



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

September 2008

Richmond To Loch Lomond

Reported by Jerry Kergan
Photos by Jerry Kergan, Don Person,

Has never Been Like This



Part of the Potter Yachter 17 boat fleet, at the Richmond ramp, prepares to sail for Loch Lomond Yacht Club.

A sail from Richmond, across the north bay to Loch Lomond Marina on the Marin County coast, has long been a popular event with the Potter Yachters. So much so, that, at times, we have made the sail more than once in a given season. But from time to time, to the disappointment of those who so enjoy this sail, the destination is often diverted to Angel Island or elsewhere. You see, the guest docks at Loch Lomond are stressed to handle more than a half dozen boats at one time. Even boats as small as our little P-15s.

The attractiveness of Loch Lomond as a destination was further affected by the loss of Bobby's Fo'c'sle Café to fire last season. This misfortune left only Bruno's Deli with their limited menu and less than comfortable seating while eating.

So, it was with much excitement that we learned at the January business meeting this year, that Yachter members Linda and Vince Henley had approached the powers that be at the Loch Lomond Yacht Club with a proposition to host a sail-in by the Potter Yachters. Saturday August 2, all their work came together and paid off big-time!

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I arrived at the Richmond ramp early, 7:30 AM, to be greeted by Steve Potter who had come in Friday morning in order to squeeze in an extra day of sailing. By 8:00 o'clock it seemed there was a steady stream of boats streaming in through the gate, and lining up to rig for the day.

(continued page 4: Loch Lomond)



The Commodore's Log

The get-together with the SoCal Potters at Huntington Lake, August 15 to 17, was a rare event. The setting could not have been more perfect; a beautiful high Sierra mountain lake, constant winds, and a laid-back marina. The Potter Yachters were out in force with nine boats, and Captain Howie Goldbandsen in his new International Marine Sanibel, Sweet Thing, led the five SoCal Potter boats.

Without doubt, the sail hosts, Wes Harrison and Bard Johnson, made it a success. They came up during the week and sat up camp with family and friends, and Friday night twenty-four folks gathered for a potluck dinner at the campground. Somehow, Wes and Bard got us all headed out Saturday for a great sail to the other end of the lake and lunch at Roy's marina. Then to cap the event Saturday night, nineteen skippers and crew gathered for another potluck.

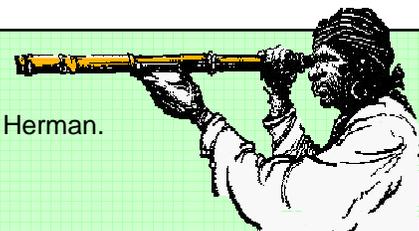
Good food, wine, and conversation with friends – what more could a Potter ask for? Many, many thanks to Wes and Bard.

They proved it is really about the people who love sailing mini-cruisers. The SoCal Potters are a friendly and fun lot, so I hope we do it again.

It was also fun to compare Captain Howie's Sweet Thing with Kevin Crowder's Aurora, his gorgeous ComPac 19. It may be about the people, but the boats are a catalyst. Just ask Dan and Gretchen Ricker who are out to capture the P19 market (this is an inside attempt at humor so you'll be tempted to come and ask them).

The sailing year is clanking to a close, but there is still some fine sailing to be had in September and October. The Delta sail in mid September is new and has been changed to Saturday, the 13th to take better advantage of Windmill Cove, which closes up on Sundays. Bud Kerner is the sail host and this one could be fun.

Finally, this will be my last year as commodore, and I'm looking for a kindred soul to take the helm in January. It is not very demanding, and a wonderful chance to meet and talk to all sorts of people. Please contact me if you are interested.



EVENTS ON THE HORIZON:

September 2-18:

Messabout VI. All the Usual Suspects to the Pacific Northwest. **Sail Host:** Dick Herman.

Sunday September 14:

Delta Day Sail. Buckley Cove, Stockton, to Windmill Cove. No host.

Saturday & Sunday, September 27 to 28:

Tomales Bay overnighiter. Sail Host: Eric Zilbert.

Saturday **October 11** & Sunday **October 12:** Overnight cruise Moss Landing to Monterey.

SoCal Potter Events

Saturday September 20:

Oceanside day sail—see the SoCal Potters website for details—<http://www.howies.net/socalpotter/>

The Officer's Club

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The Potter Yachter

(Loch Lomond: continued from page 1)

One by One boats were slipped off their trailers into the waters of the bay, and a sizable fleet began to form up at the Richmond docks.

Make Swartz and son, Russell, drove in from Hollister, but lost a turnbuckle along the way. This placed "Burgundy Splash" on the inactive list. Never one to pass on an opportunity, Mike used the situation as an excuse to sail with Kevin Crowder on his Com-Pac 19. Katie Lee, who has visions of a P-15 in the near future came aboard Lazy Ka on the loss of her ride aboard Burgundy Splash.



