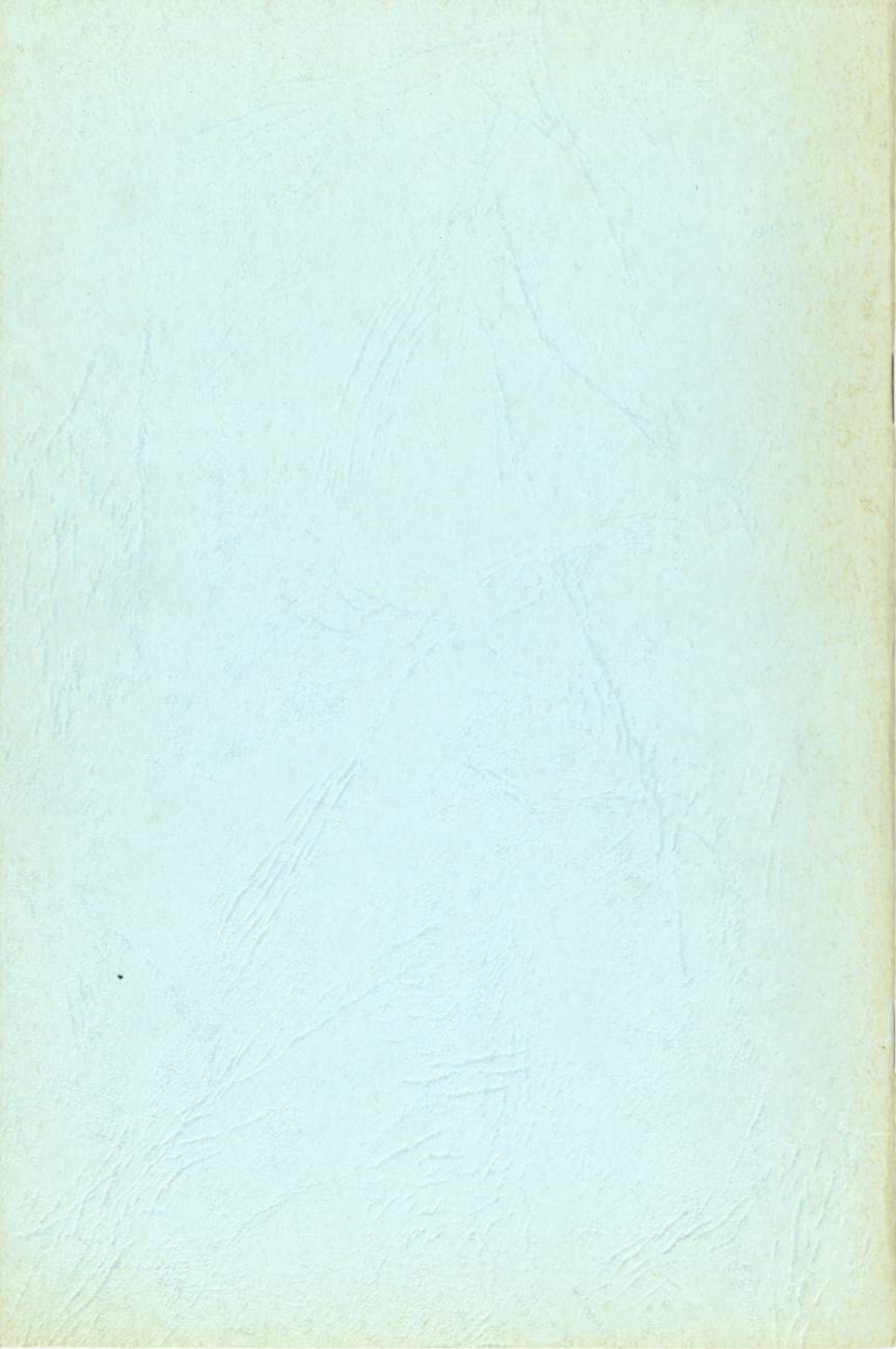
- 1924 — COHASSET YACHT CLUB — Ruth Sears, Skipper.
1925 — COHASSET YACHT CLUB — Ruth Sears, Skipper.
1926 — COHASSET YACHT CLUB — Jessie Bancroft,
Skipper.
1927 — INDIAN HARBOR YACHT CLUB — Lorna
Whittelsey, Skipper.
1928 — INDIAN HARBOR YACHT CLUB — Lorna
Whittelsey, Skipper.
1929 — COHASSET YACHT CLUB — Frances Williams,
Skipper.
1930 — INDIAN HARBOR YACHT CLUB — Lorna
Whittelsey, Skipper.
1931 — INDIAN HARBOR YACHT CLUB — Lorna
Whittelsey, Skipper.
1932 — EDGARTOWN YACHT CLUB — Clair Dinsmore,
Skipper.
1933 — COHASSET YACHT CLUB — Ruth Sears, Skipper.
1934 — INDIAN HARBOR YACHT CLUB — Lorna
Whittelsey, Skipper; Myrtle Whittelsey, Mrs. de Boise,
Kitty Kunhardt, Crew.
1935 — COHASSET YACHT CLUB — Frances McElwain,
Skipper; Pamela M. W. Anderson, Norma M. W.
Anderson, Crew.
1936 — COHASSET YACHT CLUB — Frances McElwain,
Skipper; Katherine Johnson, Joan Chapin, Crew.
1937 — COHASSET YACHT CLUB — Frances McElwain,
Skipper; Katherine Johnson, Frances Williams, Mrs.
Joan Chapin Waters, Crew.
1938 — COHASSET YACHT CLUB — Frances McElwain,
Skipper; Mrs. Katherine Johnson Fisher, Mrs. Joan
Chapin Waters, Mrs. Barbara Benson, Crew.
1939 — AMERICAN YACHT CLUB — Sylvia Shethar, Skipper;
Gwendolyn Shether, Rosamund Corwin, Elizabeth
Richards, Crew.

