



# The Lifted Tack

SEPTEMBER 28, 2007

## Upcoming Events

---

\*\*\*

*October 6-7  
TVCC  
(at Wheeler)*

\*\*\*

*October 13-14  
Nolan and Helen  
Richards  
Regatta  
Little America's  
Cup  
DIYRA  
Portsmouth  
Regatta*

\*\*\*

*October 27  
Fall Race 3*

\*\*\*

*November 10  
Fall Race 4  
Annual Meeting*

---

## Commodore's Corner

We have a lot of events coming up this fall and I'll run down a few them. First we have two big regattas that are being held in our area. Oct. 5-7 is the TVCC at Wheeler with host duties being provided by Privateer. As many of you know, we lost to Privateer by one point last year and won the event in 2005 in a tiebreaker with Wheeler. We need participants. So far we have the following skippers representing MSSC:

Dinghy: Jenkins, Hauffe, Glenn, and Richards  
Cruiser- NS: McAdams, Brown or Keidel  
Cruiser- S: Travers/Bouse.

That makes seven boats. We need three more vessels especially in the cruiser spinnaker and non-spinnaker classes to really have a shot at winning. A Cat 22, Star or an S2 would help. Call people and lets get moving. It's a team sport and we always have fun. The NOR and registration form are on our web site.

DIYRA Portsmouth Championship is at our place, which is being held in conjunction with the Nolan and Helen Richard's Regatta, the race for the Little America's Cup. We host this district wide event the weekend of October 13 & 14. The NOR and registration form are on the Club's web page as well. It should be included elsewhere in this newsletter.

The Little America's Cup is the oldest Portsmouth handicap trophy awarded in the United States. We have been awarding the LAC for 44 years and this year we will make 45! So how about coming out to race in our club most prestigious regatta and saying thanks to Nolan and Helen Richards for the 46 years of service. It sure would be nice for some of you old timers that we haven't seen in a long time if you could attend if only to reintroduce yourself to the new members of the club. You might be surprised at all the goings on. So far we have received responses from five boats from Browns Creek and one from Pickwick that plan to attend. I also expect the usual crowd from Wheeler to come. This regatta could be larger than the TVCC and it should. I am excited. And for the first time and long overdue, you will be able to watch College football at the club that evening. So no excuses now.

On the building front, I have asked the architect to try and have 2 or 3 "concept drawings" available for members to review at the annual meeting (Nov. 10<sup>th</sup> starting at 5 pm). These will be rough sketches or outlines. Based on upon our prior meetings, I

## THE LIFTED TACK

have asked the architect to increase the size of the bathrooms and kitchen areas. In general, we can or should be able to afford a modern and updated facility of somewhere between 3,000 and 4,000 square feet.

The purpose of the review of the designs at the annual meeting will be to try and get a sense of what members think is the best, what you prefer and what other options we should also plan for or incorporate. Members will be able to ask questions or make comments about the designs in an organized and recognized fashion. This however, will not turn into a debate about whether to build a new club facility. We will not vote on what the final design will be because this is an informational exchange about our ideas to date and what needs to be changed or modified. I want to make sure that we are headed in the right direction with the right design and options before we have a final vote. If at the end of the process, you oppose a new club facility then you can vote “no” when it comes time to select or reject the final design and the method of financing it.

When can we expect to have a vote on the final plan and the method of financing it? A lot of this depends on Rich’s ability to get the drawings done and back to us for review. MSSC will have to call a special meeting for the purpose of taking a vote. Hopefully, we can do this in late February or March of 2008. This also assumes we get some kind of consensus flowing from the members as to what members like or don’t like in the design plans. If we are not headed in the right direction with the designs then it will take longer.

When are we thinking about starting to build assuming everything comes together as planned? We need to talk about this subject and it will be part of the discussion at the annual meeting. The board will make a recommendation to the members and it will be part of the resolution authorizing the construction of the facility. My best judgment at this point is that the earliest that we could start construction would be following the summer sailing season of 2008. This is primarily based on finances and how best to manage our costs and expenses.

