



The Potter Yachter

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

May 2018

Report: Beautiful Blue Skies Make For A Stellar Weekend in Benicia

by Jim 'Goose' Gossman



Bruce McDevitt, Larry Tkach, and Ralph Carlisle in Carquinez Strait

As advertised, the Benicia outing was a stellar weekend to start out the boating season. We had beautiful blue skies with a few puffy clouds framing brilliant green hills and Mount Diablo. With half the fleet in slips down at the marina, we arranged to meet them on the water for a downwind ride with a favorable tide to see the last few ships of the Navy's Mothball fleet. Six of the twelve boats launched from the 9th Street Park, with

(See [Benicia Sail](#) continued on page 11)

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

Show your colors! Fly an official Club Burgee on your next sail!

Burpees \$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 Eric Zilbert

O.K., so as many of you are likely aware, I was on flight 1380 out of La Guardia that had the engine out emergency. I am going to share the story here, so I don't have to repeat it too many times to all of you.

I was on a business trip to New York to attend the American Educational Research Association Meetings. Because the trip was to New York, and because I knew it was a lifelong dream of my mother to see the metropolitan opera, I invited her along. Mom and I had a very good trip, we ate New York pizza, toured Central Park in a pedi-cab, ate Irish and Italian food, took in an opera (*Lucia de Lammermoor*, excellent production) and a Broadway Musical (*The Band's Visit*, really good). I made two presentations that went quite well.

We got to La Guardia early on Tuesday for our return flight through Dallas to Sacramento. Mom boarded after the A's and held seats for us in good old row 13. At the window next to mom was a lady from Texas who worked in science, technology, engineering, and mathematics (STEM) education. We had a lively conversation about the foibles of academia during an uneventful takeoff. We settled in to read our books (real books, I noticed) as we approached cruising altitude. Then there was a very loud BANG, followed by the sound of a vacuum breaking plastic. Oxygen masks appeared, swinging violently. A strong wind began to blow by us, and our ears were instantly plugged due to the rapid decompression. I grabbed a mask and made sure mom had hers. Tried to adjust her strap, but she was having none of it. She was married to that mask, holding onto it with two hands. I mouthed to her and gestured at her chest: Heart "O.K?" she got the message, said O.K. Then I looked behind me to see how badly the plane was damaged. In the row immediately behind us the window appeared to have failed, and a woman was hanging halfway out of the plane. Her seatbelt and the jagged edge of the broken window held her in. I believe she died instantly. There was no other readily apparent damage to the plane.

I turned around and mouthed to my seat mates, "Don't look back." Mom was too short to see over the seats, but the lady next to the window was tall and had already looked back. She was having a panic attack and difficulty with the mask. During this time (about two minutes) I evaluated the situation. The plane was descending rapidly but decidedly under firm control. From where I sat I could not see the engine, and so surmised our main problem was the cabin decompression. There was no smoke, no fire, we were high up, and I knew there were many airports in the area. We were likely going to make it. I felt extremely calm and thought "Can't do anything about the situation behind me until we can breathe, so what else can I do?" I put up the tray tables and started to mouth "We are going to be O.K. its O.K." I thought that the main thing to do was reassure people and hope that no one panicked.

By this time the flight attendants came moving down the aisle with their portable oxygen containers. Lots of passengers needed assistance with their masks. There was a lot of concern on the part of passengers over the bags not filling with air (though oxygen was flowing), also a commotion forward of the wing where apparently someone fainted.

Soon we were low enough that it was possible to breath. Just when I thought to get up, a paramedic, a nurse and a firefighter approached the row behind us and started to work on bringing the woman back inside the

I turned around and said, "Don't look back." I thought the main thing to do was reassure people and hope that no one panicked.

plane. Meanwhile, mom's seatmate started to cry and to talk about the woman behind us and how they conversed while waiting to board. She recriminated herself, saying "I could have saved her, I should have done something!" She worked herself up into quite a state. A flight attendant brought me a panel that she indicated I should put over the window, I unhooked my safety belt and attempted to place the panel over the window, but by that time air was coming into the plane and there was no vacuum to hold it in place. I lost it out the window. The woman was receiving CPR after having been brought back into the plane with no pulse. They continued the CPR all the way to the ground. Landing was exciting. It was surreal hearing the command repeated "Heads down, stay down, heads down, stay down." The nurse that had been assisting our casualty turned her attention to mom's seat mate and held her, reaching over mom and I, while we landed. I hung on to her and thought, well this is it.

The pilot stuck the landing and I looked out the window, surprised to see them spraying foam on the wing. It was only then I determined that something must have been wrong with the engine (ignorance can be blissful).

Emergency personnel came on board and took off the casualty and the injured, among them the firefighter who cut his arm on the window when he reached out to bring her in.

