



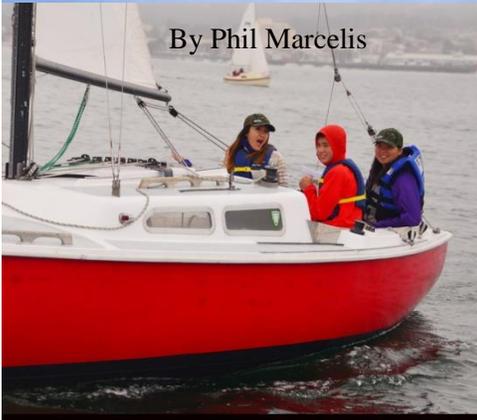
The Potter Yachter

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

September 2018

Report: Another Successful Weekend of Great Fun! Cruiser Challenge XIX

By Phil Marcelis



Collage: Carl Sundholm

By all accounts, the 19th Cruiser Challenge was a spectacular event! Those who showed up on Thursday, July 26th were treated to blue skies and plenty of wind to try out the race course ahead of time. Some intrepid skippers braved the scary forecast and sailed over from Moss Landing on Friday to make this a real “Cruiser’s Challenge” (see article next month), while we managed parking in Monterey for the rest. And, weather on Saturday, July 28th (race day) proved supremely suitable to allow us to gauge winners in several categories. (See *Challenge* continued on page 9)

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 Eric Zilbert

Hello Potter Yachters,
This issue of the Potter Yachter Newsletter sees us entering the fall sailing season after a great spring and summer of sailing. We set a full schedule each year, and I for one find it difficult to make it to even half of the sails.



Believe it or not, there are venues out there that reach out to me in the hope of becoming part of one of our events! This happened recently when the Andreas Cove Yacht Club, contacted me saying they would be honored to invite us for an upcoming Second Saturday Weekend soon.

This yacht club is located in the delta on the former site of the Bruno's Island marina. The marina is now called the "Brannan Island Time Marina", on the San Joaquin River near Spindriff Marina, lately the site of our delta sail each year.

Their website is www.andreascoveyc.org. The facility has secure park-like marina for trailer parking and a large facility and have hosted many boating groups there. Parking, launching, and berthing are free.

I told them that we have a very full calendar, and that we generally decide on the venues for our sails at our annual meeting in January, but that I would share their invitation with all of you.

They are anxious to share the facility with us, and have races and dinners at the yacht club the second Saturday of each month, they specifically invited us on September 8 and October 13.

So, if you are planning a trip on the delta you might want to consider giving them a visit. Bruno's Island was an old favorite of the Potter Yachters and it is a lovely place.

Enjoy the end of summer! Looking forward to seeing many of you at Tomales Bay, September 29-30. See the August issue for more information.



See you on the water. - Z — 

Club Events on the Horizon

UPDATED

[Check Calendar](#)

Oct 13 (Sat-Sun)	Moss Landing to Monterey Sail & Overnight <i>intermediate to advanced; overnight at docks; open water sail <u>not for beginners</u></i>	(Bud K)
Oct 27 (Sat-Sun)	Delta Bridges Sail & Overnight <i>generally easy; motoring (bring fuel); intermediate when windy; overnight at docks</i>	(Bud K)
Jan TBD	Annual Meeting at Oakland Yacht Club <i>those who wish to bring their boat may call OYC to arrange for overnight stay at their dock; estuary sailing is generally easy</i>	(Eric Z)

Report: After-Action News of the Sail

Fun Day on the Bay in Richmond

by Don Person

It was a very pleasant day sailing to Angel Island from Richmond's Harbor Bay Marina Saturday, August 18. Six boats carried their precious cargo: Jerry Barrilleaux, Dan Phyl with John Chille as crew, Pat Brennan, Bud Kerner (who sailed with Pat on Saturday because of engine trouble on *Cats Meow*), Mike Trueman, Dave and Francesca Kautz, and Don Person. The beat to Angel Island on this warm, sunny day with moderate winds was pure pleasure. Mike returned to Richmond after sailing most of the way across the channel, as was his plan.