Under clear skies, the fleet put out promptly at 10:00 AM into pleasant 4-8 knot breezes. Assuming the honor of rear-guard was late arrival Harry Gordon. Always heralding the benefits of Lateen simplicity, Harry can sleep in, make the drive from Mountain View, get rigged and make the destination well ahead some of the early birds.

The morning winds carried the fleet out the Richmond Channel into the bay on a reach most of the way. The crossing of the bay was without incident for most skippers; the only significant challenge being the crossing the main shipping channel, and the strong flood tide that it carried. This presented a navigational obstacle to more than one Skipper. They found themselves taking



an unwanted course east and north of Red Rock Island. Don Person took this route, and was surprised to find Steve Potter relaxing on a beach on the north side of the island. When Steve was asked why? He replied, "Because, it was there!"

Mid-bay found the fleet sailing with lighter winds. As noon approached, the winds let up to a gentle 2-4 knots. But in combination with the flood-tide even these light winds got us all safely to Loch Lomond Marina to tie up at the guest docks of our hosts, The Loch Lomond

THE VESSELS & SKIPPERS

P-15 Skippers & Crew

Ron Bell
Pat Buchanan
Steve Potter
Terry Gotcher
Dan Phy (Lateen)
Harry Gordon (Lateen)
Ed Dove
Don Person & Marthe
Rich McDevitt
Dave Myers
Mitch Carnes
Jerry Kergan & Katie Lea

ComPac-19 Skippers

Dave Meredith
Kevin Crowder

Others
Dick Herman (Com-Pac Sun Cat)
Dave Kautz (O'Day 192)
Vince & Linda Henley (P-19)

(continued page 4: Loch Lomond)

(Loch Lomond: continued from page 3) Yacht Club.



ABOVE: 15 vessels squeezed into the dock facilities of the Loch Lomond Yacht Club. **RIGHT:** Russell Swartz beams when he discovers PY burgee listed with other Northern CA clubs. **FAR RIGHT:** Skippers and crews line up for an assortment of grilled sausages and salads prepared by LLYC members/staff. **BE-LOW:** Plates are Empty. All gone!

The docks of the Yacht club accommodated our fleet just fine. Though it appeared to some that we had come very close reaching maximum capacity of the facilities, Vince Henley assured us that there was plenty more room in the form of vacant slips nearby—we have room to grow.



Once signed into the guest book, those who qualified, took to the bar, with its picture-window view of the marina, for a cold adult beverage . . . draft beer



being the popular choice. In honor of the Potter Yachter visit, Happy Hour pricing prevailed. Vince and Linda Henley took an active part as hosts by stepping into the roll of bartenders, while other LLYC members assisted at the bar and prepared a buffet of grilled sausages and salads.

Following lunch and considerable social time, the skippers turned to their boats to make ready to put out into the building afternoon winds. Most reefed before pushing away from the docks into 12-15 knot breezes outside the protection of the marina.

On the near high tide, Katie and I followed Don and Marthe over the shallows north of the Marin Islands. When conditions allow, the views to be had here are a real treat—West Marin Island is home to several varieties of birds that nest there.

Somewhere in the void of the bay between Loch Lomond and the Richmond bridge, the wind died away to a knot or two. I tried to sail the light air for a time, resorting to my outboard off and on. As my frustration piqued, south of the bridge, I joined the skippers around me and motored the last four miles back into the ramp where we traded stories of most wonderful day on the bay.



Two of these tales worth sharing:

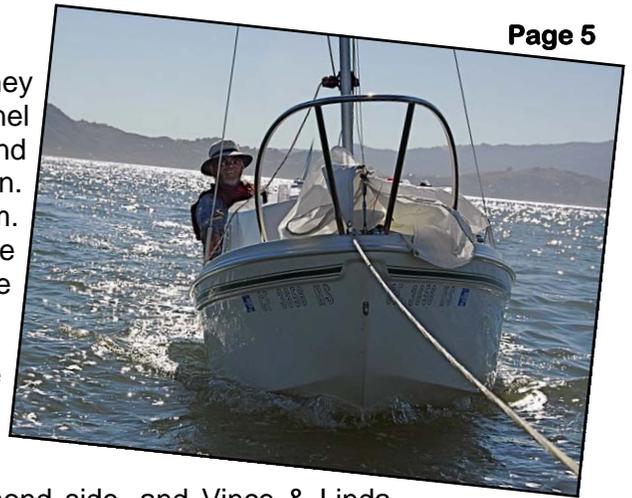
The afternoon holdout against the light air; the one guy who resisted turning to motive power, was Kevin Crowder and crew ,Mike & Russell Swartz. They stayed on the bay, and per-

(continued page 5: Loch Lomond)

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(Loch Lomond: continued from page 4) sistance paid off as they found enough breeze to blow them all the way up the channel and back to the ramp . . . Three cheers for skipper Kevin . . . And Dave Myers was forced to accept a tow from Don Person. Dave's reliable Sears Gamefisher outboard motor failed him. The prop simply stopped turning while the motor ran fine. A little on the water troubleshooting found that it wasn't a shear pin, the obvious suspected culprit.