Election of officers. At the annual meeting we also have to select four new officers. They are the three Vice Commodores (building, land and docks) as well as Secretary. If you’re interested in serving please contact me by either email or phone. I would prefer that people volunteer for a position(s) rather than for me to recruit. As usual, there may be other board positions vacant as some board members may move into other jobs or they may reapply to their old posts.

Finally, we had a great start to the fall to 2007 sailing season. The Vice Commodore’s and Dixie Scot Regatta was a great success. I want to thank Nancy Gautney for making the decorations for Saturday night; for Steve B. for helping me shop Friday for all the food and supplies; for Byron for his help in making salmon patties; Gar and crew on the committee boats and finally Bob Ives of PYC who helped me cook for over 65 people Saturday night. It took over 2 hours to cook for this many people (notice that we had to have a guest help). We had a great Parrot Head party which featured a Buffett concert on DVD, salmon burgers with grilled pineapple and “straight” and “gay” mojitos to drink. It was a blast and the event was even written up in the Birmingham Sail Club newsletter. That’s my kind of event.

As for racing we had a good crowd. Nolan won the open dinghy fleet and Rob Folwer from PYC beat Bonnie and me by less than three feet to win the Scot regatta. Special notice needs to go to Joel VerPlank(Skipper) and Todd Travers(Crew) who had two thirds and a fourth place finish in the Scot fleet. They did very well considering the level of competition from PYC that they sailed against. Joel and Todd were evening leading one race for a while. Why don’t you consider buying a Scot and joining our racing circuit. Joel, Byron and Floyd are sure glad they did.

# **2007 Tennessee Valley Challenge Cup**

## **Notice of Race**

**Privateer Yacht Club is proud to host this years TVCC Regatta, and invites members of the six current TVCC clubs to participate in the 2007 annual event to be held at Joe Wheeler State Park, Rogersville, Alabama. The event will take place on October 5th, 6th and 7th on beautiful Wheeler Lake. This event is a club challenge event, open to members of the Privateer Yacht Club, Browns Creek Sailing Association, Muscle Shoals Sailing Club, Wheeler Yacht Club, Pickwick Sailing and Cruising Association and the Lake Guntersville Sailing Club.**

### **1.0 RULES**

- 1.1 This regatta will be sailed under the Racing Rules of Sailing.**
- 1.2 The governing authority is the Privateer Yacht Club.**
- 1.3 The regatta will be handicapped using the Portsmouth Yardstick, base DPN.**
- 1.4 Races will be scored using the low point system.**

### **2.0 ELIGIBILTIIY**

- 2.1 The event is open to members in good standing of the six TVCC member clubs as mentioned above.**

### **3.0 CLASSES**

- 3.1 The event is open to keelboats, both spinnaker and non-spinnaker, and to dinghy class sailboats.**
- 3.2 Each yacht club team may comprise of as many entries in each of the above classes as they can field.**
- 3.3 To be scored for the Overall TVCC Club Award, a Yacht club must field at least three boats, one of which must be a dinghy class boat.**
- 3.4 The assignment of boats into one of the three classes rests entirely with the Regatta Committee, whose decision is final.**

### **4.0 RACING AREA**

- 4.1 The racing area will be on the Tennessee River, in the vicinity of the entrance to First Creek (Wheeler State Park and Resort).**
- 4.2 Courses will be as established by the Race Committee. Separate courses may be sailed for keelboat and dinghy classes.**

### **5.0 SAILING INSTRUCTIONS**

- 5.1 Sailing Instructions will be available on the PYC website, and at registration on site, on the day of the event.**

## **6.0 PRIZES**

**6.1 There will be awards for the first three places in each class, and an award for the TVCC Champion Club.**

## **7.0 LIABILITY**

**7.1 Competitors participate in this regatta entirely at their own risk. See Rule 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.**