WINNERS OF ADAMS TROPHY — (cont)

- 1940 — AMERICAN YACHT CLUB — Sylvia Shethar, Skipper; Rosamund Corwin, Elizabeth Richards, Crew.
- 1941 — RIVERSIDE YACHT CLUB — Lois MacIntyre, Skipper; Mrs. Frederick T. Allen, Charlotte Maher, Mrs. Carleton T. Marsh, Crew.
- 1942-5—(No Contest)
- 1946 — EDGARTOWN YACHT CLUB — Virginia Weston Besse, Skipper; Adelaide Wolstanholme, Honora Haynes, Mary Edmonds, Crew.
- 1947 — AMERICAN YACHT CLUB — Sylvia Shethar Everdell, Skipper; Rosamund Corwin, Lois Shethar, Allegra Knapp Mertz, Crew.
- 1948 — LARCHMONT YACHT CLUB — Aileen Shields, Skipper; Grace Emmons, Margot Gotte, Jo Anne Sandborn, Crew.
- 1949 — PORTLAND YACHT CLUB — Jane McL. Smith, Skipper; Jane Hughes, Dana Smith, Martha Soule, Crew.
- 1950 — AMERICAN YACHT CLUB — Allegra Knapp Mertz, Skipper; Rosamund Corwin, Carol Walter, Beverly Compton, Crew.
- 1951 — SEAL HARBOR YACHT CLUB — Jane Smith, Skipper; Molly Shaw, Polly Hessenbruch, Anne Rockefeller, Crew.
- 1952 — MANHASSET BAY YACHT CLUB — Pat Hinman, Skipper; Toni Monetti, Gwen Van Hagen, Mrs. George R. Inman, Crew.
- 1953 — RIVERSIDE YACHT CLUB — Judy Webb, Skipper; Barbara Sheldon, Sandra Gill, Jill Ayers, Crew.
- 1954 — AMERICAN YACHT CLUB — Allegra Knapp Mertz, Skipper; Beverly Compton, Ellan Kelly, Crew.
- 1955 — MANHASSET BAY YACHT CLUB — Toni Monetti, Skipper; Chris Drake, Frances Macy, Jill Thomson, Crew.

WINNERS OF ADAMS TROPHY — (cont)

- 1956 — FORT WORTH BOAT CLUB — Glenn Hill Lattimore, Skipper; Diane McFarland, Rose Rector, Jane Mooney, Crew.
- 1957 — CHICAGO YACHT CLUB — Jane Pegel, Skipper; Michael Sennott Roche, Judy Gale Nye, Crew.
- 1958 — AMERICAN YACHT CLUB — Nancy Nnderhill Meade, Skipper; Rosamund Corwin, Gwendolyn Everett, Crew.
- 1959 — AMERICAN YACHT CLUB — Allegra Knapp Mertz, Skipper; Rosamund Corwin, Betty Duncan, Cindy Matthews, Crew.
- 1960 — DELRAY BEACH YACHT CLUB — Pat Duane, Skipper; Nancie Pearce, Rose Marie Altemus, Crew.
- 1961 — SEAWANHAKA YACHT CLUB — Timothea Schneider, Skipper; Deborah S. Read, Sarah Glenn, Crew.
- 1962 — NOROTON YACHT CLUB — Susan W. Sinclair, Skipper; Alexandria W. Falconer, Carolyn McCurdy, Crew.
- 1963 — AMERICAN YACHT CLUB — Allegra Knapp Mertz, Skipper; Lois Shethar Smith, Betty Duncan, Lucia Elmore, Crew.
- 1964 — LAKE GENEVA (WISC.) Y. C. — Jane Pegel, Skipper; Marnie Frank, Nancy Frank, Crew.
- 1965 — SEAWANHAKA YACHT CLUB — Timothea Schneider Larr, Skipper; Sarah Glenn Meyer, Patience Outerbridge, Crew.
- 1966 — CORINTHIAN YACHT CLUB — Seattle — Jerie Clark, Skipper; Mary Anne Easter, Renate McVittie, Crew.
- 1967 — ROCHESTER YACHT CLUB — Mrs. Wm. H. Foulk, Jr., Skipper; Mrs. Albert G. Preston, Jr., Mrs. Aubrey Whittemore, Miss Sue Ann Shay, Crew.
- 1968 — MONMOUTH BOAT CLUB, Red Bank, N. J. — June H. Methot, Skipper; Mrs. W. G. Heron, Miss Lee Hance, Crew.



FINALS TODAY

Hughes Captures Adams Cup Lead

BY DICK MOORE
Star-Telegram Sports Writer

Annie Hughes moonlights as a sailing writer for the New Orleans Times-Picayune. She probably enjoyed filing her story Saturday on the Adams Cup Area F semifinals series.

The 23-year-old Shell Oil Company secretary withstood all challenges in the third and longest race on Eagle Mountain Lake to grab the lead in this five-race series that ends Sunday.

Annie tied together finishes of 4-2-1 for 11¼ points for a slim lead over defending champion Mrs. William Garrett of Dallas Corinthian Sailing Club, who had 11.

MRS. GARRETT was runner-up to Mrs. Buzzy Van Antwerp of Fair-Hope, Ala., in the first race, finished third in the second and came from fourth place to take second in the last one.

Mrs. Van Antwerp also had a fourth and a third for 10¼ points for a one-point edge over five-time champion and hometown favorite, Mrs. Glenn Lattimore.

Glenn went into the third race with a one-point lead over Buzzy. But Annie cut off her barging start in the third race. Mrs. Lattimore had to come about and trailed throughout the race.

She moved into a challenging position on the second downwind leg, but her final

tacking maneuvers left her a distant fifth.