In the lot, after haul-out, Dave shared that this may just be the excuse he needs to dig into his pocket to fund a new Honda outboard motor.

Thanks are due our hosts, Dan Phy who oversaw the Richmond side, and Vince & Linda Henley, and the LLYC, who worked so hard to make the Potter Yachter's feel at home at their club. It was a real pleasure, and I, for one, hope that this will become a regular destination on our Summer sailing schedule on into the future.



Cruiser Challenge IX Revisited: Dave White and the

“Ringer”

Reported by Dave White

Photos by Jerry Kergan

Jerry Kergan had asked me to write something for the newsletter about the Monterey races through my eyes, and what I learned having Steve Potter as crew. Some things, I am not at liberty to tell you, under penalty of death at the hand of Steve. But I can relate that Cruiser Challenge IX began, for me, a year ago, on the Sunday following



Jerry Barrilleaux's Sunshine leads Dave White's Wee Boat to the windward mark

Cruiser Challenger VII. It was my second Cruise Challenge and I came in dead last. Although it had been a fun weekend, I was a little disappointed with my performance. That Sunday after the races, I was having breakfast at Lulu's, when Steve Potter approached and asked if I was going sailing that day.

I said yes; he then asked if he could join me; he wanted to see what I was doing (wrong,) because he knew the boat could sail a lot faster. At that point I was ready for any help I could get. So out we went. Mostly he showed me that I was sailing way too conservatively. He showed me that I could sail more aggressively, that heeling is good, not bad, and that I could control the boat. Over the rest of the 2007 sailing season, I practiced what I'd learned that day. I sailed more aggressively and found I was having more fun. At the 4th of July sail Steve asked to crew for me at Cruiser Challenge IX. I did not think twice about it: Yes!

On the Friday before the races, I joined up with Steve and went out to practice on the water in “Wee Boat.” We tried different head sails, settings of rigging points, and made marks of these points for each head sail. Most of all we practiced rounding the buoys and starting procedures. I soon learned that there was a lot more to racing than just sailing to a buoy and rounding it: the fastest way is not always sailing directly at the buoy.

(continued page 6: Wee Boat)

(Wee Boat: continued from page 5)

Saturday, amongst all the talk about the “ringer” I had aboard made me feel a bit pressured: could I live up to it? By the time the captain’s meeting was over my anxiety level was through the roof. Many of you may have seen me pacing on the docks—I had already taken a 40 minute walk to Cannery Row and back.

Getting under way helped, but the first start didn’t go as we practiced it: there were other boats out there. However, we had a good clean start and the practice paid off. Jerry Barrilleaux was in the lead, but we were in second place. By now my old racing habits (from sports car and swimming competition) had kicked in and I was totally focused. There was one boat out there and that was Jerry B., though it wouldn’t have mattered whose boat was leading—she stayed in my sights. I didn’t know where the other boats were, how close or how far. We were sailing fast and hard and I was exhilarated. Steve would give me an order and I would perform. Sometimes I questioned Steve, but did it anyway. More than once he reached back and pushed the tiller where he wanted to go. I kept trying to hold too tight a line and would sacrifice boat speed. Steve kept say “keep the boat speed up, don’t let the jib lift.” I would respond “but that won’t take us where we want to go.” And then he’d say “where is Jerry?” and then I would agree “oh, right.”

At the beginning of the second race, as we were approaching the starting line I remember seeing “Riptide” off my port side, and thinking Erik Zilbert is not going to let us get away so easy this time. But there we were again—Jerry B. out front with us tucked in right behind him. Every time Steve would tell me to do something, Jerry would know it before I could execute the task and he would intuitively counter it.

In the third race, we got our best start. We were upwind of Jerry B. We were running almost side by side when we made the tack to the windward marker. I did not see any boat ahead of us. I remember Steve asking if I ever thought I would be this far ahead of Jerry B. I said I didn’t know where Jerry was; my focus was on my sails and the marker. As we rounded the marker we put our downwind plan in motion. I let out the main, switched sails so I could handle the starboard jib sheet. Steve went forward to set the whisker pole. The problem was I was looking at the wrong orange marker. I was setting up to make my course on the buoy marking the start line. Steve started shouting “Where are you going? Head for the beach.” At that point I realized what I was doing and straightened out and head for the downwind marker. I had no idea where the rest of boats were then. I made the downwind marker and tacked. Then after a few minutes changed tack again. This seemed to bring us parallel to the start/finish line. This move did not compute to me and I questioned Steve about it for the third time, but did it anyway. Then we made one more tack and crossed the finish line. The race was over and as far as I could tell we had won the last heat.