We were interviewed by the FBI, given sandwiches and began the process of arranging flights, hotel rooms, or whatever else people wanted. They gave us a special flight to Dallas at six that evening. (Brand new plane.) We flew to Dallas, and they held a flight there for an hour and a half so the four of us that were going to Sacramento could make our connection. Of course we did not get a direct flight from Dallas to Sacramento; rather we had to go to Denver first. (Talk about getting back on the horse: three flights!) As we went down the runway in another, older 737, my mother said, "Sounds like a bucket of bolts." We made our connection in Denver and arrived in Sacramento at 1:15 a.m. Alas, our luggage did not make it.

One of the things I learned from the incident was that near death experiences can be a lot harder on the ones who care for you than they are on you. Both my wife and sister were severely affected. Lisa was depressed for several days after I returned.

Generally, I feel good about our treatment by Southwest. The pilot, flight attendants, ground crew did everything they could for us. I do not feel so good about Southwest's leadership, and the wavering on the part of the FAA with respect to engine inspections for what was a known issue. However, I came to learn that the engine that blew up had been inspected just three days before.

So, a harrowing tale, mom tells a joke now: "I wanted to go to the Met before I died, but did not mean it literally!"

If you see me, feel free to ask about it, I don't have any bad feelings that come up etc., just another strange tale from this long strange trip we call life.

See you on the water! — 



Club Events on the Horizon

[Event Calendar](#)

Jun 23 (Sat-Sun)	Union Valley Reservoir Overnight <i>winds mostly from the southwest; wide launch ramp; anchor or beach for cost of launching</i>	(Kevin C)
July 28 (Sat-Sun)	Cruiser Challenge XIX in Monterey <i>open ocean sail; can be easy to advanced, depending on winds and course; overnight at dock; some park in Moss Landing and sail over on Friday (see PYN 2016-08 page10)</i>	(Phil M)
Aug 04 (Sat-Sun)	New Spicer Meadow Reservoir Sail & Overnight <i>easy lake sail; winds can be light or gusty; campsite for those overnighting</i>	(Mike K)



Photo: Phil Marcelis

Upcoming: Delta Sail & Overnight – May 19th, 2018

Join Us For More Fun In The Delta!

Sail Host: Jerry Barrilleaux

We will be launching from [B&W Marina](#) around 9 a.m. on May 19th for a sail over to the [Spindrift Marina](#). It's located on the [Delta Loop](#) on the Stockton Channel. Overnight docking is still \$10.00 per boat. They have clean restrooms with showers, a great restaurant with a full bar across the street. A general store is located under the Bar. We will be having lunch, dinner and breakfast Sunday morning. Sailing on the Stockton channel is some of the finest on the Delta.

To get there take Highway 4 towards Antioch, then take 160 towards Rio Vista. Go over the Antioch Bridge then turn right on Highway 12. Go several miles and just BEFORE you cross a bridge turn left on Brannan Island Rd. This will take you to the ramp. Launch fee is \$20.00 plus \$5.00 for overnight parking.

Let's try to be in the water by 9 a.m. so we can all go through the bridge in a group. Outboards are a must.

[See prior reports in June issue of [PYN-2017](#) or [PYN-2016](#). –Ed]

See you there!

Jerry B. —



[Directions](#) to B&W Resort

From Bay Area:

take Hwy 4 toward Antioch, then take Hwy 160 toward Rio Vista, turn right onto Hwy 12, then turn left onto Brannan Island Rd (If you cross Mokelumne Bridge, you went too far.)

From Lodi/Sacramento/Stockton/etc:

take Hwy 5 toward Hwy 12, then take Hwy 12 toward Rio Vista, cross Mokelumne River Bridge, turn right onto Brannan Island Rd.

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fb.me/PotterYachters

Let's Go For A Sail At Woodward Reservoir

Sail Host: Herman Ward

!!! Remember to print the inspection permit !!!

Sailing at [Woodward Reservoir](#), the wind picks up at about 2 p.m. until dark. It's a great lake for overnight trips. You can sail from sun up to one hour after sun set. There are three boat ramps with all kinds of parking. The weather can get a little hot, but most of the time it is from 85-95 with 10-15 mph wind. For the most part the shore is sandy beaches; little to no rocks at all.

If you want, there are full hook-ups with water, electric, and sewer which you can book with [Reserve-America](#), or you can stay in the undeveloped area where we usually beach and camp. [affectionately named "Camp Potter" – Ed.]