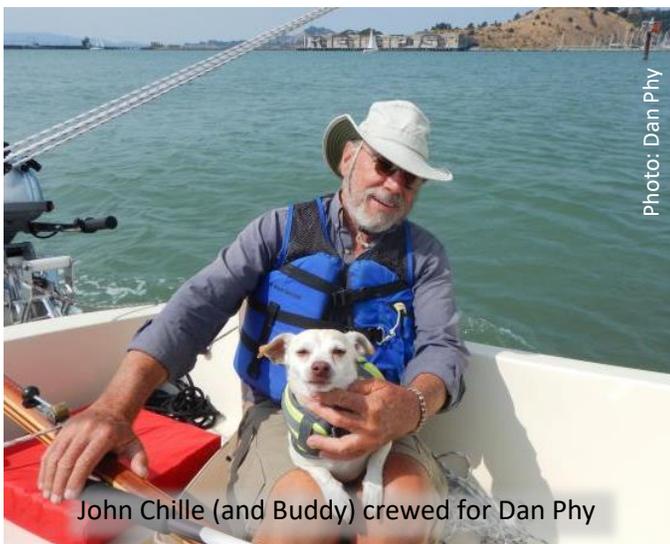
Arriving at Ayala Cove about eleven, there were just enough slips to handle our boats. There were certainly plenty of tourists enjoying the area. After sandwiches and drinks from the cove deli, and some tourist-watching, we started back about one-thirty. The weather and wind continued to be fine and the return was a fun reach back to Richmond.

As Bud Kerner recalls it, "The tide was favorable; basically a straight shot from the Richmond breakwater to Angel Island. The wind was light to moderate, however later in the afternoon it got sporty, especially as you approached the marina."



Don Person enjoying Pt. Potrero Reach

Photo: Francesca Kautz



John Chille (and Buddy) crewed for Dan Phyl

Photo: Dan Phyl



Dan Phyl holds up Buddy on his boat, Six

Photo: John Chille

The World International 14 Sailing competition was being held this week from Berkeley and we got to see some of those speedsters flying across the water returning to Richmond. Mike and Pat pulled out while the rest enjoyed a quiet happy hour. The previous deli and restaurant have both closed. The deli has been converted to a Vietnamese restaurant where we enjoyed some very good Vietnamese cuisine.

After dinner Dave and Francesca headed home while the rest of us retired to our boats. Sunday morning was foggy, cooler and a little windier. Jerry's son and grandson arrived and they – with Jerry as skipper – set off for Angel Island again. Bud Kerner had some friends coming from Rio Vista. They were delayed because the Rio Vista Bridge was stuck in the "up" position but arrived about eleven. They also set off for Angel Island. After helping Don pull out, Dan set out after them. He and Bud were planning to stay another night and leave Monday. A successful event and a really good time had by all. — 

More Photos from the Richmond Sail from Don Person



Photo: John Chille

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Upcoming: October 13-14, 2018

Moss Landing to Monterey Overnight

Sailhost: Bud Kerner

Here's another chance to gather with fellow Potter Yachters for a sail to Monterey. If you haven't been there with the Potter Yachters, you don't know what you're missing, so plan on joining us for a weekend of good food, good sailing and good friends. Weather permitting, we will have a group sail from Moss Landing to Monterey on Saturday the 13th with an overnight at the docks of [Monterey City Marina](#). October is usually very pleasant on the bay. There is very little fog and moderate wind. That said, one never knows for sure, including [NOAA](#), what the weather might be.

We'll sail back on Sunday the 14th if the weather holds, otherwise we will shuttle our trailers from Moss Landing to retrieve and derig in Monterey.



With a little luck, EYC's guest dock in Moss Landing won't be an island any longer. A vendor was selected and they've been approved for dredging in September. Check with EYC if you plan to stay over Friday or Sunday night.