My adrenaline came down and I dropped my focus. Then I saw Don Person hold up two fingers and heard Jerry B. yelling “One more lap.” Jerry B. was now ahead and we were chasing him again.

It was an exciting day. Finishing second overall with a third and two second place finishes—Wow! I would have been happy to finish in the top 5 of P19’s. I owe most all of this success to Steve Potter and his help, starting last year. I am still trying to sort through all the things I’ve learned from Steve Potter. Also, in April this year I sailed with Bruce Hood on “Wee Boat” in the Oakland Estuary, picking up more tips on more efficient sailing technique. Thanks Bruce.

I did not participate in the Cruiser Challenge the first five years I owned my boat because I didn’t know anything about sailboat racing. The books I read just confused me. But the Cruiser Challenge is so much more than a race: it’s a fun happening, an Event!! So next year, join us. And if a Steve Potter or a Bruce Hood asks to crew with you, welcome them aboard. Have a great time.



Dave White & Steve Potter (2nd place.)
Jerry Barrilleaux & Gene Hersome (1st Place)

(continued page 7: Wee Boat)

Reflections of Steve Potter

Friday, Dave and I put the boat in the water at around 10:30 and wasted no time getting out into the bay. We found a yellow racing buoy that just happened to be about a quarter of a mile North of the race course that was laid out on Saturday. The wind on Friday was identical to that on Saturday. We practiced rounding the mark on an upwind tack, downwind tack, then using a stop watch, worked on starting the until we had it nailed to within two seconds. We also did a jib change in heavy weather. I noticed that on upwind legs we were rounding up more than usual. I asked Dave if I could take the tiller, and after two minutes we were rounding up more than when Dave was at the tiller. I gave the tiller back to Dave. I wasn't happy with the wake line in the water after a turn. What should have looked like a rounded "V", looked more like a "?". I asked Dave if I could take a crack at a turn and after my best effort, the wake behind us looked like a question mark. I meekly gave the tiller back to Dave, for good. After six hours of steady practice, we called it a day.

In race #1, Jerry had a couple of boat lengths lead on us around the first mark. On the downwind leg Jerry was running a Lapper, and we had a Genoa. Our whisker pole was made for a Lapper, so I had to put myself between the mast and the whisker pole to hold the jib out. We were gaining on Jerry and a decision had to be made. 1) Steel his wind, then go between him and the downwind mark and force him to the outside, or 2) go to the outside of him, and with our greater sail area, power around him on the outside. Jerry's a nice guy, so instead of getting down and dirty, I thought we'd just glide around him. When we got mast to mast, we couldn't make any more progress on him. Either the wind gods were with him, or he raised his centerboard! I wasn't about to let him off that easy, so when he rounded the mark, we were powering down on him and made the turn right on his stern. Dave suggested we fall off, and I said "stay right on his butt, and if anything, go upwind!" As I was gathering up the jib sheet, I looked up and it appeared that our bow pulped was in Jerry's cockpit. Dave probably thought gone nuts, but in my mind, we were just racing. I hope Jerry brought a change of underwear.



Cruiser Challenge IX, Monterey California, July 26th, 2008

RACE RESULTS, RACE ONE

Start time 12:20PM

Large, and Medium Boats

- 1st: Jerry Barrilleaux, HMS 18 "Sunshine"
- 2nd: Dave White, Potter 19, "Wee Boat"
- 3rd: Dave Kautz, O'Day 192
- 4th: Eric Zilbert, Potter 19, "Riptide"
- 5th: Edwards, Santana 21
- 6th: Mike Swartz, Potter 19, "Burgundy Splash"
- 7th: Jim Chayan, "B-16" Yellow, White
- 8th: Kevin Crowder, Com Pac 19 "Aurora"
- 9th: Gulbrandson, Sanibel 18
- 10th: Ricker, Com Pac 19 #227
- 11th: Lozano, Potter 19

Small Boats

- 1st: Reimer, M-15, "IOTA"
- 2nd: Rich McDevitt, P-15 "Minnow"
- 3rd: Mike Higgins, custom Catboat, 16
- 4th: Dave Bacon, P_15 "Ah Tiller the Fun"
- 5th: Mike Trueman, M-15, "Midget"

6th: Dan Phy, M-15, "Six"

7th: Dennis McDowell, Guppy 13,

8th: Keith Hubbard, P-15, sail #222

9th: Harry Gordon, P-14 "Manatee"

