



# The Potter Yachter

Newsletter of the Longest Lasting West Wight Potter Club in the World

Jan/Feb 2016

## Potter Yachter of the Year: Jerry Barrilleaux! Master Magician of Sail

by Carl Sundholm

Jerry Barrilleaux received the Potter Yachter of the Year Award from Commodore Rob Sampson at the January 24, 2016 Potter Yachter Annual Meeting. The inscription reads,

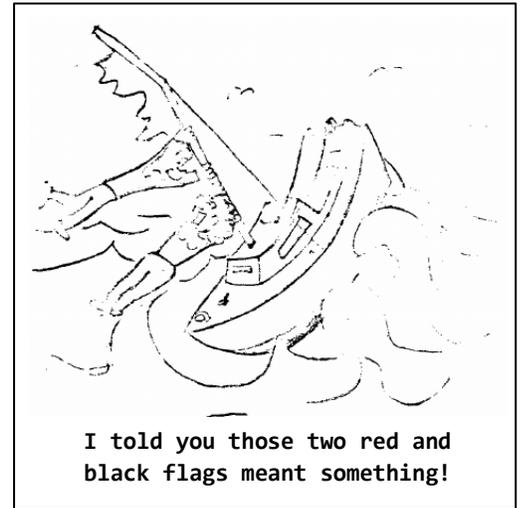
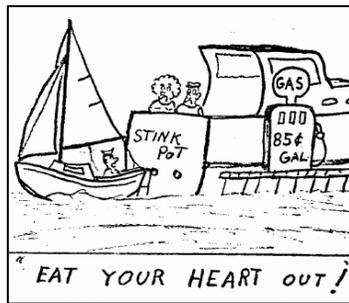
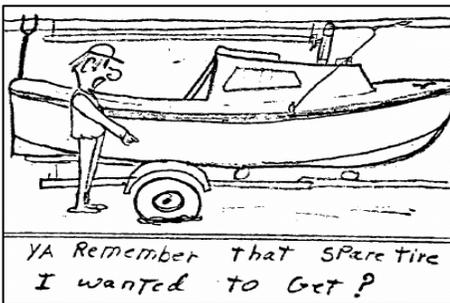
2015  
Potter Yachter of the Year  
Jerry Barrilleaux  
Master Magician of Sail



Rob Sampson (left) presents the award to Jerry Barrilleaux

The honor was given to Jerry B for his exceptional and long-lasting contributions to the Club, serving as Commodore longer than anyone else (and holding just about every office there is), starting the Cruiser Challenge (and being the winningest West Wight Potter racer), innovating West Wight Potter design changes, for his wonderful story telling abilities, and for being an extraordinary sailor, magician and friend to all Potterdom. Thank you, Jerry! —

Cartoons from the multi-talented Jerry Barrilleaux, circa 1979:



### Ship's Stores for sale. Send orders to Pat Brennan:

- Show your colors! Fly an official Club Burgee on your next sail!
- Burgees \$25.00
- Bumper stickers \$ 2.50 (just shows the burgee; no text)
- Patches \$ 2.50 (Both round and burgee shaped)
- Info Packets \$20.00 (Primarily P-15 information)

Or head over to our CafePress website and buy a Cap, Stein, or T-Shirt with the club logo on it.

Visit: <http://www.cafepress.com/potteryachters>

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## The Commodore's Corner

By Rob Sampson

Well, another year is upon us. Thanks to all the Potter Yachters who came to the meeting and contributed to the sailing calendar or volunteered to be sail hosts. Welcome to Dave Bacon as the new Potter 15 Fleet Captain, and thanks to the outgoing Fleet Captain, Don Person. Congratulations to Potter Yachter Extraordinaire, Jerry Barrilleaux as Potter Yachter of the Year.

Looks like Dick Herman's talk on his book "A Boat Called Scamp" and the subsequent discussion on self-publishing by Dick and Dave Bacon will be at the Oakland Yacht Club in the Regatta Room on Saturday Feb 20<sup>th</sup> at 10 a.m., the week before the original date. It should be good. [Check [The Forum](#) for any updates. -Ed.]

