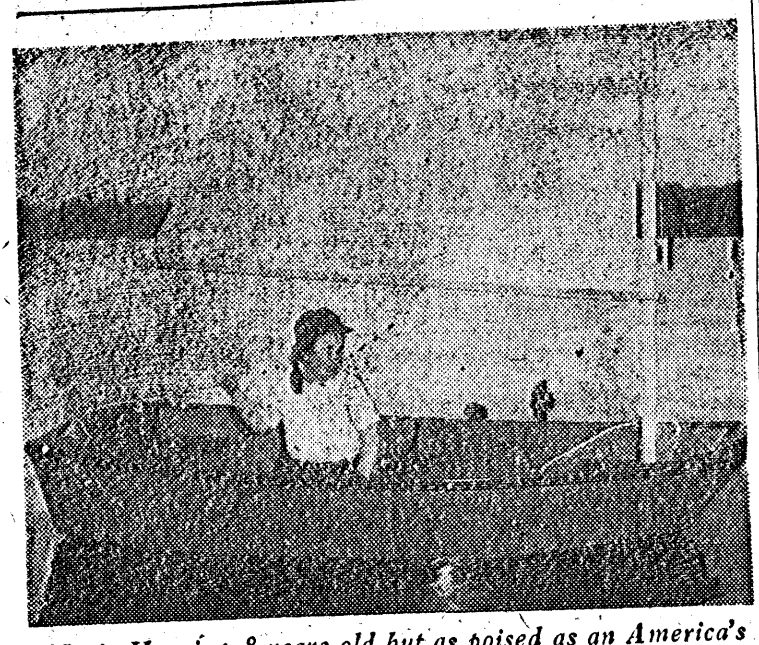
Ahoy!

Time-Table Of a Pram

By PAUL TANNER and CLIFF CARPENTER



Susie Horning, 8 years old but as poised as an America's Cup skipper, ready to cruise Irondequoit Bay in new pram.

HAVING expended choice space the past few Sabbaths on yachts in the thousand-dollar-plus class, this Sunday we pay tribute to the wallets of the common man with a nod to a vessel that goes together fully rigged and brand new for $119.75.

The extra 75 cents is in there because this tale deals with a meticulous man, as we shall prove.

Shortly after the turn of the year, Newport Yacht Club on Irondequoit Bay's west shore drummed up enthusiasm for launching—or maybe it should be dunking—a fleet of handy little bluff-bowed sailing prams. The 8-foot cockleshells, also dubbed Sea Shells and half a dozen other trade names and nicknames, have been catching on all over the country because (a) they make excellent tenders, (b) they sail well, (c) are fine trainers for youngsters and fun for grownups, and (d) can be bought knocked down in kit form, so the yachtsman has the challenge of some of the construction.

Club Secretary Allan Holstrom volunteered to build one and document his trials and errors—Mr. Holstrom is the meticulous man we mentioned.

Yesterday, his work finished, the trim little mahogany-hued pram danced and spun on the chilly waters of Irondequoit Bay, darting through the water like a scared perch, but handling like a yacht triple its size. At the tiller, her maiden voyage as well as the boat's, was chubby 8-year-old Susie Horning, daughter of Mr. and Mrs. Jim Horning of 512 Bay Front.

Susie docked the boat with the aplomb of a racing veteran—and not until then did Holstrom, satisfied the craft was well-found, dig into his pocket and come up with the scribbled story of the construction work. Here it is, for all present and prospective yachtsmen who have been teased by the many ads of these new craft:

Assembly kit plus shipping, $44.50; sail conversion kit including center board, rudder, spars and lines, $35; sail, $25; small hardware, $2; stain and fill, $2.25; varnish, $2.50; sandpaper, small tools, steel wool, additional seam compound, $2.50; oars, $6.

Total: $119.75.

How much time is required for assembly? Here again the builder was meticulous: Assembly building frame, 3 hours; transom, chines and sides, 4 hours; fitting and assembling bottom, 4 hours; seats, gunn'l, corner knees, 3 hours; assembly centerboard trunk, 3 hours; assembly mast, rudder, 3 hours; painting and sanding, 6 hours. Total, 26 hours.

To any who doubt that an able sailboat can be put together so inexpensively and rapidly, Newport Y. C. makes this invitation:

Drop in at the club today—Sunday—whether you are a member or not, and see for yourself. The boat will be in the water and demonstrating most of the day to help drum up area interest in a class of the midget racers.

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OUT of the mailbag prompted by that column a couple of weeks back complaining of the number of classes of small one designs, these to-the-point excerpts:

From Bill Croucher of Newark, commodore of the Central New York Lightning District—"Too many fleets (in a club) means lack of emphasis on one or two good classes—raises hob with the race committee; sometimes 50 minutes elapse between the warning gun of the first class and the starting gun of the last class. Almost one hour just to get these fleets under way and that's only the beginning of the trouble."