## **8.0 SCHEDULE OF EVENTS**

**8.1 Friday, October 5th; 1730 Welcoming Party and Registration**

**8.2 Saturday, October 6th**

**0830 – Registration opens**

**1100 – Skippers Meeting**

**1200 – Warning signal for first race, races to follow**

**1730 – Post race refreshments served**

**1900 – Dinner served at Joe Wheeler Lodge**

**8.3 Sunday, October 7th**

**1000 – Warning signal for first race of the day, races to follow**

**No races will be started after 1230, awards will be presented approximately 1 hour after final race ends.**

## **9.0 AMENDMENTS**

**9.1 Amendments to the Notice of Race will be posted on the PYC website, under “TVCC”, [www.privateeryachtclub.org](http://www.privateeryachtclub.org)**

## **10.0 CONTACTS**

**10.1 For more information, contact Rob Fowler, Regatta Chairman – 423-634-0806 (day), 423-843-0020 ( evening)**

**Or by email at [cfowler410@comcast.net](mailto:cfowler410@comcast.net)**

# TVCC Registration Form

Skipper's Name \_\_\_\_\_  
Address \_\_\_\_\_  
City, State Zip \_\_\_\_\_  
Email \_\_\_\_\_  
Crew Name(s) \_\_\_\_\_  
Class Entered Spinnaker \_\_\_\_\_  
(Circle One) Non Spinnaker \_\_\_\_\_  
Dinghy \_\_\_\_\_  
Boat Type \_\_\_\_\_  
Sail Number \_\_\_\_\_  
Any Modifications from \_\_\_\_\_  
Class Configuration? \_\_\_\_\_  
Please Describe. \_\_\_\_\_  
Entry Fee (\$40) \_\_\_\_\_  
after Friday 9/28 (\$50) \_\_\_\_\_  
# at Welcoming Party (Free) \_\_\_\_\_  
# of Saturday Dinners (\$20) \_\_\_\_\_  
Total Due -\$ \_\_\_\_\_

Please make checks payable to Bill Robertson

Email Registration form to: [fs50751@comcast.net](mailto:fs50751@comcast.net)

OR

Regular mail to: Bill Robertson

4713 Ridge Crest Road

Hixson, TN 37343

Early payment is optional. We really just need to know who is coming.

You can mail your check, or pay when you pick up your registration package at the site. You still get the discount if you let us know you are coming by 9/28.

Thanks.

**2007 DIYRA PORTSMOUTH CHAMPIONSHIP  
AND  
THE NOLAN AND HELEN RICHARDS REGATTA  
(The race for The Little America's Cup, the oldest  
Portsmouth trophy, 45 years and going strong)**

**NOTICE OF RACE**

Muscle Shoals Sailing Club is proud to host this year's 2007 DIYRA Portsmouth Championship held in conjunction with the Nolan and Helen Richards Regatta. Muscle Shoals Sailing Club invites all members of U.S. Sailing within the DIYRA jurisdiction and all other skippers and crew to participate in the Nolan and Helen Richards Regatta, the race for The Little America Cup, to be held at the Muscle Shoals Sailing Club near Killen, Alabama (Tennessee River mile marker 271.05).

**Come race for the oldest Portsmouth trophy  
awarded in the United States!**

The event will take place on  
**Saturday, October 13 and Sunday, October 14, 2007.**

**RULES**

**Rule 1.1** This regatta will be governed by the Rules as defined in the *Racing Rules of Sailing 2005-2008* (RRS), the Prescriptions of U.S. Sailing, and the appropriate class rules, except as they are modified by this Notice of Race and the sailing instructions, and any amendment thereto.

**Rule 1.2** The regatta is classified as a category "A" event in accordance with RRS, Appendix 1-ISAF advertising code.

**Rule 1.3** Yachts must have sail numbers or identification on their main sail.

**2. Eligibility.** The DIYRA Portsmouth Championship is open to any member of U.S. Sailing who lives within the DIYRA jurisdiction of Area "D" of U.S. Sailing or is a member of a club that belongs to DIYRA. The Nolan and Helen Richards Regatta is open to all sailboats for which the race committee can determine a Portsmouth handicap. All boats entered in the DIYRA Championship are automatically entered in the Nolan and Helen Richards Regatta.