With better luck, Miss Hughes, who sails a Rhodes 19 out of the Southern Yacht Club, could have had a wider lead. She had a solid lead over the fleet in the opening race rounding the last buoy, but tacked poorly and wound up fourth.

MISS HUGHES, with the youngest crew in the race (19-year-old Karen Bulter and 15-year-old Ann Ferchant), chased Mrs. Lattimore all the way in the second race. Annie led throughout the final race.

Mrs. Van Antwerp pulled the biggest surprise in the opening race. She sailed off on a starboard tack that went unchallenged and came booming home on the final leg to go from fourth to first.

Mrs. Lattimore got a great start in the second race. Annie went to weather to gain on Glenn on the reaching leg.

Mrs. Lattimore Sailing Champ

By DICK MOORE
Star-Telegram Sports Writer

By a scant one-quarter of a point and 16 minutes, Mrs. Glenn Lattimore tucked away the Adams Cup Area F sailing series for the sixth time Sunday afternoon.

In one of the worst drifting races ever sailed on Eagle Mountain Lake, Mrs. Lattimore crowded Mrs. Buzzy Van Antwerp of Fairhope, Ala., Yacht Club across the finish line, just 16 minutes before the three-hour time limit ran out.

Anne's challenge on the homeward spinnaker leg.

The winds began to lay shortly after the completion of this race and Commodore Art Nazro sent the crews in for lunch.

Then came the drifter that paid off for Mrs. Lattimore.

MRS. LATTIMORE'S second place reaped 18½ points for the five-race series, shading pert Anne Hughes and her teen-age crew of 19-year-old Karen Bulter and 15-year-old Annie Ferchard, who had 18½ points.

It was a disappointing loss for the 22-year-old Miss Hughes, who led Mrs. Lattimore in both the fourth and fifth races Sunday, but wound up second and third and no place in this month's national Adams Cup finals at Eagle Mountain Lake.

Anne rounded the windward mark of the second race Sunday afternoon in second place but with a comfortable lead over Glenn, who was third. Then all five boats fell into a windless hole.

Glenn, who won the fourth race with a smart tact, called upon her sailing experience to pass Miss Hughes. She drifted to the lee side of Anne, found a few private puffs of air and took over second for good.

"I DON'T KNOW where the winds came from. But I was most thankful," said the Fort Worth Boat Club skipperette.

She almost caught Mrs. Antwerp, but her real mission was to beat Miss Hughes and defending champion Mrs. William Garrett of Dallas. Miss Hughes went into the final race with 15¼ points, Mrs. Lattimore had 14½ and Mrs. Garrett 14.

In the morning race, Anne led through three heats. Glenn was second and Mrs. Garrett third. Then on the second tacking heat, Anne started covering Mrs. Garrett, who was second in the series.

GLENN, IN fourth place going into Sunday's two races, rode an inshore tack into a two-minute lead over Miss Hughes, then beat off

Skipper, Club—	Finishes	Pts.
Glenn Lattimore	3-1-5-1-2	18½
Fort Worth BC		
Anne Hughes	4-2-1-4-3	18½
New Orleans		
Buzzy Van Antwerp	1-4-3-4-1	17½
Fairhope, Ala., YC		
Harris Garrett	2-3-2-3-4	16
Dallas Corinthian		
Mary Ann Coad	5-5-4-5-dnf	6
St. Louis		

Monday Morning, August 4, 1969

Sailors to Fete Distaff Seekers Of Adams Cup

By CLAIRE EYRICH

The Fort Worth Boat Club will put out the welcome mat for the top women sailors in the North American Yacht Racing Union, Inc., this week.

The 1969 women's championship races for the Mrs. Charles Francis Adams trophy will be sailed Monday through Thursday on Eagle Mountain Lake.

Commodore William T. Prowitt, ranking officer of Fort Worth Boat Club, will be the official host and general chairman.

But women have joined in the arrangements for the races and a round of festivities honoring the eight top skippers and their crews.

MRS. JOHN L. Wallace Jr. is housing chairman in charge of accommodations for the skippers and their crews, the official judges and VIPs of the world of sailboating.

Members of the club who have cabanas at Eagle Mountain lake will provide hospitality and accommodations for a number of the sailors. Visiting crews who wish to be close at hand between races will be able to stay in cabanas adjacent to the Boat Club grounds.

Mrs. Allegra Knapp Mertz of Rye, N.Y., a four-time winner of the Adams Cup and chairman of the National American Yacht Racing Union's Adams Cup committee, and officials of the union have completed their preparations for the races, which will be sailed by NAYRU rules with five judges designated by the union.

In effect will be an intricate set of rules evolved through many decades of yacht racing, to cover just about any contingency that may arise in the course of a race.

Decisions that involve infringement of rules are made by a protest committee at the end of each day's sailing. In a short race like the Adams Cup finals, any infringement or disqualification can

be catastrophic, and each race is a matter of terrific tension on the part of spectators as well as contestants.

* * *

EIGHT RACES WILL BE sailed, and each crew will sail each of the Rhodes 19s, Fiberglas keelboats 19 feet and two inches in length, with seven-foot beam and a sail area of 176 square feet. The boats are the property of Fort Worth Boat Club and each is equipped with working jib, mainsail and spinnaker. A special Shipshape Award will be presented to the crew with the greatest number of points for neatness and good condition of the yachts they have sailed.

* * *

WITH GOOD WINDS ON Eagle Mountain Lake, three races will be sailed on Monday and again on Tuesday, with two scheduled for Wednesday.

However, August days in Texas are known to have occasional exasperating periods of glassy calm when no breeze stirs. If such a time occurs, the races may last through Thursday. Each race has a three-hour time limit, and crews may have to spend as much as nine hours a day beneath the Texas sun — a grim and tense experience for which yachtsmen allow.

Patience and stamina will be the key words, as well as sheer sailing ability and the practiced eye that spots a ripple of wind and heads into it.