I know we thought last year was going to be the last year for the Peninsula Yacht Club in Redwood City before the city evicted them, but they are still hanging on and will have a St. Patrick's Day Dinner after our Redwood City Sail on March 12<sup>th</sup>. They are also offering free berthing before, during, and after the event, so come and stay for a while. Save the date. More details to follow.

See you on the water,  
Rob — 



New Potter Yachter Burgee hangs upstairs at Oakland Yacht Club.

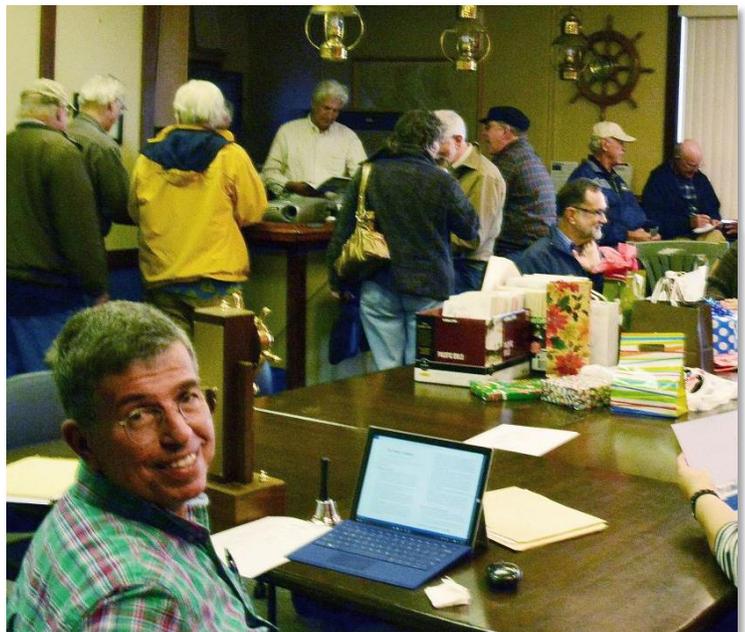


Photo: Carl Sundholm

### It's time to pay dues (\$25/family) – Now accepting PayPal.

Mail a check to Pat (see *Potter Yachter Membership*, page 11) or send it by [PayPal to your friend](#) [pat-brennan@sbcglobal.net](mailto:pat-brennan@sbcglobal.net) indicating "2016 Potter Yachter dues" in the notes.

### Club Events on the Horizon

[Event Calendar](#)

- Feb. 20 (Sat) Self-publishing lecture: *A Boat Called Scamp* (Dick H & David B)  
Two of our most eloquent speakers will impart their wealth of knowledge of the Scamp, self-publishing, and (time permitting) writing fiction; 10am-noon in Oakland YC's Regatta Room.
- Mar. 12 (Sun) St. Patrick's Day sail with overnight(s) option (Carl)  
easy to intermediate, depending on how far out into the Bay we go and on how windy it is; Peninsula YC in Redwood City is hosting dinner and offering free dockage for attendees

# The Potter Yachters

## Sailing Event Schedule for 2016

01/24/16	Sun	Potter Yachter Annual Meeting	
02/20/16	Sat	Talk on <i>A Boat Called Scamp</i> and on self-publishing (Bonus talk on writing fiction afterwards)	Dick H/Dave B
03/12/16	Sat	St. Patrick's Day Weekend Sail and Dinner at the Peninsula Yacht Club in Redwood City with Overnight Option	Carl S
04/09/16	Sat	Richmond Sail and Strictly Sail Boat Show. Boat show is Thursday through Sunday, April 7-10, 2016	Pat B
04/16/16	Sat-Sun	Benicia Sail with Overnight Option	Goose
04/30/16	Sat-Sun	Moss Landing/Elkhorn YC Sail with Overnight Option	Bud K
05/14/16	Sat-Sun	Delta Overnight Sail from B & W Resort	Jerry B
06/04/16	Sat-Sun	Woodward Reservoir Overnight	Kevin C
06/18/16	Sat-Sun	Union Valley Reservoir Overnight	David W
07/23/16	Sat-Sun	Cruiser Challenge XVII Monterey	Goose/Dick
08/20/16	Sat	Richmond to SF Bay Sail [Angel Island or other destination]	Jerry B
08/27/16	Sat	Lake Hennessey Sail	Rich M
09/10/16	Sat	Alameda to Clipper Cove Picnic Sail	Carl S
10/01/16	Sat-Sun	Tomales Bay Overnight Sail	Eric Z
10/15/16	Sat-Sun	Moss Landing to Monterey Sail and Overnight	Mike S
10/22/16	Sat-Sun	Delta Bridges Sail and Overnight	Bud K