**3. Fleets and Handicaps.** For purposes of the DIYRA Portsmouth Championship, the fleets will be broken down into classes of Spinnaker, Non-Spinnaker, and Dinghy. For the Nolan and Helen Richards Regatta, all sailboats are combined to determine an overall winner. The handicap system will be the 2006 Portsmouth yardstick as modified by wind dependent handicap factors.

**4. Entry Fees.** Entries shall be submitted on the official registration form. Registration fee is \$25. Make checks payable to "The Muscle Shoals Sailing Club."

**5. Registration.** Each Skipper or his representative must report to the Muscle Shoals Sailing Club between 0930 and 1030, Saturday, October 13, 2007 to register and/or complete registration.

**6. Sailing Instructions.** Sailing instructions will be available during registration on Saturday, October 13, 2007. Amendments to the sailing instructions will be posted at the Muscle Shoals Sail Club by 0830 daily. It is the responsibility of each competitor to check the official notice board for any amendments or notices.

7. **Racing.** The regatta will consist of as many as five (5) races.
8. **Prizes.** There will be an award for the first three places in each class and recognition and engraving of the winner's name on the Little America's Cup, the oldest Portsmouth trophy awarded in the United States.
9. Competitors participate in this regatta entirely at their own risk. The organizing authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during or after this regatta. Each Skipper makes his or her own decision whether to participate, continue to participate and/or withdraw.
10. **Scoring.** The series will be scored as provided in Appendix A of the racing rules using the low point system.
11. **Launching, Hauling and Birthing.** Muscle Shoals Sail Club has a new ramp for launching and hauling Dinghies and small draft cruisers (J-24s are probably the largest boats that can be safely launched on the ramp). Larger boats should launch at either the ramp on Wheeler Lake at Joe Wheeler State Park and lock through to Wilson Lake. This trip takes approximately 1.5 hours if there is no delay at the lock. An alternative state launch ramp is downstream on Wilson Lake located near river mile marker 265 on the north shore. There are no hoists available at the club or the ramps. Deep water mooring buoys are available and are in front of the club.
12. **Lodging.** Tent camping and RV is permitted on the east end of the club's grounds. There is plenty of room. Showers are available in the Club restroom. For more formal lodging, the Club suggests you contact Joe Wheeler State Park in Rogersville (800-544-JOEW).
13. **Meals and Provisions.** Muscle Shoals Sail Club will host a dinner Saturday evening. If there is a major college football game scheduled for that night we will endeavor to televise it. The cost of dinner per person is expected to be \$15.00.
14. **Directions.** Directions are available on the Muscle Shoals Sail Club website ([www.sailmssc.org](http://www.sailmssc.org)).
15. **Contact Information.** For more information or questions, contact Willson Jenkins, regatta chairman, 256-764-3941 (day) or 256-766-4634 (evening); or email for quickest response at [JJAttorneys@aol.com](mailto:JJAttorneys@aol.com).

## Schedule of Events

<b>Friday, October 12</b>	1600	Gates open for boat assembly and parking
<b>Saturday, October 13</b>	0930	Registration opens
	1100	Skippers meeting
	1200	Warning signal for first race, races to follow
	1730	Post-race refreshments
<b>Sunday, October 14</b>	1900	Dinner served at Muscle Shoals Sailing Club
	0930	Warning signal for first race, races to follow, no race will be started after 1230.

## The Kiwis Fly into the America's Cup Final

On Wednesday June 6<sup>th</sup> in Valencia, Spain, Team New Zealand reached their first hurdle in seeking revenge for the drubbing they received from Alinghi, Switzerland, who beat them for the America's Cup in 2003. Emirates Team New Zealand won the final for the Louis Vuitton Cup and the right to challenge Alinghi, 5-0, over Luna Rossa of Italy.

