NORTH AMERICAN WOMEN’S SAILING CHAMPIONSHIP

MRS. CHARLES FRANCIS ADAMS TROPHY

HOUSTON YACHT CLUB
LA PORTE, TEXAS

August 26 thru August 30 1957
Past Commodore Charles M. Smythe (left), General Chairman, Women's National Championship Regatta, 1957, and Commodore Louis F. Bonner of the Houston Yacht Club.

OFFICERS

NORTH AMERICAN YACHT RACING UNION

President: J. Amory Jeffries
Vice-Presidents: Robert B. F. Barr, Theodore M. Dunlap, George R. Hinman, Henry S. Morgan
Secretary: George E. Rossevelt
Treasurer: Percy Chubb, 2nd
Corresponding Secretary: Robert N. Bavier, Jr.

TEXAS YACHTING ASSOCIATION

President: R. M. Coleman
Vice-President: Arthur P. Nazro
Secretary-Treasurer: Rufus G. Smith

HOUSTON YACHT CLUB

Commodore: Louis F. Bonner
Vice-Commodore: Lorne F. Van Stone
Rear Commodore: George H. Allen
Fleet Captain: Dr. David A. Hagerman
Secretary: Randon Porter, Jr.
Treasurer: Charles M. Knipe
Measurer: Edwin T. Davis
Fleet Surgeon: Dr. R. J. Holman
Fleet Chaplain: Rev. Edwin Summers
HISTORY OF THE
NORTH AMERICAN WOMEN’S SAILING CHAMPIONSHIP

Competition between crews of women sailors on an inter-club basis commenced in 1924 with leading Clubs in the vicinity of Boston competing for the Hodder Cup. A Cohasset Yacht Club crew was the first winner.

The following year Charles Francis Adams gave a cup in honor of Mrs. Adams and emblematic of the Women’s Sailing Championship. This trophy and a successor to it were raced for annually by crews from New England and Long Island Sound Clubs, with first Cohasset, and then Indian Harbor Yacht Club retiring trophies on the basis of three victories. Then, in 1935, Mrs. Adams gave a permanent trophy and placed it in the hands of three leading Yachtswomen as trustees appointed by the North American Yacht Racing Union.

Racing continued among an ever widening group of yacht clubs in the East until the early 1950’s. During this period eight different Clubs won at least one annual contest. Then, spurred somewhat by truly national interest in the newly conceived Mallory Cup Championship for men’s crews, the Women’s Championship became countrywide in scope and interest. Eight geographical Areas were established and competition in the Finals was limited to winners of Semi-Finals conducted in each of these. Last year when the Fort Worth Boat Club crew skippered by Mrs. Glenn Lattimore won, the Championship moved out of the East for the first time. This year, with the inclusion of Canadian yacht clubs in Area semi-finals, the Adams Cup competition has become international in scope.

Crews must all be from the same yacht club and not more than one member may be under 18 years old.

The present trustees of the Mrs. Charles Francis Adams Trophy are: Mrs. Willis D. Wood, Mrs. Leonard B. Colt, Mrs. Samuel Wakeman and Mrs. Walter H. Page.

PREVIOUS WINNERS

1924—Cohasset Yacht Club
1925—Cohasset Yacht Club
1926—Cohasset Yacht Club
1927—Indian Harbor Yacht Club
1928—Indian Harbor Yacht Club
1929—Cohasset Yacht Club
1930—Indian Harbor Yacht Club
1931—Indian Harbor Yacht Club
1932—Edgartown Yacht Club
1933—Cohasset Yacht Club
1934—Indian Harbor Yacht Club
1935—Cohasset Yacht Club
1936—Cohasset Yacht Club
1937—Cohasset Yacht Club
1938—Cohasset Yacht Club
1939—American Yacht Club
1940—American Yacht Club
1941—Riverside Yacht Club
1942—(No Contest)
1943—(No Contest)
1944—(No Contest)
1945—(No Contest)
1946—Edgartown Yacht Club
1947—American Yacht Club
1948—Larchmont Yacht Club
1949—Portland Yacht Club
1950—American Yacht Club
1951—Seal Harbor Yacht Club
1952—Manhasset Bay Yacht Club
1953—Riverside Yacht Club
1954—American Yacht Club
1955—Manhasset Bay Yacht Club
1956—Fort Worth Boat Club
SPECIAL COMMITTEE FOR THE
WOMEN’S NATIONAL SAILING CHAMPIONSHIP