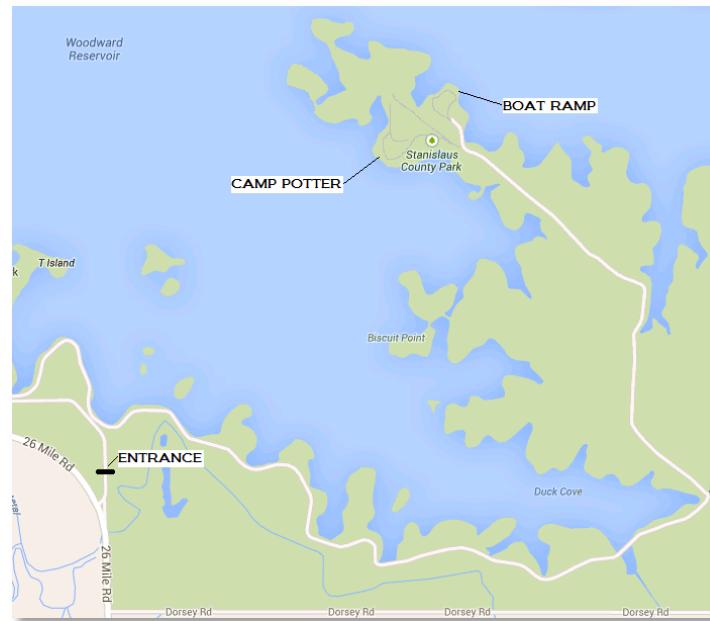
Woodward is a great place to bring your water toys, kids, sailboards, kayaks, etc. And, don't forget some sunscreen and bug repellent. We camp about 10 yards from the shore. Some sleep in tents, some in boats, and some in RV's. Restrooms are pit toilets at the campsite, and you can commute to flushers & showers, if you want. No potable water at the campsite. Camp at [Area T by Pelican Cove](#), this area has a nice stretch of shore for our boats and provides good wind direction for landing and departing from the shore. This is the same location we've been at for many years. Campsites are first-come, first-served. You can estimate about [\\$25-40 in fees](#).

Launch at Bayview Boat Ramp. It's a short walk to "Camp Potter" and you will need to park your vehicle at the campsite overnight. Deputies patrol for license plates and DO leave "notes". Quagga Mussels are not welcome here, so make sure you print the [self-inspection permit](#) ahead of time. (See <http://bit.ly/1rHeGX3>)

Pot Luck and Happy Hour. Depending on the wind, heat & mood, we start the pot luck with one or more happy hour(s). We'll shoot for 6:30 PM. If you are early or late, don't worry about it. See you there! — 

Directions to Woodward Reservoir, CA

Take 580 East/205 East to Tracy, continue on I-5 North, then take 120 East to Manteca and follow it through Escalon, finally turning left at 26-Mile Road. Woodward Reservoir is located at: 14528 26-Mile Road, north of Oakdale off Hwy 120. Look for **Area T**.



View of 'Camp Potter' from a kitecam

Report: Potter Yachters Attended Boat Show Weekend

Great Day on the Bay for Richmond Sail!

by Phil Marcelis



In typical fashion, and owing to a two-night “boat show” minimum, I showed up to Marina Bay Yacht Harbor on Friday morning for the Saturday sail. Since I had called ahead and reserved a slip, the harbormaster left a packet with the key and papers in the dock box, so all I had to do at 8am on April 20th was rig the boat and find slip F-138.

Meanwhile, Judy B was headed to the [Pacific Boat Show](#) at Craneway Pavilion, so I tagged along. We perused the various booths and lingered for some time by the one for [Mantus Anchors](#). Judy was in the market for something heavy, and I had been interested in getting a second anchor for a while. While haggling with the salesman, we noticed it was getting to be lunchtime and Judy finally suggested we shouldn't make our decision on an empty stomach. So we had something to eat and talked it over. It was a great deal and we picked up our new anchors from a happy salesman. The guy even offered to carry them out to my boat!



Big boats were on display at the Pacific Boat Show in Richmond



Dan Phy has had his cat-rigged Montgomery16, SIX, for almost a year now and he just loves her!

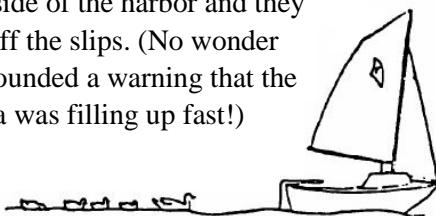
Eventually, I made my way back to the slip where my boat, and all the gin she was carrying, had been abandoned all day. Coincidentally, Dan Phy had been assigned the slip right next to me and I found him showing all the cool features of his M16 to Guy Light, who had brought his camper to the show instead of his boat. While they were busy with that, I pulled out my banjo and plucked a few tunes before finally opening up some cheese & crackers, as Dan and Guy headed down the dock for some real food.

A short while later, Dan came back having had a sandwich at the boat show food truck down at the end of F-dock. We sat in my cockpit sharing gin & tonic, and munchies to go with them, as we gabbed and gabbed until it started getting too cold to be out there.

Dave and Sharon Soule drove over from Nevada and were ready to sail with Dan and me on Saturday morning. All we needed was for the sail host, Pat Brennan, to show up and lead us in a parade past the boat show.