Local sailors, Helen and Nolan Richards were in Valencia to take in this world-class event, part of the oldest ongoing sporting competition in the world.

Leading up to the semifinals of the Louis Vuitton series, BMW Oracle of the USA was the firm favorite to challenge the Swiss with Team New Zealand and Luna Rossa (Pravda) given outside chances. However, Luna Rossa destroyed BMW Oracle through outmaneuvering them in the starts and sailing with better execution and teamwork taking Luna Rossa to the finals, 5-0. On the other hand, the well-oiled Team New Zealand machine received a wake up call from Desafio Espanol (Spain) by taking two races so that the score in that semifinal was 5-2.

Luna Rossa's helmsman, James Spithill, who had outmaneuvered Chris Dickson on BMW Oracle at the start of every race, was not as successful in the jousts for advantage at the starts against Dean Barker's Team New Zealand in the finals. Although Spithill did clearly win two starts, an extremely important part of match racing, his initial edge was snookered by the better advice on what the wind was likely to do up the weather leg from Team New Zealand's weather gurus.

The first and fifth matches of what could have been a nine-race series were extremely close and exciting to watch. Although Team New Zealand led at every mark of the 12 nautical mile race lasting 90 to 100 minutes, the margins were only 8 and 22 seconds! On the downwind legs, neither try as Luna Rossa might, she could not screen the wind enough from Team New Zealand's sails nor out smart the Kiwis, to make a pass.

The facilities at Valencia, built especially for this 2007 America's Cup Challenge at a cost of several hundred million dollars are both exquisite and people friendly. As a result and due to the interest generated through the staging of 13 regattas leading up to the final winner of the Louis Vuitton Cup, there have been over 1.3 million visitors to the Americas Cup Port bringing an enormous increase in business to Valencia. There are sites of interest for all ages in the port including a hot air balloon that rises 150 feet above the harbor for superior views.

The defender, Alinghi, begins her best-of-nine series of match races against team New Zealand on June 23<sup>rd</sup>. The Kiwis will be all out to avenge the 5-0 drubbing they took in Auckland, 2003 when they bade "The Auld Mug" adios.

Nolan Richards



**Vice Commodore's Regatta**

Picture by John Glasscock

# Trip to Valencia and the Louis Vuitton Cup Final

Helen Richards

We three, Robin, Helen and Nolan (Ray had to return to the USA on June 1), were like kids with the excitement of seeing the races off the shores of Valencia, on board one of the many spectator boats and in our case, the Team China boat which held about 100 people who were mainly Europeans, Each team had a boat for this series, mainly to help recoup some of the horrendous expenses of participation.

We sat on deck- had a great view as the boat followed the course- with the wind blowing and the wake of the other boats, one rocks quite a bit. We were served delicious hors d'ouvres, sandwiches, small pastries and fruit drinks before the race started.

For us, it was thrilling to see Team NZ win the three races we watched. One could also follow the races on the TV on board. Each time TNZ won, we unrolled our 3 x 5 foot NZ flag (which we had packed in our suitcase) on a joined pair of dowel sticks that Nolan had made and hung this over the side. There were other NZ boats that showed their pride by displaying NZ emblems. As we came into port Kiwis along the quayside would cheer and respond demonstratively. The other spectators on our boat clapped when we held our NZ flag up- very sporting, as many were sponsors of Luna Rossa. However, the third time we went out we had sponsors from Switzerland and their comment at the end of the race was; "Well, NZ may have the skills but we have the banks!"

We would come in to dock about 5p.m. and purchase an ice cream (very good ice cream) and wait to watch the press conference and interviews of two members from each of Team NZ and Luna Rossa. Then find a taxi back to the Hotel Barcelo, shower, maybe rest a little watching the French Open Tennis and go out to eat at 9 p.m.