\*\*Caveat: Sailing can be a dangerous activity so please be careful and keep an eye on your fellow sailors. Participation in any Potter Yachter event constitutes agreement that each participant, and their guests or crew, assume all risk of any injury or damage they may suffer relating to any such event, and waive any claims of ordinary negligence against other Potter Yachter participants and the Potter Yachters relating to any such injury or damage. Have fun and sail safely.

## Discovery of a past Potter Yachter?

[Unable to find this boat in the Potter Yachter database, the current owner is seeking [collective memory](#). –Ed.]

I purchased a poor condition 1985 Potter 19 about a year ago and have been slowly refurbishing it over the course of the year. I recently noticed that among the few surviving remaining bits and pieces was a battered Potter Yachter burgee.

I was hoping to find a little bit of history on her. She's hull #HMSB02110185 and the bow # is CF 2242 JA.

I purchased her from a fellow who said he got her from a widow and didn't know much about the history except that it was only sailed 3 times, was hated by his wife, and had sat in the owner's backyard for close to 20 years.

Uncovered. With the cockpit drain tube broken. So every time it rained, it would fill the hull.

One clue to her history is a little brass plaque mounted inside indicating participation in (or winning?) a regatta (in Alameda?) in the late 1980's. In trying to restore the boat and gather a bit about its history, I've spoken with and purchased some parts from Ken at International Marine. He indicated to me that she was a bit of an odd duck for a number of reasons. Foremost among them is her 18-gallon (eighteen gallon!) internal steel & aluminum gas tank in the rear 1/3rd of the starboard quarter berth, the CB radio (in addition to the VHF radio), her fine British Seagull QB engine, and that she had no wiring in the mast whatsoever, having only been equipped from the manufacturer with a bow light, dome light, and a stern light (wired to the anchor light switch). He was also rather surprised by the 2.5+ inch paddle wheel transducer under the v berth (that leaked, then popped out entirely while we were underway), and at the number of random 3/8" (ish) holes (which I assume were NOT factory equipment) that had been drilled through the hull (and never filled) under the carpeting. To drain the water maybe?

I've included a photo of her slowly and majestically sinking dockside on the first and only (rather terrifying) trip we've taken her out on so far. (I think she will float now) Her lack of handrails was due to them having turned to dust in my hands while going forward to douse the sail.

Thank you very much for any information you may be able to provide. –James (Southern California) — 



Do you recognize this P-19?

**Note:** The HIN appears to identify this boat as #211, which was referred to as *Mouton Rouge*, in the 80's, by her Potter Yachter owners, Ron & Aldrene Lamb. Anyone with further information is requested to [email the editor](#).

### Officer's Club

**Commodore:**

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P-15, #2636, *Ah Tiller the Fun*

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P-19, #629, *Riptide*

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Pat Brennan  
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ComPac Legacy, #1, *Latis*

**Website:**

[www.potter-yachters.org](http://www.potter-yachters.org)

# Report: Potter Yachters' Annual Meeting

by Phil Marcelis, photos by Carl Sundholm

Our Annual Meeting was held on Sunday, Jan. 24<sup>th</sup> at Oakland Yacht Club in Alameda. We enjoyed the historical display of Jack London's OYC membership card on the way upstairs where we were treated to a tasty breakfast. The food and conversations kept us busy, but everyone eventually made their way down to the Regatta Room.