Texas is part of Area F of the NAYRU. The region includes the Central States Yacht Racing Association and the Gulf Yachting Association.

For the first time, the area quarter-finals, semi-finals and finals were conducted at Eagle Mountain Lake. Representing Area F in the finals will be Glenn Lattimore, Mrs. Hal M. Lattimore, who picked up "a finger of breeze" to win the semi-finals race from Miss Anne Hughes of New Orleans.

Her crew will be Onah Barwise Penn and Lucy Darden (Mrs. Frank Dar-

Turn to Boat Club on Page 2F

Continued From Page 1F
(den).

Mrs. Tim Cornwall of Dallas, the former Diane McFarland will be the alternate.

Mrs. Lattimore won her fifth Adams Cup semi-finals trophy on Aug. 3. She won the Adams Cup and became the national women's champion of North America in 1956 when her crew was made up of Mrs. Howard Rector and Mrs. William B. Travis.

AREA A IS scheduled to be represented by the Yacht

Racing Union of Massachusetts Bay and the Boston Yacht Club of Marblehead, Mass., with Emily Magoon as skipper.

Area B will be represented by the Yacht Racing Association of Long Island Sound's Indian Harbor Yacht Club of Greenwich, Conn. Betty Foulk will skipper.

Barnegat Bay Yacht Racing Association and Mantoloking, N. J., Club, representing Area C, will have Jan O'Malley as skipper. Area D, the

Florida Sailing Association and Coconut Grove Sailing Club, will have Betty Beedle as skipper.

Area E will be represented by Lake Yacht Racing Association's Rochester Yacht Club, with Helen Jugerson as skipper.

The San Francisco Yacht Club of the Yacht Racing Association of San Francisco Bay will represent Area G, with Martha McDougle as skipper. Area H's contestant will be Kilsicano Yacht Club

of the Pacific International Yacht Racing Association, with Gillian West as skipper. The Kilsicano Yacht Club is in Vancouver, B. C., and represents the Canadian group of clubs in NAYRU.

The skippers and their crews will report for briefing Sunday at the Boat Club and will be honored afterward with a cocktail buffet by Commodore Prowitt. Mrs. Onah Barwise Penn will entertain on Monday, honoring the visiting crews. A buffet supper will be given Tuesday at the Boat Club.

If the races are completed Wednesday, the Adams Cup will be presented at a dinner party Wednesday evening.

IF THE races continue into Thursday, the presentation of the cup will be made Thursday.

Members of the entertainment committee are Mrs. Darden, Mrs. Penn, Mrs. Clay Berry Jr., and Mrs. Joseph R. Pelich Jr.

Charles Francis Adams placed the cup in competition in honor of his wife in 1925, and after his death, Mrs. Adams placed a cup in competition in 1933. The Adams trophy represents the women's sailing championship of the North American continent.

Assisting Mrs. Wallace with the housing of crews and visitors are Mr. and Mrs. Charles Griffin, Dr. and Mrs. James A. Farley, Mr. and Mrs. Devane B. Clarke Jr., Mr. and Mrs. Lee A. Smith, Dr. Wallace, Mrs. Bryon T. Scarborough,

Dr. and Mrs. Peter J. Starr, Mr. and Mrs. George Quentin McGown Jr. and Mr. and Mrs. Allen Cobb.

Assisting Mrs. Cornwall with transportation arrangements are Mrs. Ricki Treacy, Mrs. William Schnider, Mrs. Stuart Tauber and Mrs. William J. Matarka all of Dallas, Mrs. Lawrence C. Sonntag, Mrs. Reginald D. Lidstone, Mrs. William Shelton, Mrs. Thomas A. Eastus and Mrs. Buddy B. Hester.

Dr. Hub E. Isaacks, Mrs. Cornwall and Mrs. Treacy head the Shipshape Award committee.



BOATWATCHERS BOAT — Dan Fillingham, left, will take out his yacht, the Dan-Di, as one of the "spectator boats" for the Adams Cup races. Boat-

—Star-Telegram Photo by Ron Hettlin
watchers are Mrs. Walter A. Whitlock, in striped jersey; Mrs. Clay J. Berry Jr., Frank Darden and Anne Wallace, seated.

Boat Club to Welcome Yacht-Racing Groups

WOMEN'S SAILING CHAMPIONSHIPS

Sailors Worry About Calm

By DICK MOORE

Star-Telegram Sports Writer

In his last letter of instructions to committee members for this week's Adams Cup finals, race chairman Bob Wheelock of the host Fort Worth Boat Club closed with: "Let's pray for winds."

The world series for women sailors awaits the opening gun Monday morning and is destined to be a light-air, eight-race series unless the weather changes drastically.

Normally the series for the women's North American sailing championship lasts three days instead of the scheduled four. Three races are sailed each of the first two days and two the last.

"This may be the exception with the light air," bemoaned Glenn Lattimore, a former winner (1956) and competing in her sixth finals.

The Fort Worth Boat Club skipper looks for one race each morning and two late in

the afternoon. "In August, you get light variable winds and usually the wind dies before noon. It's when there's nothing you worry. You can go backwards."

Mrs. Lattimore is one of two former champions in the field. Mrs. William Foulk of the Indian Harbor Yacht Club of Greenwich, Conn., is the other (1967).

Mrs. Lattimore was quizzed about a favorite. She chose Mrs. Foulk.

"Generally the representative from Long Island Sound has had a tremendous amount of sailing and competition. I don't know how many yacht clubs they have, but there seems to be one every 200 yards. You must be good to qualify from there."

Four of the finalists are from the East — Emily J. Magoon of the Boston Yacht Club of Marblehead, Mass.; Jan O'Malley of Mantoloking (N.J.) Yacht Club; Helen In-

gerson of the Rochester (N.Y.) Yacht Club and Mrs. Foulk.