10th: Rob Sampson, P-14

11th: Mitch Carnes, P-15

RACE RESULTS, RACE TWO

Start time: 12:48PM

Large, and Medium Boats

- 1st: Jerry Barrilleaux, Potter 19 "Sunshine"
- 2nd: Kevin Crowder Com Pac 19
- 3rd: Dave White, Potter 19 "Wee Boat"
- 4th: Com Pac 23
- 5th: Dave Kautz, O'Day 192
- 6th: Wes Harrison, Potter 19
- 7th: Bud Kerner, Potter 19
- 8th: Mike Swarcz, Potter 19
- 9th: Eric Zilbert, Potter 19

Small Boats

- 1st: Mike Trueman, M-15 "Midget"
- 2nd: Dave Bacon, P-15, "Ah Tiller the Fun"

- 3rd: Dan Phy, M-15 "Six"
- 4th: Reimer, M-15 "IOTA"
- 5th: Rich McDevitt, P-15 "Minnow"
- 6th: Hubbard, P14 Sail no 222
- 7th: McDowell, Guppy
- 8th: Johnston, P-14 Sail no.351

- 5th: P-14, Gunter no. 361
- 6th: Hubbard P-14 no,222
- 7th: Dan Phy, M-15 "Six"
- 8th: Reimer M-15, IOTA
- 9th: MCDowell Guppy
- 10th: Mitch Carnes, P-15

RACE RESULTS, RACE THREE

Start time: 1:23 PM

Large, and Medium Boats

- 1st: Jerry Barrileaux, Potter 19 "Sunshine"
- 2nd: Dave White, Potter 19 "Wee Boat"
- 3rd: Dave Kautz, O'Day 192
- 4th: Eric Zilbert, Potter 19 "Riptide"
- 5th: Santana
- 6th: Mike Swarcz, P-19 "Burgundy Splash"
- 7th: Chayan, B-16 yellow/white
- 8th: Bud Kerner, P-19
- 9th: Gulbrandsen, Sanibel 19
- 10th: Santana 16

Small Boats

- 1st: Mike Trueman, M-15 "Midget"
- 2nd: Dave Bacon, P-15 "Ah Tiller the Fun"
- 3rd: Rich McDevitt, P-15 "Minnow"
- 4th: Higgins Custom Catboat

Finals: Trophy Awards

Big Boats:

Santana 2023 First (only entrant)

Medium Boats:

- 1st: Jerry Barrileaux, P-19 "Sunshine" (1-1-1=3)
- 2nd: Dave White, P-19 "Wee Boat" (2-3-2=7)
- 3rd: Dave Kautz, O'Day 192 (3-3-5=11)
- 4th: Eric Zilbert P-19 "RipTide" (4-4-9=17)
- 5th: Mike Swarcz, P-19 "Burgundy Splash" (6-6-8=20)
- 6th: B-16 (7-7-10=27)

Small Boats:

- 1st: Mike Trueman, M-15 "Midget" (1-5-1=7)
- 2nd: Dave Bacon, P-15 "Ah Tiller the Fun" (2-4-2=8)
- 3rd: McDevitt (2-2-5=9)
- 4th: IOTA M-15 (1-4-8=13)
- 5th: Higgins CAT (3-4-10=17)



Experienced sailor, and boat builder, Dennis Greenwood of Lafayette, debuts his newly restored P-15 to the Usual Suspects Wednesday sail in early August.

Buckley Cove to Webber Point

Host: Bud Kerner

When: (Note Date Change) Saturday, September 13

Where: Buckley Cove Marina, Stockton

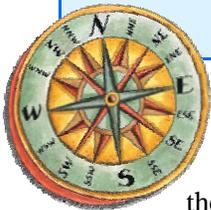
Fees: See <https://home.comcast.net/~pat-brennan>

Meals: Lunch at Webber Point restaurants or optional picnic.

Distance: 10 mile (approximately) round trip.

Phone #s:

Host, Bud Kerner Cell: 209-814-7542
 Peninsula Yacht Club 650-369-4410



Come join the Potter Yachters for a Delta Sail on **Saturday** September 13th. Sail approximately 5 miles on the San Joaquin River from Buckley Cove past the Port of Stockton to Webber Point.

Tides for Stockton starting with September 13, 2008.

Day	High /Low	Tide Height Feet	Tide Height Feet	Sunrise Sunset	Moon Time	% Moon Visible
Sa 13	High	4:50 AM	3.9	6:46 AM	Set 4:55 AM	93
13	Low	12:28 PM	0.1	7:15 PM	Rise 6:24 PM	
13	High	6:15 PM	3.5			