The meeting started shortly after 10:30 a.m. with a quick group portrait. The meeting was so well attended this year that the group extended beyond the camera's field of view. (A few of the attendees missed being caught on film.)



**Back Row:** Eric Zilbert, Don Person, Harry Gordon, Charlie Jeremias, guest, David Soule, Sharon Soule, Phil Marcelis, Dave Candey, Larry Tkach, Cindi Baumgard, Dick Herman, Judy & Dave Blumhorst, David & Judy Bacon, Rob Sampson, Dana Suverkrop, Jim Smith, Kevin Crowder, Jim Hunt, Gerry Nolan, Mary McDevitt, Bruce McDevitt, Rich McDevitt, Bruce Mossman, Marilyn Laidlaw, Pat Brennan, Bud Kerner, Jerry Barrilleaux. **Seated:** Danny Ward, Ed Dove, Neil & Becky Dorf, David & Cheryl White, "Goose", Carl Sundholm, Jim Kirwan. **At left below(back)** Dave Kautz, Chuck Lee, Dan Phy. **(seated)** Herman Ward.



Then Rob Sampson rang the ceremonial bell and displayed the Commodore's Trophy, which still has his name on it from last year, before outlining the agenda.

New members introduced themselves and asked about connecting with other club members. There was some mention that a membership list would be sent out to those members who paid dues. Additionally, new members can check the club website ([www.potter-yachters.org](http://www.potter-yachters.org)) for mods or tips, and to post messages to [The Forum](#). The new members were welcomed with applause.



Our treasurer, Pat, gave a detailed presentation of the condition of our finances. Happily, things are still, “steady as she goes.”

The slate of officers was presented and unanimously adopted. The only change from last year is that Dave Bacon replaces Don Person as P15 Captain. Welcome Dave! And a big thanks to Don for your service.



At the end of his presentation, Pat suggested that we leave the dues at \$25 per family and called for a vote on whether or not to change the amount. It was swiftly decided to hold them at \$25.

After that, Pat handed the tiller back over to Rob who reviewed the calendar, date-by-date, to confirm the sailing schedule for the coming year. During the comment period, someone suggested adding weekday sails to the schedule. It was mentioned that some folks already sail in the Oakland Estuary on Wednesdays, and Bud said that a few boats in Rio Vista would start sailing during weekdays on good weather days. Send [email to the editor](#) to announce your weekday sails.

Rob kept things rolling and all the business was wrapped up by noon, ending with the traditional gift exchange for those who wished to participate. Another successful meeting. — 🚤

Do you have a favorite sailing destination? Whatever the venue, write about it for a future issue of *The Potter Yachter*! Share all the details you wish you knew on your first visit and let others benefit from your experience. Send your stories or suggestions to the editor: [sail@marcelis.com](mailto:sail@marcelis.com)

## Report: A Potter Yachter's First Messabout

by Jim 'Goose' Gossman

Well, my first Messabout was fabulous, with charmed weather and incredible people. I drove up with Don Person and Pat Brennan, spending two nights in pre-chosen motels and eating at great, vetted restaurants on the way. Their experience showed; Don has trekked up for 11 of the 13 Messabouts, and this was Pat's 7th. When we arrived in Bellingham on Sept. 9<sup>th</sup>, 2015, all the other boats were there. Rafael Davidson (Suncat) and Charlie Jeremias (Corsair 27 trimaran) had been there for several days, eventually joined by Dan Phyl (M15), Jim Kirwan & Steve Haines (M15), Judy Blumhorst (P19), Dick Galland (Marshal Sanderling 18'



Photo: John Chille

Catboat), Jim Ferguson (P15), Rick Ferguson (P18), Tom Luque (P19), John Chille & Pam Cabot (M15), and ourselves: Pat Brennan (Compac 16), "Goose" Gossman (P14), and Don "COE"<sup>1</sup> Person (P15). On the first day out, we ran into Bob (M15), and he joined in for the duration of the trip. 14 boats!