GENERAL CHAIRMAN
Past Commodore, Charles M. Smythe

JUDGES
Alexander P. Gest—Larchmont, N.Y.
Charles E. Lucke, Jr.—Queenstown, Md.
Mrs. James M. Mertz*—Rye, N.Y.
Mrs. Willis D. Wood*—Oyster Bay, N.Y.
*Women’s National Yacht Racing Association Committee Members

RACE COMMITTEE
Edwin T. Davis, Chairman
J. Fred Haworth
Rufus G. Smith

ENTERTAINMENT
W. R. Bacon

PUBLICITY
Fred J. Drew
G. A. Mabry

REGISTRATION AND WELCOMING
Mrs. Charles M. Smythe
John H. Hatcher

TRANSPORTATION
John H. Hatcher
Mrs. Stephen S. Brown
Mrs. John H. Hatcher
Mrs. Max Miller

SPECTATOR CRAFT
A. C. Felt

COMMITTEE BOATS
Joe Genitempo

PHOTOGRAPHS
Harold Broyles

SHIPSHAPE PRIZE INSPECTION COMMITTEE
J. Fred Haworth
John H. Hatcher
A. C. Felt

PROTOCOL
Rufus G. Smith
PROGRAM

Saturday and Sunday, August 24 and 25 — Though not included in the official dates of the Women’s National Championship, no Houston Yacht Club regular series races have been scheduled over this weekend. Contestants will be arriving and it is intended that they be given every opportunity to familiarize themselves with the boats and the sailing conditions by participating in any informal racing that may develop.

Monday, August 26 — Official practice and orientation day.
6:30 P.M. — Cocktail Party at the Club for all hands

Tuesday, August 27 — Racing Begins
9:00 A.M. — Skippers Meeting
10:00 A.M. — Morning Race
12:30 P.M. — Lunch at the Club
2:30 P.M. — Afternoon Race
7:00 P.M. — “Texas Nite” — Chuck wagon Steak Dinner at Houston Yacht Club
Cowboy Stories and Orchestra - Emil Marks

Wednesday, August 28 —
9:00 A.M. — Morning Race
12:00 Noon — Lunch at the Club
1:30 P.M. — First Afternoon Race
4:00 P.M. — Second Afternoon Race
7:00 P.M. — Gulf Coast Fish Fry at Houston Yacht Club

Thursday, August 29 —
10:00 A.M. — Morning Race
12:30 P.M. — Lunch at the Club
2:30 P.M. — Afternoon Race
6:00 P.M. — Bus trip to see Houston — Dinner at Petroleum Club atop Rice Hotel

Friday, August 30 —
10:00 A.M. — Final Race
5:30 P.M. — Cocktails at the Club
The Corinthians Class was designed by Sparkman & Stephens in the late ’30’s specifically for Texas Coast conditions; generally moderate winds and seas, but with a fair share of fresh breezes and chop. They are arc bottomed and flat sided and carry a cast iron fin keel, much like that of a Star, weight 940 pounds. Their dimensions are L.O.A., 20’6”, Beam, 5’10”, Draft, 3’4”, and Sail Area, 200 square feet.

The cockpit was designed to be large enough for a racing crew of three. In 1949 spinnakers were adopted and since then, whenever racing, they have been three very busy people. Class Rules permit very little variation in rig and hold to close tolerances, and the result has been exceedingly well matched boats and very close racing.

### CORINTHIAN CLASS BOATS

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<tr>
<th>SAIL No.</th>
<th>NAME</th>
<th>OWNER</th>
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<td>17</td>
<td>Squall</td>
<td>Ernest B. Fay</td>
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<td>18</td>
<td>Little Ruth</td>
<td>Earl Bradley</td>
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<td>Caboose</td>
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<td>25</td>
<td>Rowdy</td>
<td>Sandy Clark</td>
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<td>27</td>
<td>Greyhound</td>
<td>Chas. Knipe, Jr.</td>
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<td>34</td>
<td>Ranger</td>
<td>Charles Milby</td>
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<td>38</td>
<td>Naughty Lady</td>
<td>Allene Wright</td>
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<td>39</td>
<td>Kitten</td>
<td>Allen Rhodes</td>
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<td>41</td>
<td>Sandbar</td>
<td>Frank Bonner Howard</td>
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### COMMITTEE AND SPECTATOR BOATS

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<tr>
<th>NAME</th>
<th>OWNER</th>
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<tr>
<td>Lady Lou</td>
<td>Charles M. Smythe</td>
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<td>Tempo III</td>
<td>Joe Genitempo</td>
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<td>Texan</td>
<td>William R. Parker</td>
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<td>Mollie Kay</td>
<td>J. Robert King, Jr.</td>
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<td>Fram</td>
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<td>Matoncas</td>
<td>Charles M. Smythe</td>
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<td>Rabbit</td>
<td>J. Robert King</td>
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RACING INSTRUCTIONS

The series will consist of as many races as there are competing crews. Maximum 8. Boats will be drawn for the first race and rotated thereafter. Each crew will sail each boat with the same sails and spinnakers, unless damage necessitates a substitution.