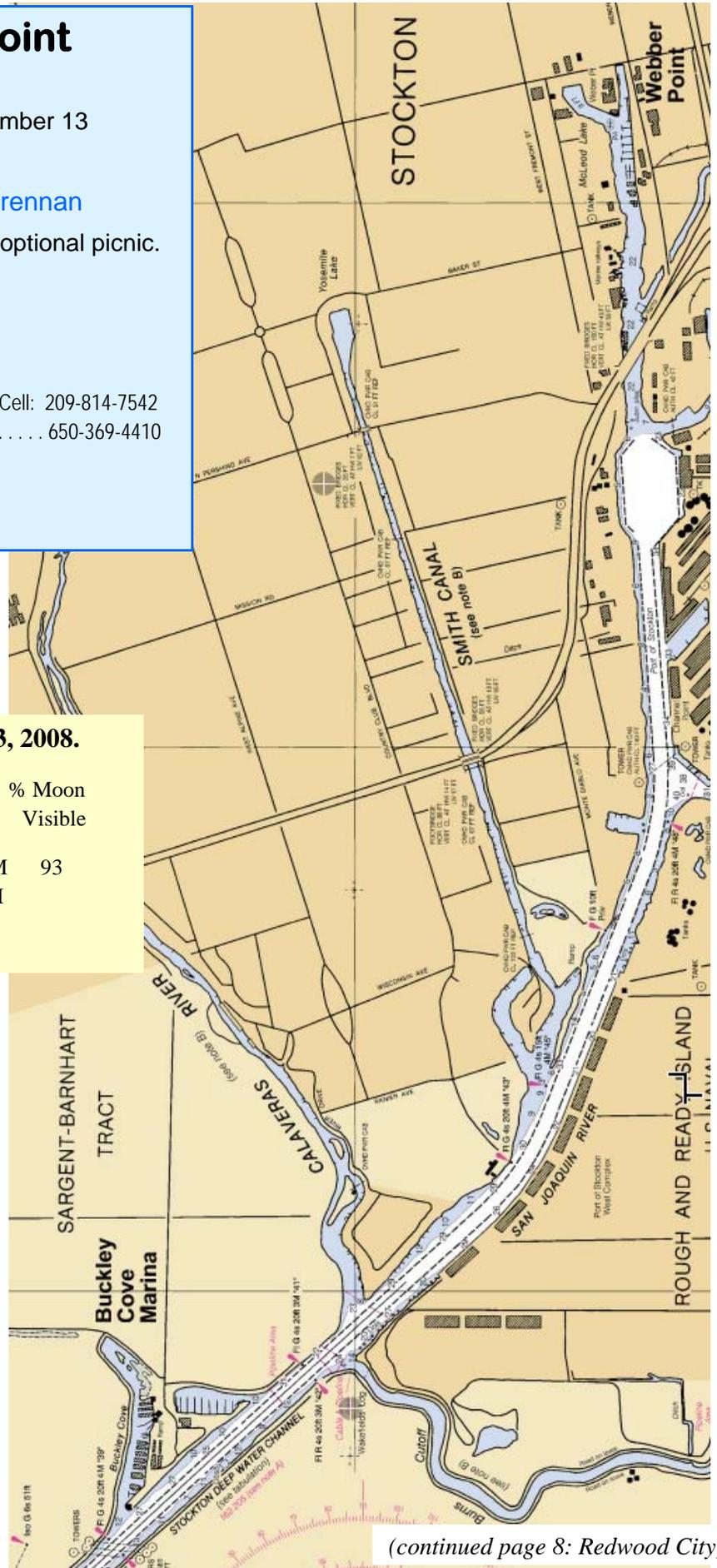
There is free docking at Webber Point and a choice of four restaurants. Choose from a hotdog stand, deli, Mexican, or American eateries. You can also bring your own lunch.

We will launch at 10:00 AM.

Parking fee for "Old Folks" is \$8.50, \$10.00 for everyone else.

You can reach Buckley Cove from Interstate 5 by exiting at March Lane in Stockton and turning west on March Lane. The road ends at the parking lot toll booth.