At the Bellingham launch ramp, a fisherman gave me three salmon (for which I gave him a couple of beers), which foreshadowed the good eats ahead. On the dock, we gave a nice couple (on a powerboat) one of the fish

and I received an expert filleting lesson and knife sharpening in return. The next morning, Thursday, Don was out early, en-route to Blakely Island, some 16 miles away. Winds were light, but sail-able, and the fleet converged into the Rosario Strait after several pleasant hours. At that point, the wind picked up into the teens and on the nose, whereupon Rafael proclaimed that "gentlemen do not sail against the wind", furled sail, and started his engine. Gale was happy, but having been on the same tack for such a long time, my arm was getting tired. As is the case around



Judy B in her modified P-19

islands, winds are shifty, gusty, and fickle... so one has to pay attention at all times. My new Tiller-Clutch was already earning its keep. Once in the lee of Orcas Island, winds moderated, and we crossed paths with a beautiful 80' schooner ghosting along. The currents were not favorable, so I turned the key and shot over to Blakely, only to see Don perched in a chair on a beautiful lawn overlooking the harbor entrance. His early departure paid off in spades, while we rookies fought it out.



Don perched in a chair overlooking the harbor

<sup>1</sup> Don has been called "Council of Elder" ([PYN 2014-11pg3](#)) and he also insists we use the adjective "intrepid" whenever possible.

Blakely was beautiful, but as it was a private island, we were restricted to the marina grounds... complete with clean bathrooms/showers. The office/store was already "closed for the season", but there was a person there to check us in. I fried up the salmon fillets, and then Tom projected an English satire show onto his jib with an iPhone gizmo. Honest.

Next morning, Friday, we readied for the shorter trip to Deer Harbor (8-9 miles), but the channel was looking ominous with whitecaps, so everyone reefed. I had only my racing main along (whoops), so I jury-rigged a reef in it and set off. It's hard to describe, but the energy of the mixing currents and the strong, shifty winds made it feel like sailing inside a washing machine. Not dangerous, but hard to find a



*Toasting another successful day of sailing*

comfortable course. After a couple miles, a trawler chugged by, and when I hit his wake, my jury-rigged leech had had enough, and ripped a foot long section at the new clew. It was unfortunate, because just a hundred yards away the fleet was drifting with barely a whisper of breeze. Time to turn the key again, but this time I rigged the fishing pole and trolled. I snagged something and lost the \$\$\$ flashing lure I'd just bought. We timed the approach to Deer Harbor at slack water so we could take a short cut through a narrow cut. On the approach, a seaplane casually landed a few yards away and taxied alongside Rick. Ho-hum.



*Seaplane casually landed a few yards from Rick*

regaling in the beauty. Charlie went for a swim!

Next morning was Saturday and we headed south the 8-ish miles to Friday Harbor in light winds. It was just enough to keep going in the right direction without using the motor with plenty of time to make port. We had a front row seat in a beautiful water garden. I was thinking of pulling out the fishing pole, but then Charlie moseyed over and we raft-sailed for a while. Approaching Friday Harbor was like going to Avalon; ferries, boats, and sea-planes everywhere. It's a large marina, with plenty of space for us. We were staying there for three nights, which, at first seemed too long. As it turned out, it was perfect. We got our bearings and had an early dinner ashore at a pub. Again, all facilities were amazingly clean.

Sunday morning, we had breakfast at a place called Cynthia's restaurant. **THE BEST BREAKFAST EVER!** I had a baked avocado w/salmon and poached egg and baked bacon encrusted in maple syrup and crushed



*Enjoying the multi-hull life on Charlie's Trimaran*

pepper. After b-fast a few of us joined Charlie to go whale watching on his trimaran on the west side of the island. It would be an all day trip, and a sail to remember. No whales, but what a boat, and what fine mates! We had cool, crisp weather, whirlpools, and steady winds. We were always going 5-10k, in total bliss. I don't think we let Charlie drive much, nor did we bother with the motor. Judy and Dick got their first taste of multi-hull sailing, and their smiles told the story. Others went with Charlie on Monday. They saw whales, but didn't get the wind. Jim and I poked around the harbor to find the guy who lived aboard a P15 for several years. We found him, but he'd moved up to a 28'er. Amazing. We gathered everyone's gas tanks on Gale and went to top them off at the fuel dock. Funny... total came to \$18, and half of that was for Gale. On Monday we also had an impromptu Tai Chi session led by Charlie, followed by a juggling lesson from me... in the magical setting between totem poles on the waterfront of Friday Harbor.



