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SAILORS' FORUM

editorial@sailingworld.com

Flustered Flag

I'M THE COMMODORE OF A SMALL SAILING club in Arlington, Texas, and I'm afraid I must express my annoyance at your publication of "A Scow For One, A Scow For All" in your June '05 issue. Our MC Scow Fleet 41 is already much too large, and growing much too quickly. The teenaged members of our club are sailing these things now, instead of our Sunfish, and our older members are foregoing the traditional path of Catalina 22 or Day Sailer ownership to take up Scow sailing. We recently had a member in his 80s buy one. This trend must stop. These boats are too fast, too simple, and don't have a pointy bow.

GENE BRYANT
ARLINGTON YC, TEXAS

Error of Some Magnitude

I WAS READING THROUGH THE MAGAZINE AND noticed an error p. 16 in the report on the Newport to Cabo Race. *Scout Spirit* might've been first in class, but they didn't have line honors—that went to Doug Baker's *Magnitude 80*, an Alan Andrews design, on which I was sailing.

MIKE VAN DYKE
LONG BEACH, CALIF.

THANKS FOR THE LETTER, MIKE, AND THE chance to correct our error. Congratulations to the *Magnitude 80* team for finishing first in an elapsed time of 61h:26m:58s. Coincidentally, we'd been planning a story on the boat and it's in this issue. See p. 80.

-EDITORS

Bang for the Buck

I WAS GLAD TO SEE YOUR ARTICLE ON affordable race boats in the April issue, especially after reading about boats all winter that have sails that exceed my total sailing budget for over five years. I think there was an omission of a significant regional class for the Great Lakes area—the Shark, a three-crew, 24-foot keelboat that's built to last. My boat turned 40 this year (it's older than me) and is still competitive. Our first "counter" regatta of the year had 37 boats racing. Last year and this year we were the second largest fleet at the Toronto NOOD. Our World Championship is in Windsor, Ont., this year and the boat is also sailed in Europe (Germany, Austria, and Switzerland). It's an

ISAF Class under the category of Classic Yacht and for between \$7,000 to \$10,000 (in Canadian dollars, making it an even better buy) it is, in my view, the "biggest bang for the buck" on the Great Lakes.

JOHN BRUNT
PRESIDENT, CANADIAN SHARK CLASS ASSN

Salute to the Champ

THANKS FOR A GREAT ARTICLE ON THE Ensign Nationals in Newport ("A Different Kind of Vision," May '05). We have competed against and admired Vince Morvillo for several years. Vince and his wife Margaret are first-rate, and his crew perhaps has no equal. Vince has tremendous courage and ability, and is admired throughout the Ensign Class. We look forward to seeing him, Margaret, and his crew defend their title at the '05 Nationals in Nyack, N.Y., in September.

DICK TORPEY
ENSIGN 710, IRISH MIST

They Should Be in the Hall, Too

I WAS SURPRISED NOT TO SEE ARTHUR KNAPP, Jr.'s name on the roster. I crewed for Arthur in the Hall of Fame Regatta in 1982, which included many of the others in the 1982 group. It was quite a memorable event! Hopefully it is just a typo. To me sailing with Arthur Knapp was like getting the opportunity of playing baseball with Babe Ruth. At the age of 85, Arthur finished fifth amongst that legendary group.

ROLAND SCHULZ
LARCHMONT, N.Y.

SAILING WORLD'S HALL OF FAME IS DIMINISHED by its glaring omission of Bill Lapworth. This strikes me as an East Coast bias against a premier West Coast designer who revolutionized sailboat design. In the '60s his boats beat everything Olin Stephens and others had to offer.

RALPH DEEDS
DETROIT, MICH.

SW'S HALL OF FAME SELECTION PANEL includes three journalists and one Hall of Famer from California, two journalists and one Hall of Famer from the East Coast, two international journalists, and a pair of Hall of Famers from Canada and the Midwest. Arthur Knapp was nearly selected to the Hall of Fame in the reader poll we held in 1982 for