Questions contact Bud Kerner (209) 815-7542

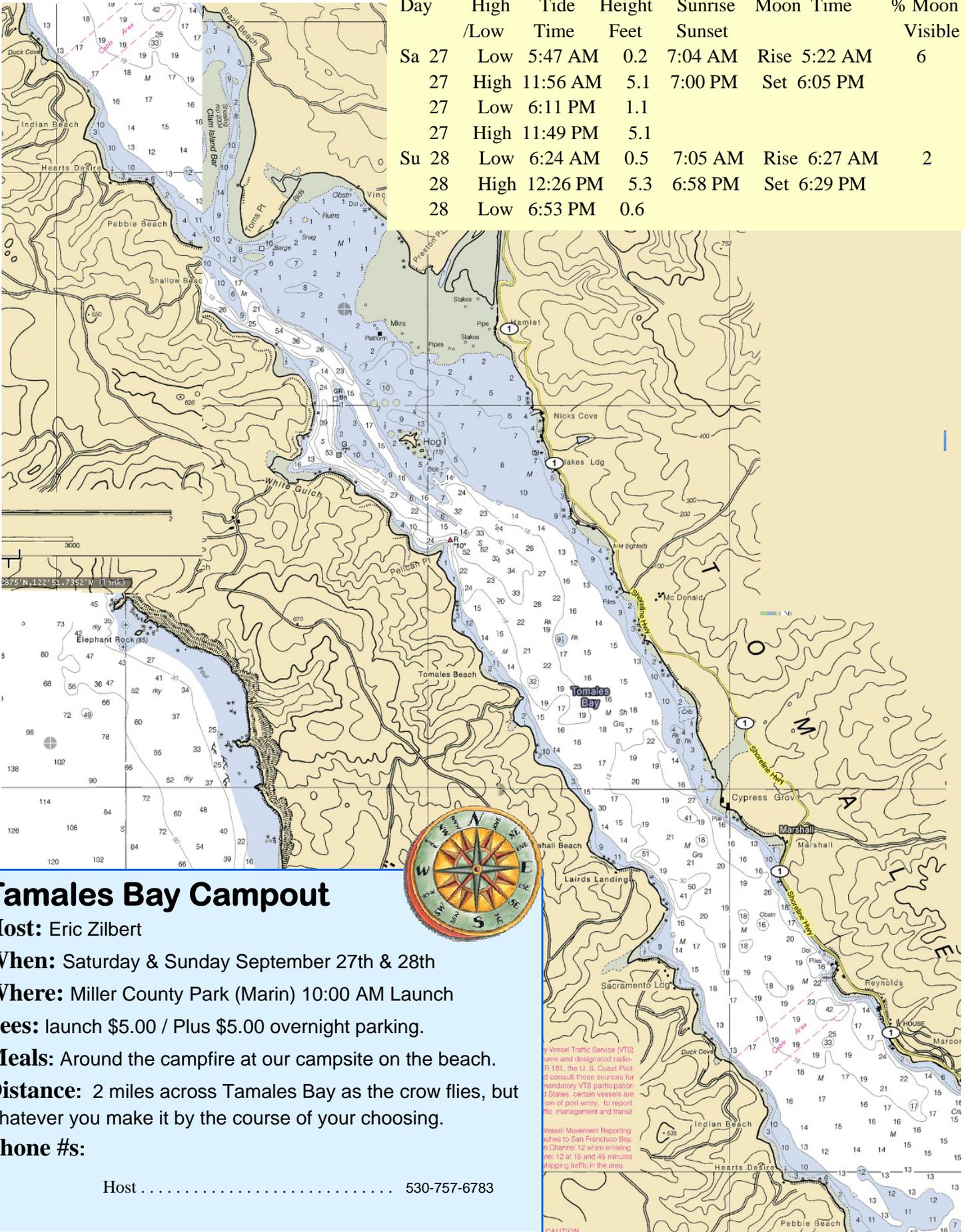


(continued page 8: Redwood City)

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Tides for Marshall, Tomales Bay starting with Sept. 27, 2008.

Day	High /Low	Tide Time	Height Feet	Sunrise /Sunset	Moon Time	% Moon Visible
Sa 27	Low	5:47 AM	0.2	7:04 AM	Rise 5:22 AM	6
	High	11:56 AM	5.1	7:00 PM	Set 6:05 PM	
	Low	6:11 PM	1.1			
Su 28	High	11:49 PM	5.1			
	Low	6:24 AM	0.5	7:05 AM	Rise 6:27 AM	2
	High	12:26 PM	5.3	6:58 PM	Set 6:29 PM	
28	Low	6:53 PM	0.6			



Tamales Bay Campout

Host: Eric Zilbert

When: Saturday & Sunday September 27th & 28th

Where: Miller County Park (Marin) 10:00 AM Launch

Fees: launch \$5.00 / Plus \$5.00 overnight parking.

Meals: Around the campfire at our campsite on the beach.

Distance: 2 miles across Tamales Bay as the crow flies, but whatever you make it by the course of your choosing.

Phone #s:

Host 530-757-6783

Vessel Traffic Service (VTS) is available for Tomales Bay. For more information, contact the VTS office at 415-435-7000. VTS is a free service provided by the U.S. Coast Guard. For more information, visit the VTS website at www.uscg.mil/vts. VTS is a free service provided by the U.S. Coast Guard. For more information, visit the VTS website at www.uscg.mil/vts.

Vessel Movement Reporting (VMR) is required for all vessels entering or leaving Tomales Bay. For more information, contact the VTS office at 415-435-7000. VMR is a free service provided by the U.S. Coast Guard. For more information, visit the VTS website at www.uscg.mil/vts.

CAUTION

Pack your camping gear and provisions into your boat and join us for an overnight campout on the beach at Tomales Bay. Yachters coming from the east bay and points south, have several ways to get to the launch ramp at Miller County Park. The northernmost route, through Petaluma, is fastest; but when travel times for all three are calculated, the times reflect just a few minutes difference. So live a little . . . try one of the alternative routes either coming or going. All three routes and distances are all measured from the Sir Francis Drake Blvd Exit from HWY 101 (Exit #450B.)