From the Coconut Grove Sailing Club of Miami is Betty Beedle.

The West Coast will have Martha McDougale of the San Francisco Yacht Club and Gillian West of the Kitsilano

* * *

The skippers and their crews:

Area A — Skipper Emily J. Magoon, Boston Yacht Club, Marblehead, Mass. Crew — Emmy Lou Ritt and Grace MacLellan.

Area B — Skipper Betty Foulk, Indian Harbor Yacht Club, Greenwich, Conn. Crew — Sue Amy Shay and Nancy Hogan Ziluca.

Area C — Skipper Jan O'Malley, Mantoloking Yacht Club, Mantoloking, N.J. Crew — Patricia O'Malley and Jacqueline Hart.

Area D — Skipper Betty Beedle, Coconut Grove Sailing Club, Miami, Fla. Crew — Sylvia Barber and Louis Schuh.

Area E — Skipper Helen Ingerson, Rochester Yacht Club, Rochester, N.Y. Crew — Virginia Lee and Katharin Sachs.

Area F — Skipper Glenn Lattimore, Fort Worth Boat Club, Crew — Onah Penn and Lucy Darden.

Area G — Skipper Martha McDougale, San Francisco Yacht Club, Belvedere, Calif. Crew — Anne Elder and Shirley Greene.

Area H — Skipper — Gillian West, Kitsilano Yacht Club, Vancouver, B.C. Crew — Pat Elmer and Pat Ambrose.

Yacht Club of Vancouver, B.C.

Judges will be Alexander P. Gest of the Larchmont (N.Y.) Yacht Club; Arthur P. Nazro, president of the Area F; T. Cooper Van Antwerp, commodore of the Gulf Yachting Association; Robert Pegel of Lake Gene, Wis., and Mrs. Allegra Knapp Mertz of Rye, N.Y.

Gal Sailors Vying At Eagle Mountain

The women's North American sailing championships will end Thursday on Eagle Mountain Lake near Fort Worth.

Hosted by the Fort Worth Boat Club, and under the direction of racing chairman William T. Prowitt, commodore of the FWBC, eight finalist crews from the United States and Canada are competing in the series. Mrs. Glenn Lattimore, with crew

Onah Penn, Lucy Darden and Diane Cornwall, will represent Texas and at the same time be host club in the racing.

Skippers and crews are in Fort Worth from Massachusetts, Connecticut, New York, Florida, California and British Columbia.

A series of five races will determine the winner and new holder of the Adams Cup.



Lattimore Leading Sailing

By **DICK MOORE**
Star-Telegram Sports Writer

Mrs. Glenn Lattimore had planned to visit her hairdresser late Monday. She couldn't keep the date as she never got off Eagle Mountain Lake until 6:30 p.m.

She spent her hairdresser's time fighting for third place in the fourth race of the women's North American sailing championship and the overall lead after the opening day.

She tied together finishes of second, first, first and third for 29½ points in the eight-race series for the Adams Cup being sailed in the host Fort Worth Boat Club's Rhodes 19.

HER LEAD IS shaky for Mrs. Jan O'Malley of Mantoloking, N.J., Yacht Club trails by one and one-quarter points. The 23-year-old chemistry teacher won the opening race, then followed with a second, a third and a second.

An overcast sky and moderate to strong winds greeted the eight sailors from over the nation, unusually cool weather for August in this state.

The judges took advantage of it and sailed three races before breaking for lunch and it was all Mrs. Lattimore and Mrs. O'Malley at that point. They had 23½ and 21¼ points with the next closest being Mrs. Emily Magoon of the Boston Yacht Club with 14 points.

MRS. BETTY Foulk

changed that. The Greenwich, Conn., housewife, winner of this series in 1967, took a port tack at the start of the final race, held in a rain squall, beat everyone to the weather mark and won going away.

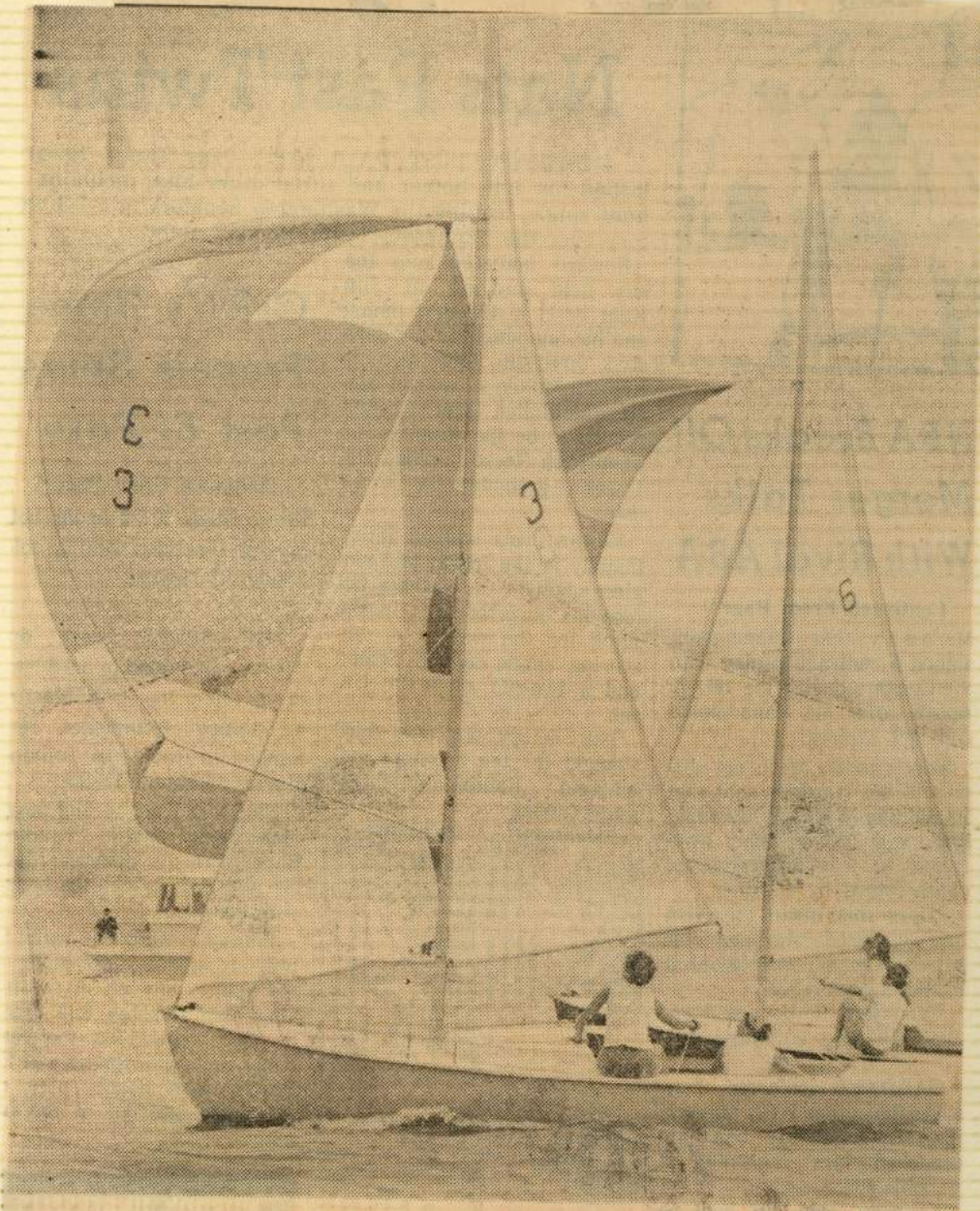
The win gave Mrs. Foulk 21¼ points, a strong comeback after a seventh-place finish in the third race.