Our first time to catch a boat, we were stopped and interviewed by a TV crew. I suppose we were rather obviously TNZ supporters wearing a black Kiwi hats from 2000, gray Emirates Team NZ shirts and our red sox. This we explained to the reporter and told her about Sir Peter Blake. It was quite a long interview and Robin said we did OK concluding with "Let's bring back the Cup!"

Another evening we were invited to talk with Stuart Streul, senior editor of Sailing World. This when we realized how much Robin had kept up with the sailing people from the 1976 Olympic Games in Kingston when she and Nolan helped the N.Z. team and then through her intercollegiate days in Texas through to the present day. Stuart was very interested in maintaining small boat racing in the clubs in the USA and had pressed that his club in Newport, RI, use the Portsmouth Number Handicap System. We three smiled and Robin informed him he was talking to the man and family who founded and promoted this system in the USA. Stuart was amazed- a small world.

The Barcelo seemed to be the meeting place for many of the sponsors of the European boats. Perhaps the greatest shock was the defeat of BMW Oracle (USA) and as for the skipper, Chris Dickson (ex NZ), it may be the end of his career in America's Cup racing.

We agree that the Spanish women dress very smartly. We found the people we met very polite and willing to help us. The service at the restaurants was most pleasant. We did not purchase many souvenirs (but took oodles of photos) although the beautiful fans took our fancy. A family that was the fourth generation of master fan makers having been established in 1810 ran the shop.

We were immensely proud of Grant Dalton, Dean Barker and the crew's achievements. They sailed so well. The America's Cup was so close and in our opinion, could have gone either way. We unfortunately had to listen to a rather biased commentary selected by the Alinghi organization.

We shed tears for the disappointment for TNZ and their supportive helpers. They had worked so very hard attaining a tremendous achievement over the 2003 debacle in Auckland. Now we hear that Alinghi, which has the right to lay down the rules for the next event wants 90 ft boats et al. So we may never see such exciting match racing again. This way, it'll be billionaires playing games with their toys and sportsmanship will have "gone with the wind" or thrown out the window.

We flew to Valencia from Palma which was about an hour's flight across the blue Mediterranean and right across the America's Cup port which was spectacular, We noticed extensive orange groves on approach. Checked into the very modern Barcelo and quickly settled in as we were all eager to go down to the port area to see the boats competing in the Louis Vuitton series. Taking a taxi was very economical for the four of us although Ray discovered some of the drivers did not speak Spanish! Most of our taxi rides were pre-arranged through the travel company. The taxis are radio-equipped and uniquely, their orders and the customer's names are automatically transferred to a screen in the idle of their dash.

The port was very well designed and laid out area, with complexes for the teams north and south of a central area laid out for people's entertainment and comfort; eating, drinking, museums, toilets, exploring, shopping or just walking around the harbor. We met another Kiwi, Ken, while taking tapas and drinks at a café, He was part of the America's Cup Management Team and drove a chase boat to keep the spectator boats at a distance away from the racecourse. Otherwise, we did not try to visit TNZ's complex, as the security was very tight. Robin did make

contact with Rob Waddell by e-mail (rower from the Olympics in 1996 where we watched him at Atlanta on Lake Lanier in the blazing heat and he won a gold in Sydney 2000).

The TNZ shop seemed to be doing a good business but the prices were high there, as they seemed to be in all the teams' shops. We used euros bought early in the year as the US dollar became weak. Due to the guide books, Ray's conversations with the taxi drivers, hotels staff etc., we were able to understand the menus and thoroughly enjoy our choice of restaurants and meals. We had to keep to Spanish eating hours, of course- nothing of quality starts until 9 p.m. and a meal lasts at least two hours. We tried many different dishes; a paella, which is based on rice + meats, chicken, snails, rabbit, or seafood, plus some vegetables such as green beans, butter beans, flavored with saffron, cooked in a large, round, paella pan and served hot from the pan. "The rain in Spain falls mainly on the plain", that is where all the rice is grown, a staple in their diet. The fish was good. We tried a *Horchata*, which looks like milk made from a vegetable root with extra flavors like lemon, cinnamon or almonds and has the consistency of a milk shake- delicious.