Preferred Route (fewer hills and sharp curves) :

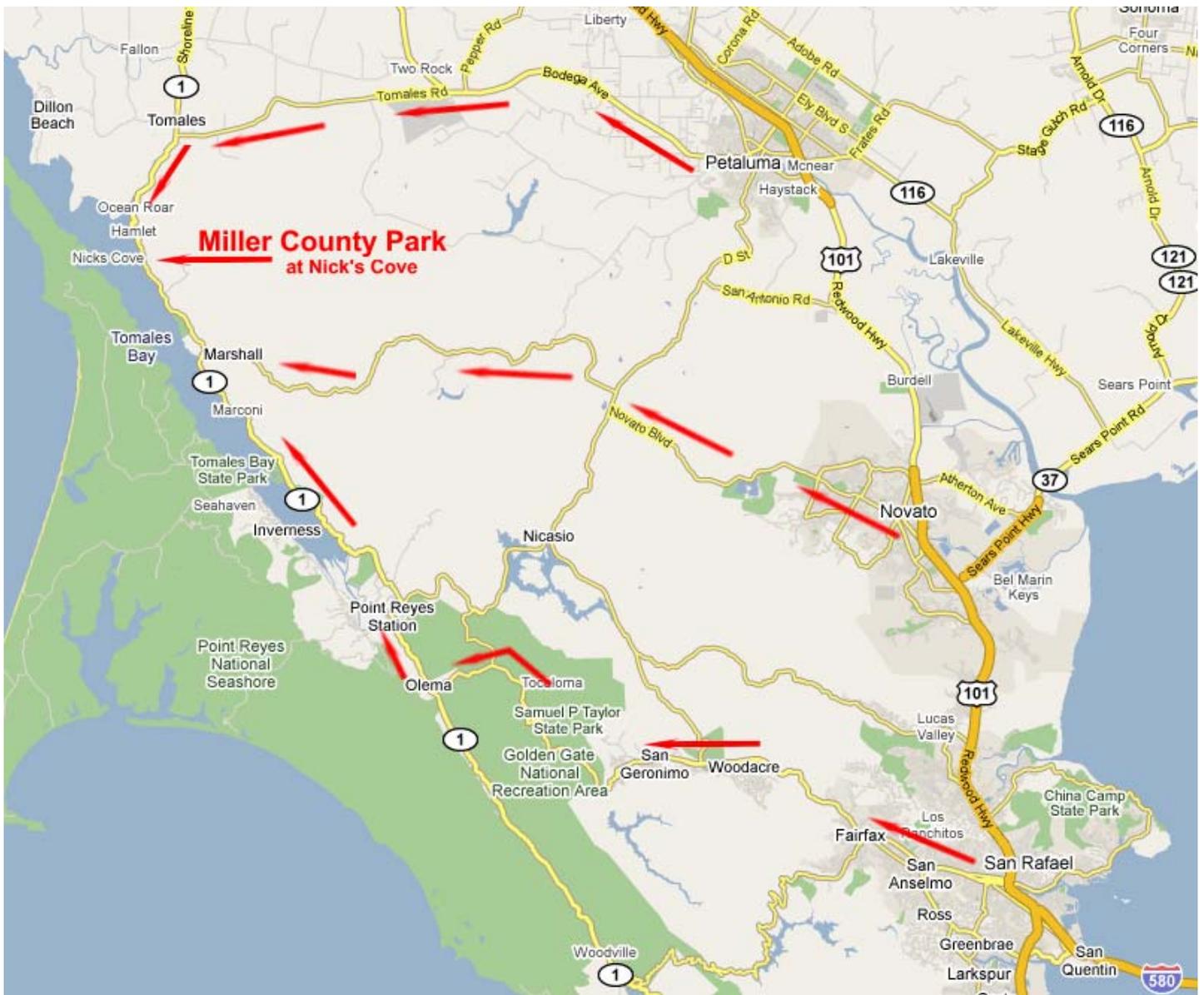
43 miles (1:03 estimated travel time) by way of Petaluma (East Washington Street / Central Petaluma exit #474) Lakeville Street; West Washington Street; Bodega Ave; Valley Ford Road; Tomales Road; Hwy 1 (South)

Scenic Route #1:

39 miles (1:08 estimated drive time) by way of Novato (South Novato Blvd #460B) South Novato Blvd; Point Reyes-Petaluma Road; Wilson Hill Road; Marshall-Petaluma Road; Hwy 1 (North)

Scenic Route #2:

36 miles (1:05 estimated drive time) by way of Sir Francis Drake Blvd (Kentfield, San Anselmo, Fairfax, to Olema) and Hwy 1 North.





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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*