The fourth race was delayed some 90 minutes as the boats drifted in a flat calm and rain drenched the sailors. Finally the winds picked up again.

Mrs. O'Malley's winning margin of three seconds in the double triangle first race was the smallest of the day. She got a great start, lost the lead briefly in a tacking duel with Mrs. Lattimore, then regained it around the windward mark.

On the final beat, Mrs. Lattimore went way to windward to find the wind and crept ahead of Jan. But she couldn't hold it as the distance and the angle to the finish line favored Jan.

SECTION C—PAGE ONE
TUESDAY MORNING, AUGUST 26, 1969



JUST SAILIN' ALONG — Boat No. 3, skippered by Jan O'Malley, nears finish line to barely beat No. 6, with

—Star-Telegram Photo by **AL PANZERA**
Glenn Lattimore as skipper, during Rhodes 19 competition Monday at Adams Cup races.

MRS. O'MALLEY had another good start in the second race. Glenn was back in the pack. However, Mrs. Lattimore sailed to leeward of Mrs. O'Malley on the downwind run to grab the lead in this windward-leeward race. She won by 22 seconds.

Mrs. Lattimore led all the way in the third race, lengthening her lead on the first reaching leg. Mrs. Magoon of the Boston Yacht Club shook off Jan's closing challenge for second.

On the final leg of the gold cup fourth race, Glenn attempted to fly a spinnaker, gained a little on Jan but lost the spinnaker and had to pull it in. Both Mrs. Helen Ingerson of Rochester, N.Y., Yacht Club and Mrs. Magoon crept up on Mrs. Lattimore but couldn't overtake her.

The standings:

Skipper, Club—	Finishes	Points
Mrs. Glenn Lattimore ... Fort Worth Boat Club	2-1-1-3	29½
Mrs. Jan O'Malley ... Mantoloking, N.J., YC	1-2-3-2	28¼
Mrs. Betty Foulk ... Indian Harbor YC	4-3-7-1	21¼
Mrs. Emily Magoon ... Boston Yacht Club	7-4-2-5	18
Mrs. Helen Ingerson ... Rochester, N.Y., YC	5-5-6-4	16
Mrs. Betty Beedle ... Miami, Fla.	3-4-4-6	14
Mrs. Gillian West ... Vancouver, B.C.	3-7-5-7	9
Mrs. Martha McDougle ... San Francisco YC	6-6-6-8	8