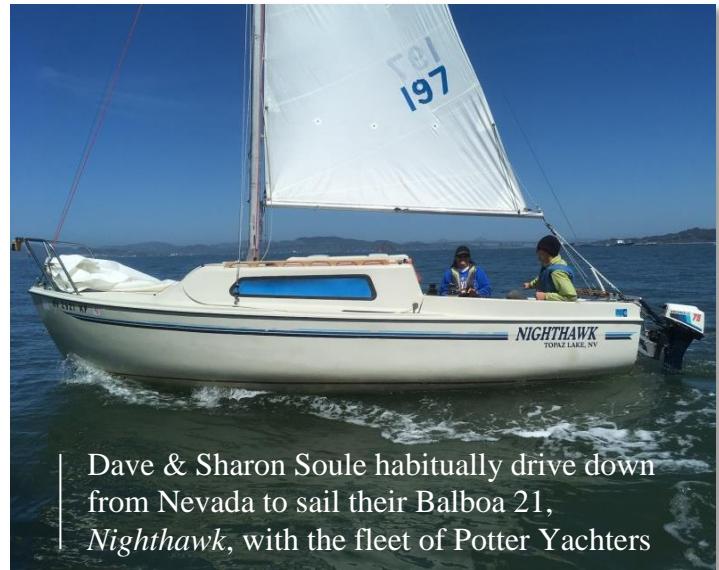
As it turns out, due to unforeseen circumstances, he wasn't able to bring his boat over, so we decided perhaps we'd do the parade ourselves.

However, this venue in Richmond is significantly different than before, where the boats lined the Oakland Estuary and a sail-by just happens because that's where you need to sail. In fact, even last year the big boats on display in Richmond were on the outer slips of the harbor and it was possible to sail-by, and equally possible to ram straight into a million-dollar yacht... which is apparently what happened. So now the big power boats are arranged bow-to-stern on the inside of the harbor and they rope off the slips. (No wonder Dan sounded a warning that the marina was filling up fast!)

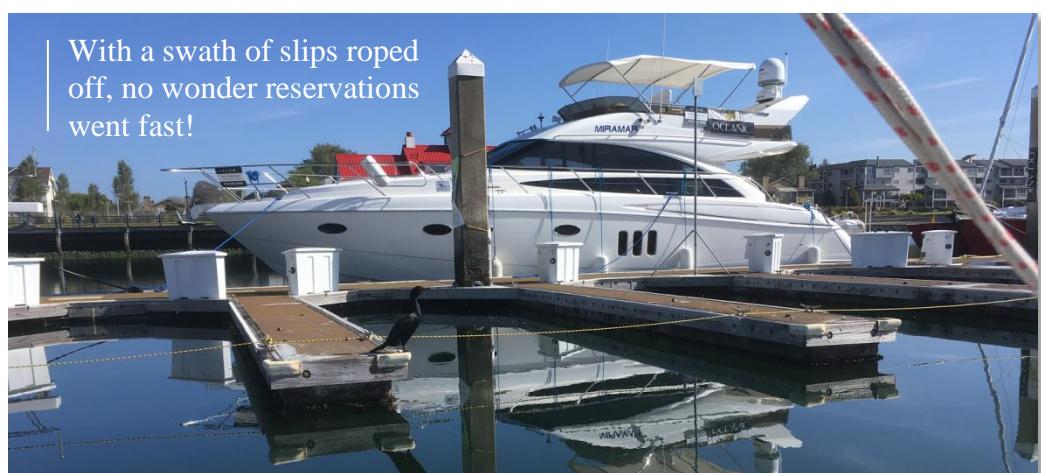


With most of the attendees arriving without a boat, and Jim Hunt & crew arriving later in the day on his Santana 22, *Blue Moon*, our anemic parade consisted of *Nighthawk* and *Family Time*. (I think Dan went to the launch ramp to go look for Pat.)

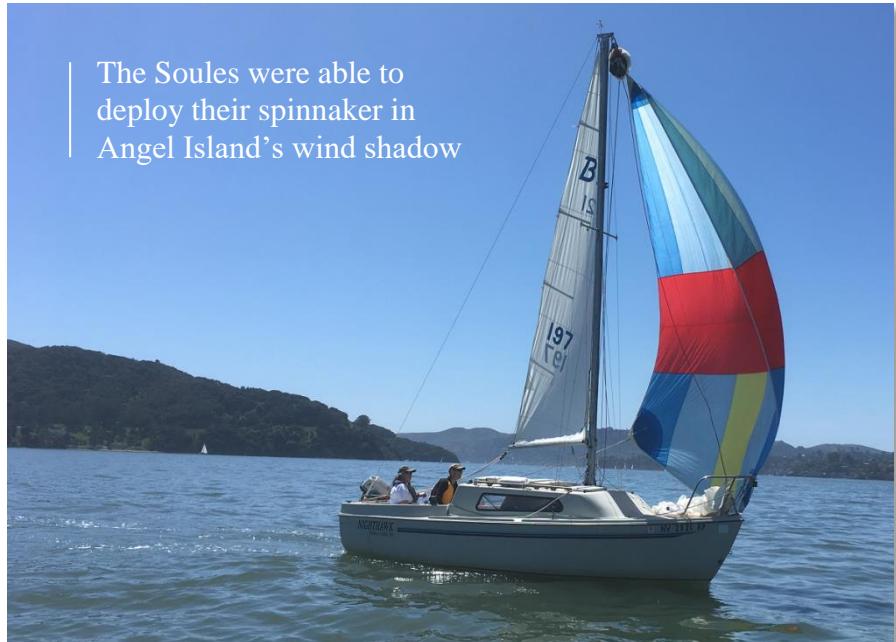
Undaunted, we headed over to Angel Island, arriving just in time to stand in a long line for lunch at the [Angel Island Cafe](#). By around 1pm, we thought it'd be best to get