*Impromptu Tai Chi session amongst the totem poles*

Tuesday morning we set off for Roche Harbor, which was another 6-8 mile sail. Winds were light, so Jim and I trolled while sailing. The "Story" is that he hooked a king salmon, but lost it when his net was too small. I was so stoked, I fished every second I could for the rest of the trip... but no luck.

When we arrived at Roche harbor, it was other-worldly... huge yachts, wide docks, and cute attendants to take our lines. Potters are living large now! They plugged us in, and we walked to the restaurant to dine al-fresco in shirtsleeves. In the morning, some played bocce, while I wandered the docks lined with multi-million dollar toys.

Wednesday morning we headed out, and Don and I went through a narrow channel known to have shoals. I was alongside a MacGregor 26X when suddenly he ran hard aground on a submerged rock. Oops... and this was a rock which even had a red buoy (unlike many unmarked ones). Within a minute I was over there, and was able to pull him off before he was shredded. I suggested that they check their prop, and sure enough, it was toast.

I continued trolling across the channel to Reid Harbor, on Stuart Island. This was only five miles and supposedly with the current... but as seems to happen often, the water lords didn't read the charts and the current was adverse. Like many spots, this harbor had a dock on the shoreline, but also some docks anchored in the cove's center and another spot had a heavy net strung between pilings to raft up to. John and Pam were anchored and blissed out close to shore, so I rafted with them for a while before moving over to spend the night rafted with Charlie's Tri-Chi. We rowed Gale over to visit the shipwrecked MacGregor who had just pulled in, and then to say 'hi' to the fleet at the dock. The Mac's skipper gave me a bottle of grapefruit cider as thanks for the rescue. For the first time on the trip, it started to rain, so I got to test Gale's new dodger and tarp (with excellent results).



Photo: Pam Cabot

The following morning, Thursday, we set out in clearing skies for Fossil Bay on Sucia Island. It would be a long motor-sail for about 16 miles against the current. Hugging the shore of Waldron Island provided some relief, and we were not disappointed when we entered yet another breathtakingly beautiful bay. We all tied up to the

**Friday Harbor dock gang** (from left): Jim Kirwan, Don Person, Judy Blumhorst, Tom Luque, Steve Haines, Raphael Davidson, Goose Gossman, Pat Brennan, John Chille

State Park's dock and proceeded to live large after the fine day of 5-6 hours on the water. Steve, Charlie and I hiked over the isthmus connecting to Fox Cove in the surreal beauty. On the way back we figured out the meaning of life, and crossed paths with Pam and her new friend, a baby gopher snake. Once back at the dock we feasted on what stores we had left before departing to Bellingham the following morning. We had a fishing lecture from a captain whose stash of fishing gear cost more than most of our boats.

Friday morning we all set off bright and early, as it was 18-20 miles back to Bellingham. My battery decided to play dead, so I borrowed Jim K's jumpstart battery, returned it, and shoved off. I discovered I'd left my depth sounder on, and not trusting my motor's alternator, I settled on motor-sailing and trolling again. When we got into the Strait of Georgia the winds and currents were light,