While talking about food, our breakfasts at the hotel were fabulous. It was served from 7 a.m. to 10 am and we generally at 0845 to 0900. Its rare to see such a variety of fresh fruits (some unrecognizable to us), dried fruits, nuts, breads, pastries, a table replete with many cheeses, another with cold meat cuts, fresh vegetables, eggs, sausage, bacon and all manner of juices, even pickles. And the coffee (with hot milk) was good too. We ate enough to last us nearly the whole day!

Our room at the Barcelo Hotel was a new experience for us. We have said it was modern with switches all over the place, which was challenge in finding out what they did. One by the bed for sure turned everything off! There were two that controlled each of the vertical and horizontal shades. The bathroom had no recessed basins; they sat on top of the counter top. The taps were a challenge and the controls to the shower were equally puzzling. Nolan got soaked trying to figure it all out. I could only laugh. He said; "Don't let Robin and Ray know". As we met them going down to breakfast Robin remarked that Ray took ages to fathom out the intricacies of the shower. Perhaps we were not "fuddy duddies" after all!

Valencia is the third largest city in Spain founded by the Romans about 130BC but not directly on the coast as it is today. At one stage the river Turia flowed right through the middle of the old town but in 1957 it flooded with disastrous results. The river was diverted to the SE of the city and the original river bed turned into an attractive series of parks, fields, gardens and a series of spectacular modern buildings; City of Arts and Sciences, Music Hall, Oceanographic Institute, an IMAX theater were built and these structures are breathtaking( think better than, but in the manner of the Sydney Opera House).

The days that we were not watching the sailing races we explored the city. At first we took a conducted bus tour in an open top, double-decker bus to get oriented and then we must have walked miles. We saw many Gothic buildings, churches, museums art galleries, elegant public squares, grand avenues lined with palm and ficus trees and appealing gardens in the middle of their plethora of traffic circles. I'll spare you the names (Nolan has done a good job labeling our photographs taken with an old 35mm with names). We haven't gone digital yet and struck a problem in Valencia finding a couple of extra rolls of 35mm film! The Central Market, one of the largest in Europe, with > 700 stalls was an education in itself. We had never seen such a variety of seafood fish, nuts etc. The cathedral (1262) houses a most famous relic claimed to be the Holy Grail, the cup that Jesus drank out of at The Last Supper. This cup, allegedly made from amber, has been in Valencia since 1437. We missed seeing the Ceramic Museum which was closed on Mondays, a custom common in Europe.

We are grateful to Robin and Ray for their arrangements and generous gift, a wonderful trip to be remembered forever.



# MSSC Holds Vice Commodore's Regatta

Nolan Richards

Wilson Lake again lived up to its reputation as a great sailing site for the Vice Commodore's and Dixie Flying Scot Challenge Regatta. That reputation was in doubt on Saturday when there was insufficient, stable wind to race, but conditions on Sunday were perfect for the three races for the 20 boats staged under the direction of Principal Race Officers, Gar Bouse and Rick McAdams.

Boats came from Chattanooga and Birmingham to join local sailors in the event, which included a great Parrot Head party complete with a Jimmy Buffet show and gourmet food sponsored by Bonnie and Willson Jenkins ad Nancy, and Larry Gautney.

Skippers earning trophies in the regatta were as follows;

Flying Scot Class:	Rob Fowler (Chattanooga)	1
	Willson Jenkins (Muscle Shoals)	2
	Bill Robertson (Chatanooga)	3
 Laser Class	 Rex Crawford (Muscle Shoals)	 1
	Dudley Smith (Muscle Shoals)	2
 Open Class	 Nolan Richards (Muscle Shoals)	 1
	Kathy Craig (Huntsville)	2
	Tommy Glenn (Muscle Shoals)	3

The next important regatta in which MSSC will be involved is the Tennessee Valley Challenge which is a team contest amongst six sailing clubs based all along the Tennessee River and will be held at Wheeler Lodge, October 6<sup>th</sup> and 7<sup>th</sup>.