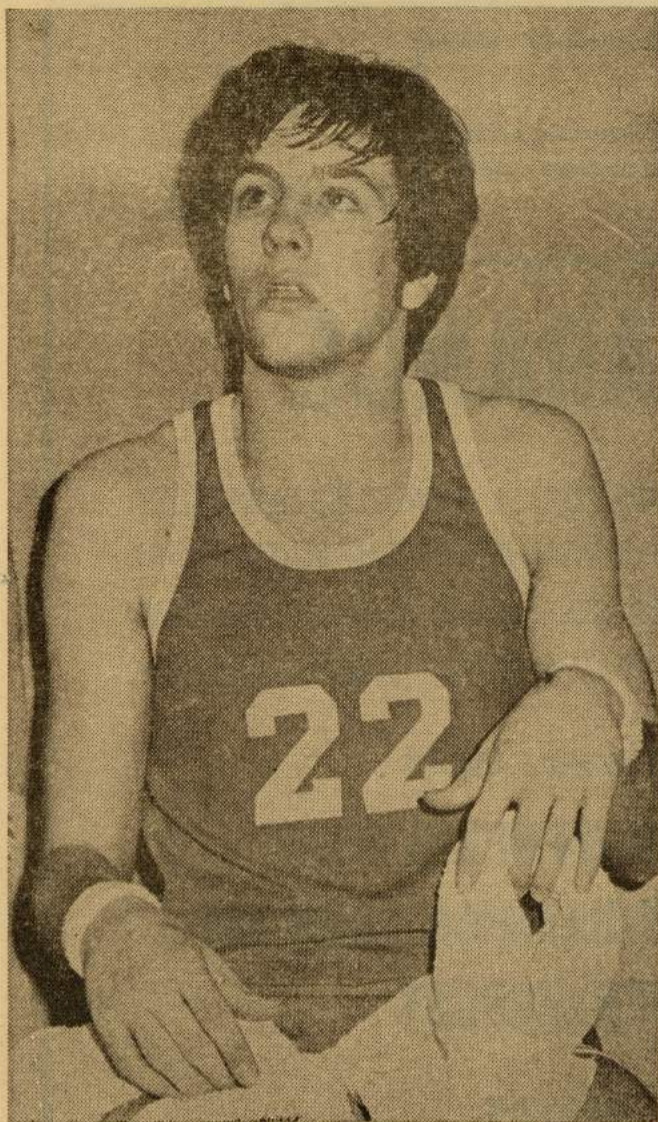
—S18—Telegram Photo by AL PANZERA

GETTING READY — Crew from Boston Yacht Club rigs its boat before sailing in Adams Cup races. From

left: Emmy Lou Ritt, skipper Emily J. Magoon and Mary McGrath. They finished fourth in series.







HALTOM'S RICKEY HALL
... tallied 17 against Rider.

Cajuns carry off sailing hardware

By BUD KENNEDY

While football dominated the minds and dilated the pupils of most local sports fans over the somewhat laden weekend just past, the "other half" of the Cotton Bowl was going on at Eagle Mountain Lake.

The first annual Cotton Bowl Regatta, conducted under sunny December skies and with changing December winds at the Fort Worth Boat Club, went off without any major disasters.

New Orleans De LaSalle won the fifteen-team meet, toting off a five-foot trophy awarded to the "first national high school sailing champion."

Trailing LaSalle was Arlington Heights, as AH junior Glenn Darden and his crew of local boys made good with a first in the final race to finish 5½ points behind LaSalle's winning 30¾-point total.

Other local schools were Country Day, which finished fourth, and Boswell, which placed eighth. Schools came to the meet from California, New Orleans and New England.

According to Darden, various techniques are involved in the mastery of sailing. "You have to know to play the wind, play the wind shifts, start off — there's a lot involved.

"It's a participation sport, really, not a spectator sport. There are more schools forming sailing teams, because more young people are getting interested."

The meet was sponsored by Denton Selwyn School,

which finished tenth among the ten championship bracket teams. According to meet chairman A. Legare Van Ness, invitations to the meet were extended to all schools in three organizations — the International Yacht Racing Assn., Independent Schools Assn. of the Southwest and New England Prep Schools Sailing Assn., as well as to many local public schools.

Points were charted by finish in each of eight races, with ¾ point going to the top finisher and the rest of the points awarded on a 2-3-4-5-6-7-8-9-10 basis.

"I figured at first that the New Orleans schools would be pretty strong," said Van Ness after the regatta. "That's a strong national sailing center.

"De LaSalle sailed an excellent series. They were ahead all the way, but they were challenged quite a few times."

Most of the challenges came from Heights, which took three first places in individual races to lead all schools in that department. Darden and crew of Phil Chaney and Randy Shelton, though, were troubled by the inconsistency bugaboo.

"We didn't sail consistently at all," explained Darden after winning the final race. "Before, we finished eighth, fifth, first, ninth, first, and second.

"Today, it was tenth and first. LaSalle sailed consistently."

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MRS. LATTIMORE SECOND

New Jersey Fem Takes Adams Cup

By DICK MOORE

Star-Telegram Sports Writer

Driving her boat to windward with speed and power and playing the tricky wind shifts on Eagle Mountain Lake like a native, Mrs. Jan O'Malley of Mantoloking, N.J., won the women's North American sailing championship Tuesday with 51½ points.

The 23-year-old high school chemistry teacher entered the final day of competition trailing Mrs. Glenn Lattimore by one and one-quarter points.

SHE SQUEEZED ahead of the Fort Worth Boat Club sailor in the series' fifth race, the first one Tuesday, and never trailed after that in this eight-race affair.

Mrs. Lattimore, winner 13

years ago on the East Coast, never recovered from an eighth-place finish in the first race Tuesday and finished second overall with 46½ points.

Mrs. Betty Foulk of Greenwich, Conn., who won the Adams Cup in 1967, took third with 42½ points.

Mrs. O'Malley's poorest finish came in the opening race Tuesday when she was fifth. She sailed over the line early and had to tack around. She made a marvelous recovery to pick up two boats on the double triangle course.

AFTER THAT, she finished third, first and fourth, merely

Turn to School on Page 4

FW Woman Places Second in Sailing

Mrs. Glenn Lattimore, a member of the Fort Worth Boat Club and for years one of the nation's top women sailors, managed to salvage second place in the women's North American Sailing Championships on Eagle Mountain Lake, near Fort Worth.

Mrs. Lattimore, with crew Onah Penn, Lucy Darden and alternate Diane Cornwall, scored 46½ points but were noised out of first place by Jan O'Malley of

Mantoloking Yacht Club, New Jersey, with a score of 51½ points. Crew for the champion were Patricia O'Malley, Jacqueline Hart and alternate Blair Barton.

Third place went to Greenwich, Conn., skipper Betty Foulk, with crew Sue Ann Shay and Nancy Hogan Ziluca.

Skippers and crews from all over the nation and Canada competed in the finals, and the winner will get the Adams Cup Trophy.

School Teacher Wins Races

Continued From Page 1

being content to cover Mrs. Lattimore in the final race.

Mrs. Lattimore seemed to lose momentum she had going into Tuesday's first race. She also was over the line before the gun, came about and finished dead last.

Glenn was fourth in the series' sixth race, second back of Mrs. O'Malley in the seventh and fifth in the finals.