*Gale happily awaiting the next day of sailing*

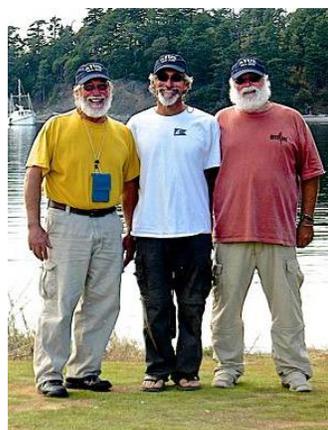
but the weather looked ominous. I dropped my main, but having only the jib up, with the current on the beam, the boat just wouldn't hold a course. Gusts started appearing; one just moments after I had answered my cell phone, and then a 20 knot "Hello" while trying to relieve myself into what turned out to be too small of a target. That was a hint that it was time to reel things in and respect the elements before bashing up the Hale Passage. I could see Dan was doing pretty well tacking up the strait, but I was anxious to put this stretch of water behind me. Nearing its end, I passed a Native American gillnetting in the challenging conditions. No big deal for him. At that point I saw Dick Galland in *Catbird*, and got to witness the 'Bird stretch her wings for the barn,



*Another beautiful day in the San Juan Islands*

moving at a solid 6 knots across Bellingham Bay. Everyone arrived within a few hours and the herded cats dispersed for home at their own pace. After spending ten nights on a 14' boat, it seemed like the cruise was just beginning... and then it was over. Go figure. What stands out most is how well our wide range of boats in our pack were all able to flourish in the variety of conditions. The smiles tell it all. — 🚩

More Photos from MA-XIII by *John Chille* (from left): Pam at truck stop; Charlie, Goose, Steve; *Six & Surprise*.



# Treasurer's Report

[This summarizes Pat's presentation at the Annual Meeting. -Ed.]

Pat started off the slide presentation with an overview of our out-of-state members, of which there are seven; Hawaii, Missouri, Michigan (2), Nevada (2), and New York.

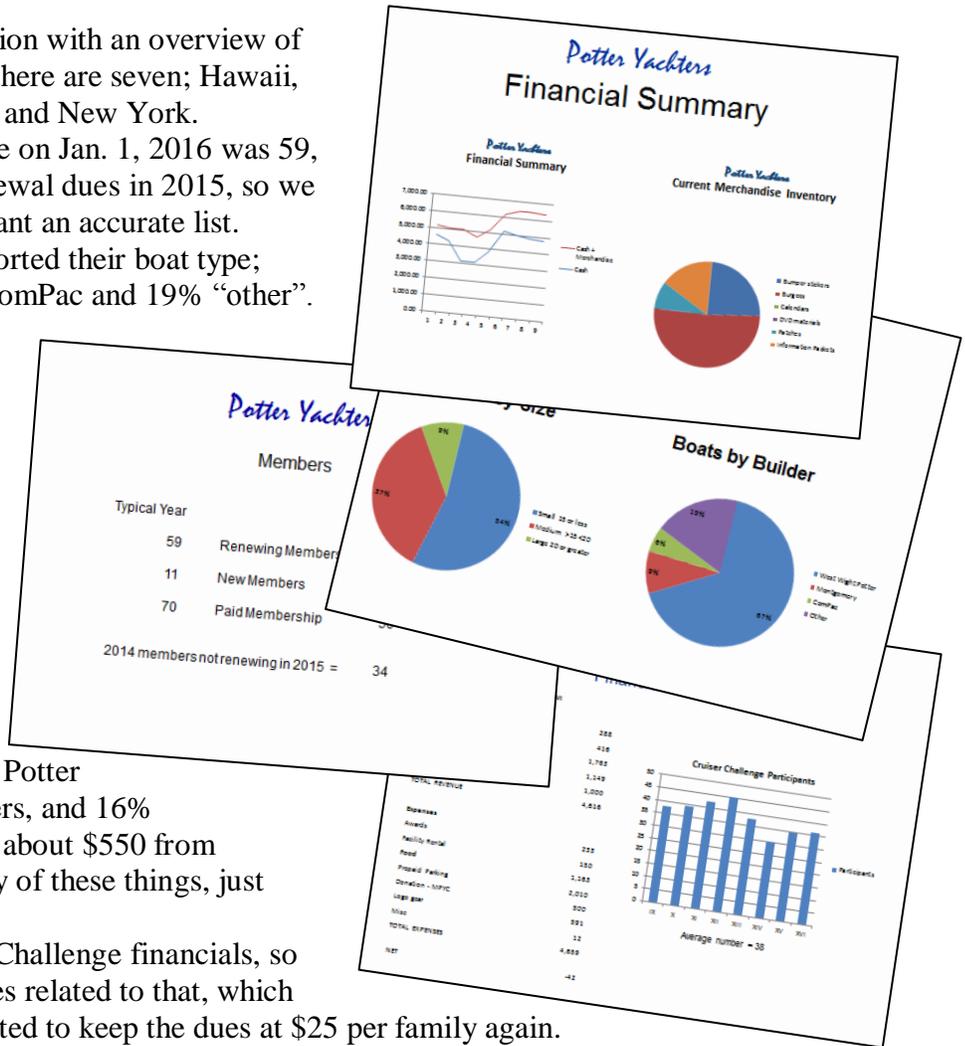
Total membership in the database on Jan. 1, 2016 was 59, however 34 members didn't pay renewal dues in 2015, so we may have to send reminders if we want an accurate list.