<b>2007 VC Regatta, Flying Scot</b>				<b>Race 1</b>	<b>Race 2</b>	<b>Race 3</b>	<b>Total</b>	<b>Final</b>
<b>Sail #</b>	<b>Boat Type</b>	<b>First Name</b>	<b>Last Name</b>	<b>Place</b>	<b>Place</b>	<b>Place</b>	<b>Points</b>	<b>Rank</b>
5152	Flying Scot	Rob	Fowler	2	1	1	4	1
5639	Flying Scot	Willson	Jenkins	1	3	2	6	2
5075	Flying Scot	Bill	Robertson	4	2	4	10	3
3689	Flying Scot	Joel	Verplank	3	4	3	10	4
3586	Flying Scot	Paul	Healy	5	5	5	15	5
3910	Flying Scot	Sid	Browning	6	6	6	18	6
4019	Flying Scot	Byron	Jamerson	9	9	9	27	8
2979	Flying Scot	Tom	Brown	9	9	9	27	8
<b>2007 VC Regatta, Laser</b>				<b>Race 1</b>	<b>Race 2</b>	<b>Race 3</b>	<b>Total</b>	<b>Final</b>
<b>Sail #</b>	<b>Boat Type</b>	<b>First Name</b>	<b>Last Name</b>	<b>Place</b>	<b>Place</b>	<b>Place</b>	<b>Points</b>	<b>Rank</b>
4	Laser	Rex	Crawford	1	1	3	5	1
97575	Laser	Dudley	Smith	3	2	1	6	2
15367	Laser	Paul	Wunsch	2	3	2	7	3
<b>2007 VC Regatta, Dinghy</b>				<b>Race 1</b>	<b>Race 2</b>	<b>Race 3</b>	<b>Total</b>	<b>Final</b>
<b>Sail #</b>	<b>Boat Type</b>	<b>First Name</b>	<b>Last Name</b>	<b>Place</b>	<b>Place</b>	<b>Place</b>	<b>Points</b>	<b>Rank</b>
857	Daysailor	Nolan	Richards	1	1	1	3	1
420		Kathy	Craig	2	2	2	6	2
3600	Thistle	Tommy	Glenn	3	3	6	12	3
1806	Daysailor	Bob	Bucher	5	4	3	12	4
	Mutineer	Glen	Miller	4	5	6	15	5
2067	Daysailor	Dave	Seborg	7	7	7	21	6



THE LIFTED TACK

*Notes and Asides from the Editor/Publisher:*

Receive *The Lifted Tack* electronically thus saving trees, storage space, copying charges, and postage cost. We now have twenty seven members and two non-members on electronic delivery.

Gar Bouse	Charlie Anding	Horace Holland	Tom Brown	Tom Cromer	Bill Campbell
Bob Parrish	Jeff Compton	John Glasscock	Tommy Glenn	Bob Stagg	Joel VerPlank
Glenn Miller	Joyce Sellers	The Milbergers	Ernie Fite	Larry Gautney	Paul Jacobs
Andy Keenum	Bill Parkhurst	The Gillinghams	Bob Kuehlthau	Chris McGraw	Bob Bucher
Jerry Ferry	Brett Wood	Floyd Hauffe	Scott Hickman	Matthew Massey	

See All The Pictures in COLOR at [www.sailmssc.com](http://www.sailmssc.com) . Sign up for this group by email: [joglass@comcast.net](mailto:joglass@comcast.net)

Please submit pictures and article for future editions. Article subjects can include travel stories, racing stories, technical sailing info or more, be creative. This is your newsletter and can only be produced with your help. Thank you to all who have submitted articles and pictures for this publication.

John