Mrs. Lattimore pulled off a great port start in the eighth race, sailing across the fleet. But her flyer into shore didn't pay off and she was never better than fifth during the double triangle-windward race.

"I WASN'T about to go with her," said Mrs. O'Malley, who needed only a fourth

place to win the series even if Mrs. Lattimore had won the final race. "It was too much of a chance."

Mrs. O'Malley picked the seventh race — the one she won — as the series' turning point. It gave her 46½ points to Mrs. Lattimore's 42½.

"Going over the line early in the first race didn't bother me . . . not when I was pushing Glenn over, too," she smiled.

Jan, tacking beautifully in the seventh race, built a solid lead that held up in the double triangle race, although Glenn chipped away at it on the windward and reaching legs.

"WE DID OUR best on our tacking legs," Jan agreed, "although the spinnaker work of my crew was much better today."

Mrs. Foulk made a run at the championship by winning the first race Tuesday and finishing second in the second to pull within one and three-

quarter points of Jan. But sixth places in the last two races killed her title hopes.

The standings:

Skipper	Club	Finishes	Pts.
Jan O'Malley	Mantoloking, N.J.	1-2-3-2-5-3-1-4	51½
Glenn Lattimore	Fort Worth Boat Club	2-1-1-3-8-4-2-5	46½
Betty Foulk	Greenwich, Conn.	4-3-7-1-1-2-6-6	42½
Emily Magoon	Boston Yacht Club	7-4-2-5-3-1-8-2	40¼
Heien Ingerson	Rochester, N.Y., YC	5-5-6-4-2-6-4-1	39¼
Martha McDougle	San Francisco YC	6-6-8-8-4-5-7-3	25
Betty Beedie	Miami, Fla.	3-1-4-6-6-8-5-8	23
Gillian West	Vancouver, B.C.	8-7-5-7-7-3-7	21



THE ADAMS CUP





HOST—Commodore William T. Prowitt heads the Fort Worth Boat Club on Eagle Mountain Lake where the 1969 Women's North American Sailing Championship races will be conducted.



WELCOME—Ten cabanas on Eagle Mountain Lake will offer hospitality to the eight championship crews who will compete for the Mrs. Charles Francis Adams trophy this week. Mrs. Harry Logan, left, is one of those who will open their cabanas. Assisting her are Mrs. John L. Wallace, director of housing, and Mrs. George Quentin McGown III, right.



BOAT CLUB CREW—Fort Worth Boat Club is known as a man's club, but these six women are among those who will be on hand to assist with details of the Adams Cup races. Aboard the Chinese

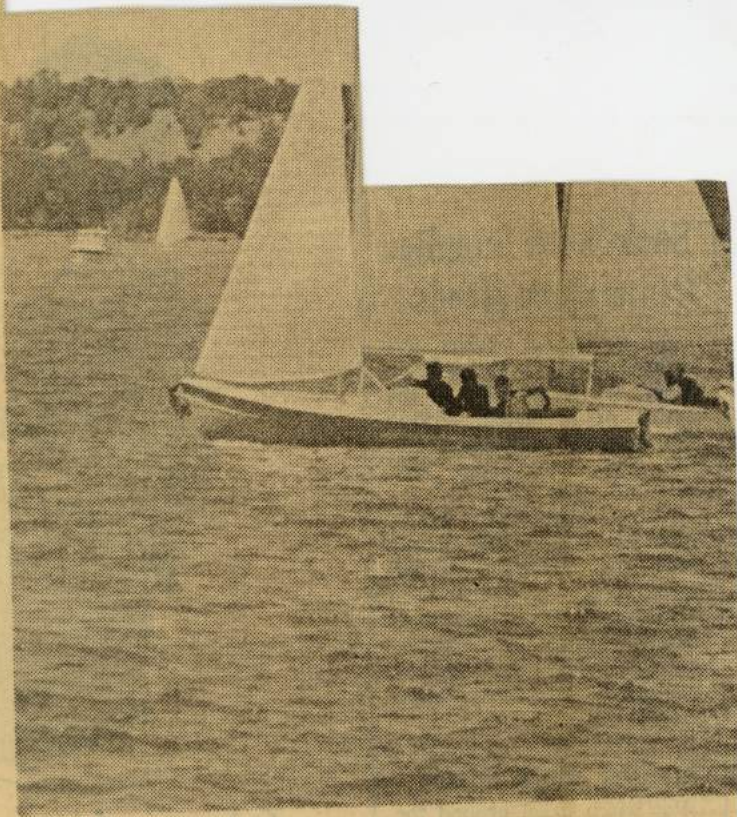
junk Dragon Lady are, left to right, Mrs. William Shelton, Mrs. Reginald D. Lidstone, Mrs. Lawrence C. Sonntag, Mrs. Stuart Tauber of Dallas, Mrs. Buddy B. Hester and Mrs. Thomas Alex Eastus.



LANDBOUND—Behind the scenes for the Adams Cup races are Mrs. John F. Lindsay Jr., Mrs. Robert H.

Wheelock and Mrs. Charles A. Worrell, left to right, of the public relations committee.

—Star-Telegram Photos by Ron Heflin



WHITE SAILS—Awaiting the top women yacht racers in North America and their crews are these Rhodes 19 keel sloops on Eagle Mountain Lake where the Adams Cup races for the North American sailing championship for women will begin Monday.



HOST—Commodore William T. Prowitt heads the Fort Worth Boat Club on Eagle Mountain Lake where the 1969 Women's North American Sailing Championship races will be conducted.



WELCOME—Ten cabanas on Eagle Mountain Lake will offer hospitality to the eight championship crews who will compete for the Mrs. Charles Francis Adams trophy this week. Mrs. Harry Logan, left, is one of those who will open their cabanas. Assisting her are Mrs. John L. Wallace, director of housing, and Mrs. George Quentin McGown III, right.