Dave & Sharon Soule habitually drive down from Nevada to sail their Balboa 21, *Nighthawk*, with the fleet of Potter Yachters



With a swath of slips roped off, no wonder reservations went fast!



The Soules were able to deploy their spinnaker in Angel Island's wind shadow

back to Richmond before the wind picked up too much and the tide turned against us. Well, the wind died once we got out of Raccoon Strait but luckily the 1 knot current carried us to the entrance channel. Once inside Point Potrero Reach, the wind funneled nicely to give us a good 4 knots through the water.

Richmond Sail - April 2018

Attendees (aka “ATUS”):

- Jim Hunt - *Blue Moon*, Santana 22
crew: Kevin Crowder, Alan Roberts
- Phil Marcelis - *Family Time*, P-19
- Dan Phy - *SIX*, Monty16
- Dave & Sharon Soule - *Nighthawk*, Balboa 21

Attending without their boat:

- Judy Blumhorst
- Pat Brennan
- Gail & “Goose” Gossman
- Dave & Francesca Kautz
- Bud Kerner
- Guy Light



The Potter-Yachter “fleet” returns from Angel Island



Pat Brennan (left) and Francesca Kautz join the dock party



Phil Marcelis has been sailing his 2004 P-19 in the SF Bay Area since he bought her in 2012.



Guy Light and Dave Kautz discuss things as Dan surveys the gathering Yachters



Potter Yachters

www.potter-yachters.org



Product Safety Recall

**Check your fire extinguisher.
Kidde recalled 40 million of them!**

The recall date was Nov. 2, 2017, so this may not be news to you. [I was surprised. Mine is recalled! –Ed.]

Refer to the [Consumer Product Safety Commission](#) or go directly to the [Kidde US recall website](#):
<https://inmarmarketaction.com/kidde/Kidde284US/>

Do it all online and they'll mail a replacement.



Reminder: replace if 12 years old



In the Mailbag

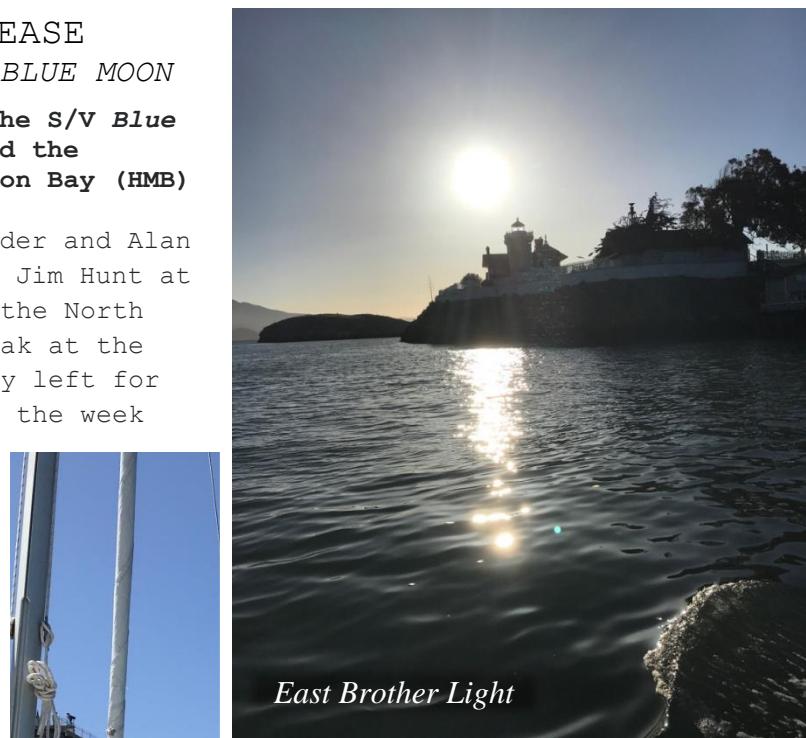
FOR IMMEDIATE RELEASE
FROM: JIM HUNT, S/V *BLUE MOON*
Dispatch and pics from the S/V *Blue Moon* trip to Richmond and the following leg to Half Moon Bay (HMB)

The crew, Kevin Crowder and Alan "Crabs" Roberts, met me, Jim Hunt at Marina Bay on 4/20 & we sailed all over the North Bay until Sunday, in which we took a break at the Boat show. Said goodbye to the boys; they left for work while I stayed down for the rest of the week sailing with alternate crew until Thursday. Luckily, it's easy to get into [Sam's Anchor Cafe](#) on a weekday!