Crews shall be aboard their boats each morning by 9:30 A.M., and ready to sail. Two or three races will be sailed each day, unless postponements or resails require doubling up.

SUPPLEMENTARY INSTRUCTIONS:

Notices when posted by the Race Committee on the Club bulletin board shall be deemed to have been delivered to the Captain of each competing crew; provided, however, that instructions may be superseded by verbal instructions by the Race Committee duly given by it to the Captain of each crew, prior to the making of the Warning Signal.

RULES:

The regulations for this series as issued by the N.A.Y.R.U. shall form a part of these instructions. Excerpt as modified herein and by the instructions mentioned above the racing rules of the N.A.Y.R.U. will govern these races.

No changes to the standing or running rigging of the boats shall be made without permission and assistance of the Race Committee.

COURSE SIGNALS:

The order in which the turning marks of the course are to be passed will be displayed on the Race Committee boat, the letters to be read from left to right. Round each marker in such manner that it will be inside the completed trace. (If next marker requires a turn to starboard, leave marker on your starboard hand). On windward—leeward courses leave turning markers to starboard.

STARTING SIGNALS:

Course Signals will be set:

<table>
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<tr>
<th>Time</th>
<th>Visible Signal</th>
<th>Sound</th>
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<tr>
<td>Warning 10 minutes before start</td>
<td>White Flag</td>
<td>1 gun</td>
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<tr>
<td>Preparatory 5 minutes before start</td>
<td>Blue Flag</td>
<td>1 gun</td>
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<tr>
<td>Start</td>
<td>Red Flag</td>
<td>1 gun</td>
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White flag will be lowered 30 seconds before preparatory. Blue flag will be lowered 30 seconds before start. Flag hoist will govern as gun is only to call attention to flag hoist.

START AND FINISH LINES:

Start and finish lines will be between main mast of Committee Boat and marker. Rounding marker between laps will be marker forming other end of starting line unless otherwise specified.

RECALL OF YACHT OVER LINE AT START:

If one or more yachts are over line at start, a horn will be sounded and number or numbers of yachts will be called over megaphone. Failure of yacht to hear recall does not relieve it of duty to return if over line.

TIME LIMIT:

Any Race not completed in 3 hours by first boat to finish shall be called no race. Should the Race Committee with approval of the Judges, decide that a race is in danger of exceeding the time limit, the finish line may be established at a mark of the course prior to normal finish.

Committee Boat will display code flag “S” (Blue square on White field) and call attention by the firing of two guns.

POSTPONEMENT SIGNAL:

Code flag “P” (White square on Blue field), and 2 guns. The warning signal or the race is off signal will be given 30 seconds after this signal is lowered. Postponements for 15 minute intervals.

RACE IS OFF SIGNAL:

Code flag “O” (Red and Yellow diagonally halved), and two guns means Race is off. Should this signal be displayed and because of sudden weather changes possible at this time of year, all boats should proceed to harbor with utmost dispatch. As soon as you are tied up, drop all sails. If offered a tow, take it and drop sails.

PROTESTS:

Protests must be filed with Race Committee immediately after race in which alleged foul occurred. Verbal protests are acceptable. Each boat will be furnished with a protest flag (Code flag “B” — Red) and it is requested that a protesting crew fly said flag immediately after protested incident occurs and until after completion of Race.

SCORING:

Will be as outlined in N.A.Y.R.U. notice. One point will be awarded for finishing, plus one point for each boat defeated. In addition, winning boat will receive ¼ point. For purpose of scoring, a boat starting in any race of the series will be considered as starting in all races.

DAMAGE TO BOAT OR EQUIPMENT:

Immediately after each Race the Skipper shall report any damage or loss to boat or equipment to the Race Committee.

MOORING OF BOATS:

At the conclusion of each Race each boat shall be returned to its regular slip (the slip from which its crew took it). DO NOT SAIL BOATS INTO SLIPS! Tie up to outer pile, lower sails, and pull boats by hand into slips. In case of downwind approach to slip, head up to wind after entering harbor, drop sails, and sail to slip under bare stick. Violation of this instruction will cause a penalty of 10 points on Shipshape Score.
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<tr>
<th>CREWS</th>
<th>1st RACE</th>
<th>2nd RACE</th>
<th>3rd RACE</th>
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