From Lawrence Morley, long a mainstay of the Sodus Bay Y. C.—"Yacht clubs everywhere could wield more influence if not torn and weakened by internal strife caused by sailors with inflexible opinions about boats. I have seen sailors argue for years on end in favor of classes which have died or are now being nudged out of the picture as more practical boats take their places. Those who do not readily see the light are learning—the hard way. To offer further thought upon your question of 'how many classes,' I would compromise. Some classes could be eliminated but it shouldn't be carried too far. Cheap little second hand boats are still essential in fanning that wee spark of interest, as the novice makes his first hesitant step, later to come into ownership in one of the bit one-design classes."

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SOME OF the motorboat boys are really going into their sport with a vengeance this season, according to present indications. The trend right now seems to be more and more from the stock utility hulls to the out-and-out racing hydroplanes.

First indication of the way the wind is blowing is the announcement that the annual Albany-New York Outboard Marathon this year will be held exclusively for outboard hydroplanes, as before World War 2. This year's 19th annual marathon will be Sunday, Sept. 16, instead of in May as last year.

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ROCHESTER Yacht Club's 14-foot International Dinghy fleet is first in with a 1951 racing schedule. Here are the starting dates—and a rugged schedule it is: May 30, club racing; June 2, Spring Series, 12 races; June 23, Intra-Fleet Team races, 10 races; July 14, Dr. Baker Trophy (Saturdays), 12 races; July 15, Field Trophy (Club Championship Series), 12 races; Sept. 1, Labor Day Series, 6 races; Sept. 8, Fall Series, 16 races; Oct. 6, Late Fall Series, 12 races.

Still with RYC, Eric C. (Pete) Moore's handsome Seneca has been sold to Carl C. Pieler of Hartford, Conn., who will race it at Essex on the Sound. Eric, one of the shrewdest old hands at the tiller, says he prefers drydock for awhile and the leisure of watching others work. But Mr. Moore in the role of an armchair sailor is a picture that somehow doesn't jell.

And on the dry land side of yachting, Stan Kowalewski, the man with the quiet grin and a friend from every port, has been lured back to RYC for the new season, thus assuring the dungaree fraternity of an able maestro of cuisine.

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HALF-HITCHES: A new edition of Chart No. 2, Lake Ontario, has been released by the U. S. Lake Survey, Corps of Engineers, whose mailing adress is 630 Federal Building, Detroit 26, Mich. This is a chart of the entire lake, and includes in outline only the upper St. Lawrence as far as Alexandria Bay and the lower portions of the Niagara River and the Welland Canal. The normal federal charge of 50 cents is required—in advance . . . also on the technical side, a pamphlet on yacht insurance, done in language a layman can comprehend, is being distributed at no cost by Sparkman & Stephens Inc., 11 East 44th St., New York 17, N. Y. . . . Central New York Lightning District will have its annual meeting at the Gardenier Hotel in Newark today.

Irondequoit to Map Little League Plans

PLANS to organize a Little League baseball organization will be made at 7:30 p. m. Tuesday in the Irondequoit High School auditorium. Parents of all boys from 8 to 12 years are asked to attend. Gordon Allen, physical education director of Irondequoit High, is temporary chairman.

Lewis Oburn, superintendent of the East Rochester Schools and commissioner of the East Rochester town Little League, will be guest speaker and will show movies of the Little League "World Series" played last year in Williamsport, Pennsylvania.

Newhouser Injured As Detroiters Lose

Memphis, Tenn.—(AP)—The Detroit Tigers dropped a 10-to-2 decision yesterday to the Memphis Chicks of the Southern Association, and along with it lost the services of Hal Newhouser, their Number 1 pitcher, for at least a few days.

Newhouser, who started for the Tigers, was hit on the instep of his left foot in the first inning of the game. He was taken to Campbell Clinic where X-rays showed that despite a serious bruise there was no fracture.

Detroit (A) . . 1 0 0 1 0 0 0 0 0—2 7 2
Memphis (SA) 3 0 0 7 0 0 0 0 x—10 13 0
Newhouser, Stuart, McLeland (4) and Ginsberg; Dahlke, Keriazakos (5) and Wilson.

Nic As

Whitney' Out Ea 3 Hors

Aintree, England National Steeplech tumbling nightmare horses fell or lost t the winner, Nickel C nerup, Royal Tan, ca mishap.

Only three horses remount.

Arctic Gold, the favorite from the sta millionaire John Hay came to grief at t That is the noted C the horses must vee left to avoid the Canal skirting the Gold had taken the l Wife and Rowland earlier at Becher's B

By the time A down, almost all of horses were gone t most astonishing N first one raced in 1

Crowd of 250.

Thirty-one horses in the first two and of this catastrophic of 250,000 screame in tense excitemer

Nickel Coin, a to duck eggs and four-mile and lengths from Ro Power was thre town about a r remounted anc third. Royal I and Derrinstow

Five were sci running. They Pass, Hal's Ve and Lucky Pur

Jockeys, o blamed the fias starting net se horses in the They got as e women in a bi

Freebooter, at the second v on top of the green, the fav before the st with jockey G barrier.

Course S

Only Nickel Heather, Der field were lef past the stand the triangular stiff jumps, more fences t ened by earl hail.

Nickel Co owned by Jer lead from C lonely leftov past the stan She never c went into a jump.

The winne minutes, 47 pared with t set in 1934 equalled six

Pick

London — was the o which select Coin to take terday.

Two year was the onl ner—"Russi