The crew came back Thursday & we loaded *Blue Moon* up & took her to [Pillar Point](#), going 55 mph to weather. I love trailer sailers! We sailed every day, dodging crab pots & sea lions & a few porpoises out as far as 5 miles south. We kept a safe distance away from Mavericks Banks and the reefs to the West. Sunday was the [Pacific Coast Dream Machines Show](#) & it was as cool as advertised. We thought it would be great to have the Potters with us to enjoy the day with all the varied aircraft, hot rods, classics, motorcycles, steam & gas engines, & much more.

The harbor has double berths that can easily hold 4/6 Potters, lots of Restaurants in walking distance, showers, a large ramp & anchor out places as well as beaching potential by the HMB YC. The weather was wonderfully nice, with lots of free sailboat fuel.

It was the best 9 days of sailing



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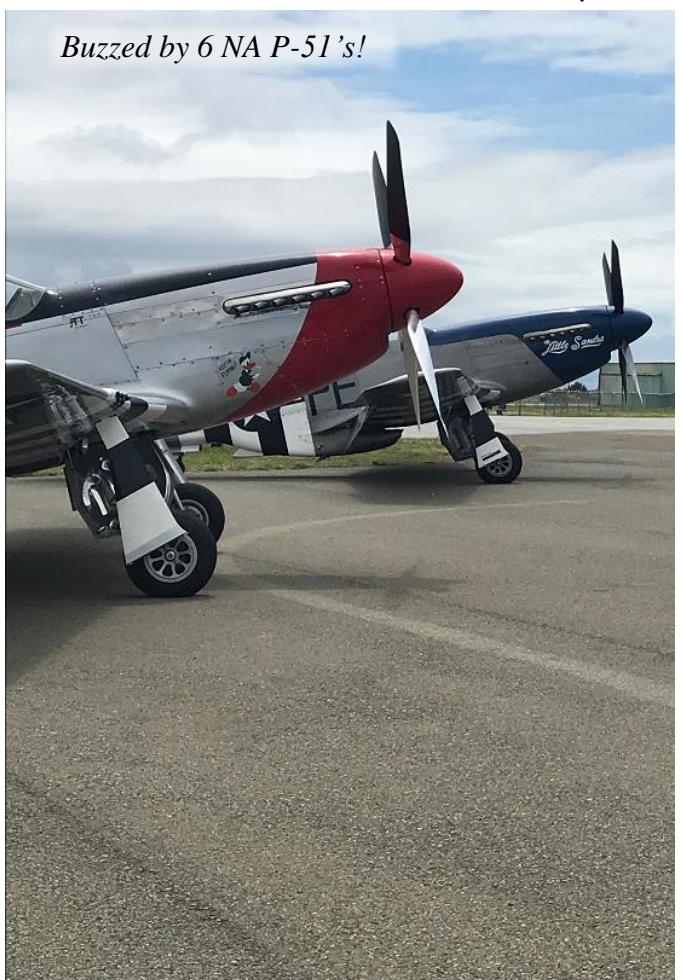
we could have hoped for.

A great time had by all!

Jim — 



Hundreds of cars, trucks, planes & even a few boats



Your grandpa's chainsaws

The Potter Yachter

Buzzed by 6 NA P-51's!

The Potter Yachter

(*Benicia Sail* continued from page 1)

just enough wind to blow off the cobwebs.

After struggling with a stuck sail slug, I blasted down to catch everyone. On the way, I crossed wakes with Dave Norris on his beautiful twin-engine C-Dory 22. We both hit 20 knots as we drag-raced down to the gaggle of boats off of the marina entrance. The "dark-side" can be fun, but I was more than happy to cut Mr. Evinrude and lead the flock under sail under the trio of Benicia bridges towards Suisun Bay and the Reserve fleet. It was REALLY, REALLY nice, but once under the bridges and into Suisun Bay the wind abandoned us, so we basically rode the current towards the ships.

The plan was to have lunch out on the water, and catch the ebb tide back to the harbor. We sailed or motor-sailed around the ships, waiting for a patrol boat to chase us away from the restricted zone surrounding the derelict fleet. They have signs posted, but with our average ages being what they are, we could easily claim that we couldn't read the small lettering of the warning signs. Fortunately, nobody approached us, and all was good. With several boats



Dan Phy heels his reefed M16c, SIX

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Gail has fun driving *Atta Buoy*, Dave's C-Dory 22.