Of the 54 members who self-reported their boat type; 67% were Potters, 9% Monty, 6% ComPac and 19% "other". By size, 54% are 15' or smaller, 37% are 15-19', leaving 9%.

We have reciprocal privileges with: Oakland YC, Monterey Peninsula YC, Peninsula YC, Elkhorn YC, Coyote Point YC, and Muncie Sailing Club.

Average year-end cash balance over 8-years has been \$4,300, and we ended this year with \$4,785 which is slightly lower than last year's \$4,819. We have \$1,592 worth of inventory, 52% of which is Potter Yachter burgees, 24% bumper stickers, and 16% information packets. We brought in about \$550 from sale of this merchandise. To buy any of these things, just contact [Pat Brennan](#).

Our cash-flow excludes Cruiser Challenge financials, so one slide showed revenue & expenses related to that, which resulted in a \$42 loss overall. We voted to keep the dues at \$25 per family again. Dues can be sent to Pat by check or via [PayPal to your friend pat-brennan@sbcglobal.net](#) indicating "2016 Potter Yachter Dues" in the notes. — 



## Potter Yachter Membership

Join the *Potter Yachters* – the club that has been around since 1978 and, with your participation, will continue to withstand the test of time. We're really a bunch of nice folks who would just love to have other nice folks join us. Your dues help support club activities and publish the newsletter, so you can join us on sails in person or vicariously through our stories. Annual dues are \$25 per family.

Make checks payable to "Pat Brennan" or send it via [PayPal to your friend pat-brennan@sbcglobal.net](#) and include "Potter Yachter Dues" in the notes.



Or see us online at: [www.potter-yachters.org](http://www.potter-yachters.org)

Send your payment (with your name and address) to: Pat Brennan  
1305 Webster Street #C205  
Alameda CA, 94501

**Organized in Northern California in 1978, the *Potter Yachters* is the longest running West Wight Potter club. Membership is open to anyone interested in West Wight Potters and other trailerable microcruiser sailboats.**



Patrick Brennan  
1305 Webster St., C205  
Alameda, CA 94501

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## With a Grain of Salt

The **Potter Yachter** is a forum for exchange of ideas and information among West Wight Potter (and other mini-yacht) sailors. But we Potter Yachters are mostly a bunch of amateurs finding our way by trial and error and luck.

You will probably find some very helpful tips or ideas in the **Potter Yachter** that will enhance your sailing experience, but you may also find some ill-advised suggestions or ideas that just don't work for your particular boat, your sailing environment, your level of sailing experience, or your boat-working skills. So please understand that any sailing tutorials, suggested boat modifications, recommended cruises, etc., are the opinion of the author, based presumably on his or her personal experience and judgment at the time the article or letter was written.

If a Potter Yachter believes s/he has a good idea and submits it to the newsletter for publication, we will usually pass it on to the rest of you in the newsletter, but take it "with a grain of salt" and a large portion of your own good judgment, and perhaps get a second opinion before undertaking a modification or cruise or sailing technique you read about in the **Potter Yachter** (or any other publication).

- *The Editor*