A view of the C-Dory from Goose's ReGale.

refusing to use their motors, I radioed them to turn back before being drawn too far down the bay. If the



wind decided to pipe up, beating back up the bay on the forthcoming ebb would not be fun, and one might miss the party at my house. The Delta Winds were not forecast, but sometimes they make a surprise appearance, so it's better to be wary. As it was, the tide shifted later than expected, so we had to fight the flood to get back into the Strait. Once there, the wind picked up, and all had a fine sail back to the marina and/or



launch ramp. Ralph's pilothouse Potter (with lateen rig) sailed well, as did Larry's Peep Hen flying a new jib. Ted's crew, Joan, was at the helm going to weather at 5.5 knots, making Ted an even happier Potterer than he already was. Everyone made it back to port, and it was party time. (Side note: Bud had to get home, so he rode the flood back to Rio Vista on Saturday morning, proving he's an ironman... and my hero.)

On Friday night we had dinner at the Benicia YC, which always welcomes the Potter-Yachters. George Corrigan, a BYC member, graciously bought us a round. Bud and Ted detailed their 8-hour sail/motor-sail from Rio Vista, their home port some 20+ miles upriver. Jerry Nolan crewed with Bud, and Robert Crawford went with Ted. Turns out, Robert is a rock-star single-handed sailor who sailed his Cal 20

Blackfeathers to Hawaii when he was 63... and wrote book about it! He and his wife are terrific, and he sure smiles a lot. They need to get a Potter.

Benicia Sail - April 2018

Attendees (aka "ATUS"):

- Ralph Carlisle - *Wee Venture*, Modified P-15
- George Corrigan (Alan & Chris) - *Upbeat*, M15
- Randy Anderson - Holder 17
- Ed Dove - P15 #1236
- Dave Norris - *Atta Buoy*, C-Dory 22
- Ted Tome & Joan Savarese - Com-Pac Eclipse
- Bud Kerner - *Cats Meow*, P-19
- Larry Tkach - *Groovin'*, Peep Hen
- Dan Phy - *SIX*, M16c
- J.P. Bouquet - *Rio*, P-15 #1057
- Mike Trueman - M15 #477
- "Goose" Gossman - *ReGale*, Modified HMS-18

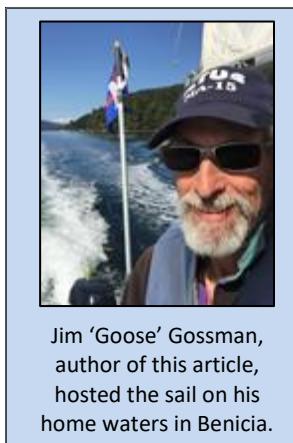


Photo: George Corrigan

After sailing Saturday, the troops congregated at our home for a Potter-Yachter sponsored pizza party. My wife, Gail, and Rebecca Corrigan lavished us with food and drink while we bragged about conquering the harrowing Carquinez Strait. Quite a few regular participants of this annual sail couldn't make it this year, and their presence was truly missed.

Sunday morning, April 15th, Dave took Gail, Larry, and me out for a very pleasant ride. With a threatening forecast I abandoned plans to go up the Napa River. As it was quite cool, with the breeze coming up, we appreciated the inside steering the C-Dory affords. After we returned, I motored *ReGale* out for the mile or so trip back to the launch ramp.

Off in the distance, I spotted one lonely sail... so I powered up to 12 knots to check it out. (Even in the brisk wind, *ReGale* rides soft, cushioned by air trapped under the hull by her stabilizing chine-foils.) Of course, it was Dan out there, blasting around with a reef in his new catboat, *SIX*. — 



Upcoming: June 23-24, 2018

Union Valley Reservoir Sail & Overnight

Sailhost: Kevin Crowder

We're planning another sail and overnight at [Union Valley Reservoir](#) near Placerville/Pollock Pines.

[See [PYN 2016-07](#) for front-page coverage of a previous year's fun and excitement! – Ed.]

The campground and lake will be open, but I don't know fees yet. I'll post any updates on the [Trailer Sailor forum](#).

The campsites are well-shaded; restrooms & water are nearby. There's a grocery store about halfway up Ice House Rd. from Highway 50 which is stocked okay.

Six adults (3 tents) are allowed per campsite. Fee last year was \$25 per night per site, including one vehicle. Sites can fit 2 vehicles, but 2nd vehicle was \$7/day

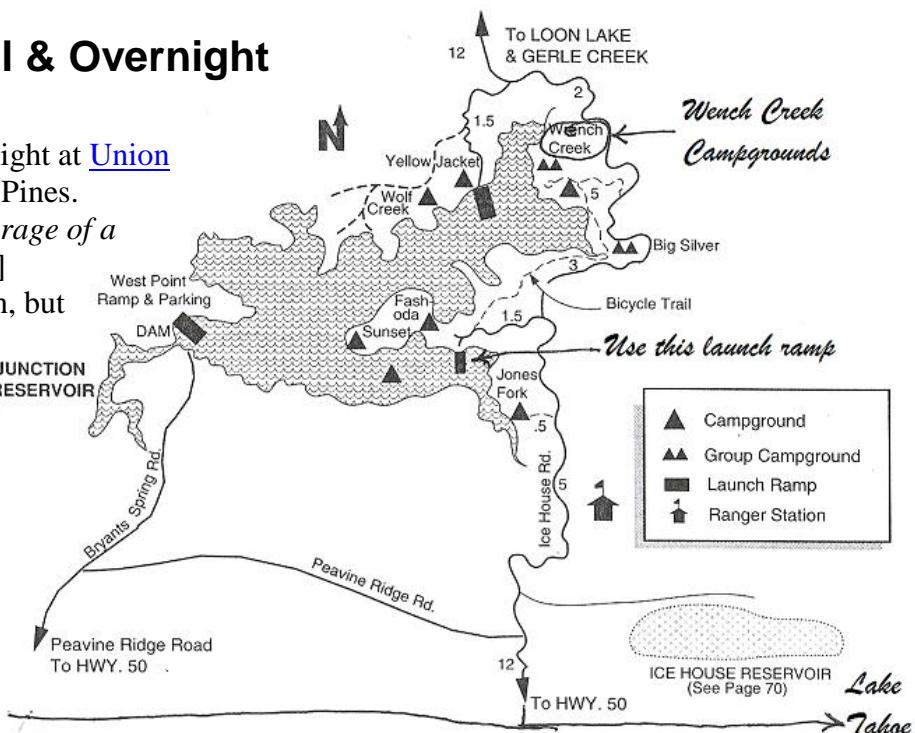
extra. 32-34 ft RVs are allowed, but must have full water tanks on arrival; there's no refill at the site. There is some additional parking near the campsites. Campsites are very large so 3 tents are not crowded together. We'll try for sites #83, 84, 85 – BUT it is first-come, first-served, so we will see... the campgrounds are off Ice House Road and are called [Wench Creek Campgrounds](#). See directions.

If anyone can be there Wednesday or Thursday to help us reserve a 2nd & 3rd site, please do so, and let me know.

You can anchor or beach your boat near the campgrounds, and you can sleep on your boat for just the launch fee. It's best to leave trailers at the ample launch parking lot. See the map for the launch area. The launch ramp is very wide, easily handling 2 boats, launching simultaneously.

There will be a Happy Hour and Potluck Saturday around 6 pm. While I'm at the campsite, I can be reached on my cellphone at (925) 519-4246.

Kevin — 



[Directions](#) from Hwy 50, east of Sacramento:

- Take Hwy 50 east to "Ice House Road/Crystal Basin" (nearly 9 miles above Pollock Pines. The trip from Sunrise Ave, where we live, and this turnoff is about 1 hour or 68.9 miles. This is just a "handholder".)
- Turn left (north) onto Ice House Rd.
- STAY ON Ice House Rd when it bears right!
- It's about 55 minutes from the Ice House Rd turnoff to the campsite due to slow driving with boat and trailer.
- Continue up Ice House Rd to *Wench Creek Campgrounds* and turn left. Sign for this road is past the group campsites, about a mile down this new road.
- After the left turn into the Wench Creek campgrounds, continue around (almost making a circle) to campsite #83, 84, 85 (hopefully, as it is first-come, first-served.)

You're Invited to *Cruiser Challenge XIX!*

The 19th Annual Cruiser Challenge is fast approaching!

Reserve Monterey parking by *June 30* and avoid the search on arrival.

Register online: challenge.Potter-Yachters.org

A BIG thanks to **Com-Pac Yachts**, **Good Old Boat**, and **HydeSails Direct** for merchandise donation, and for **Monterey Peninsula Yacht Club's** hospitality.



Vessel Safety Check

The Vessel Safety Check program of both the US Power Squadrons and US Coast Guard Auxiliary is a very worthwhile activity to assist boaters to maintain their safety standards each year. These organizations have what we call Vessel Examiners (VEs) trained and qualified to administer these check activities which are at no charge to any boater be that on a power, sail, or paddle craft.

—Dave Norris, C-Dory *Atta Buoy*
Previously of S/V *Wings & P19 (#1004) WightCap*

Program Information:
<http://cgaux.org/vsc/>



***Do you have a Potter Adventure to tell? Some great photos?
Email your story and pictures to : sail@marcelis.com***

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 use PayPal to pat-brennan@sbcglobal.net, or try this link: <http://www.paypal.me/WPatrickBrennan/25> and include "Potter Yachter Dues" in the notes.



Or see us online at:
www.potter-yachters.org

Send your payment (with Pat Brennan
your name and address) to: 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

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*