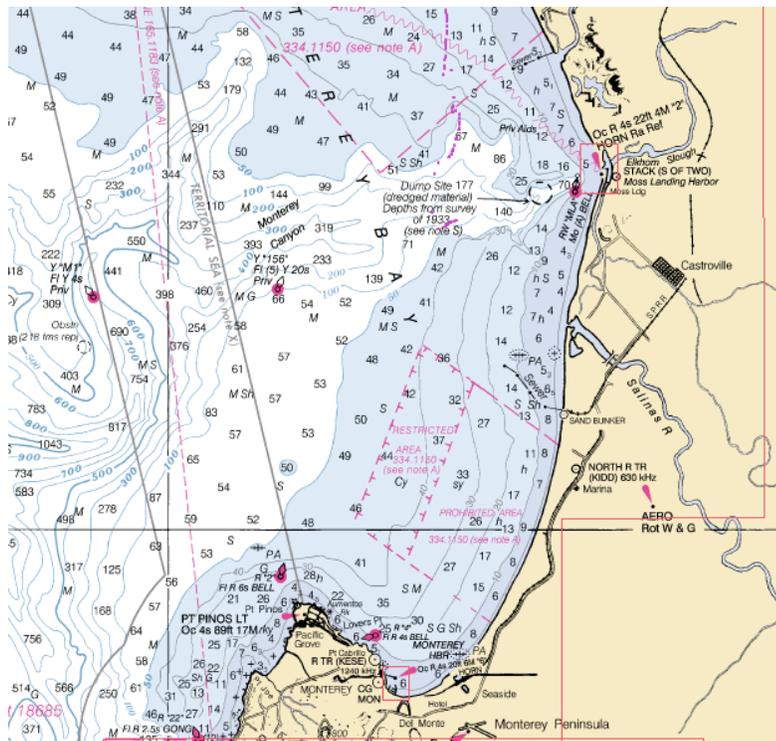
We will plan on gathering in Moss Landing on Saturday, Oct. 14th so we can all be in the water by 10 am. Usually the morning breeze starts to fill in at this time. The sail is approximately 13 NM, and we should be in Monterey by about 4 pm. The [Elk Horn Yacht Club](#) has given us permission to use their guest dock Friday and Sunday, for those of us who would like to launch on Friday and stay over Sunday for a \$6 beer and burger.

I will reserve slips for us in Monterey. Please let me know by Friday October 13th if you plan to make the sail. Monterey Harbor monitors channel 5 and when you get close to the harbor you can call them on your VHF radio. They will tell you what slip you are assigned to. That is much easier than tying up at the small dock next to the launch ramp and going to the office for assignment.

There's plenty of trailer parking in Moss Landing, but the fee schedule is a bit confusing. Once you decide what to pay, you put exact change into the "iron ranger" using the envelopes provided. Our best guess so far is that it's about \$35 for launching and two days of parking. It's a long walk to the Harbor Master's office if you need to make change. See the [August 2016 Potter Yachter \(page 11\)](#) if you want a firsthand account of this trip. Of course the option is always available for anyone who wants to launch at Monterey and sail out to greet us there.

It should be said that Monterey Bay sailing can be challenging, so it's not recommended for beginners. Keep in mind that YOU are the final authority on whether you can make the trip, so study the chart, check on the weather, and be ready to drive your boat to Monterey, if necessary. We'll probably meet up at the [English Pub](#) for dinner on Saturday night, either way. Looking forward to seeing you in Moss Landing! —

Directions: Get onto Hwy 101, then Take exit 336 (Hwy 156) towards Monterey Peninsula, take Hwy 183 through Castroville to Hwy 1 north, then turn left into the parking lot just after the bridge over Elkhorn Slough.



The [NOAA Chart for the area](#) is available online for free: <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report: Thoughts from a New Sailhost in a Beautiful Location

Spicer Reservoir Sail

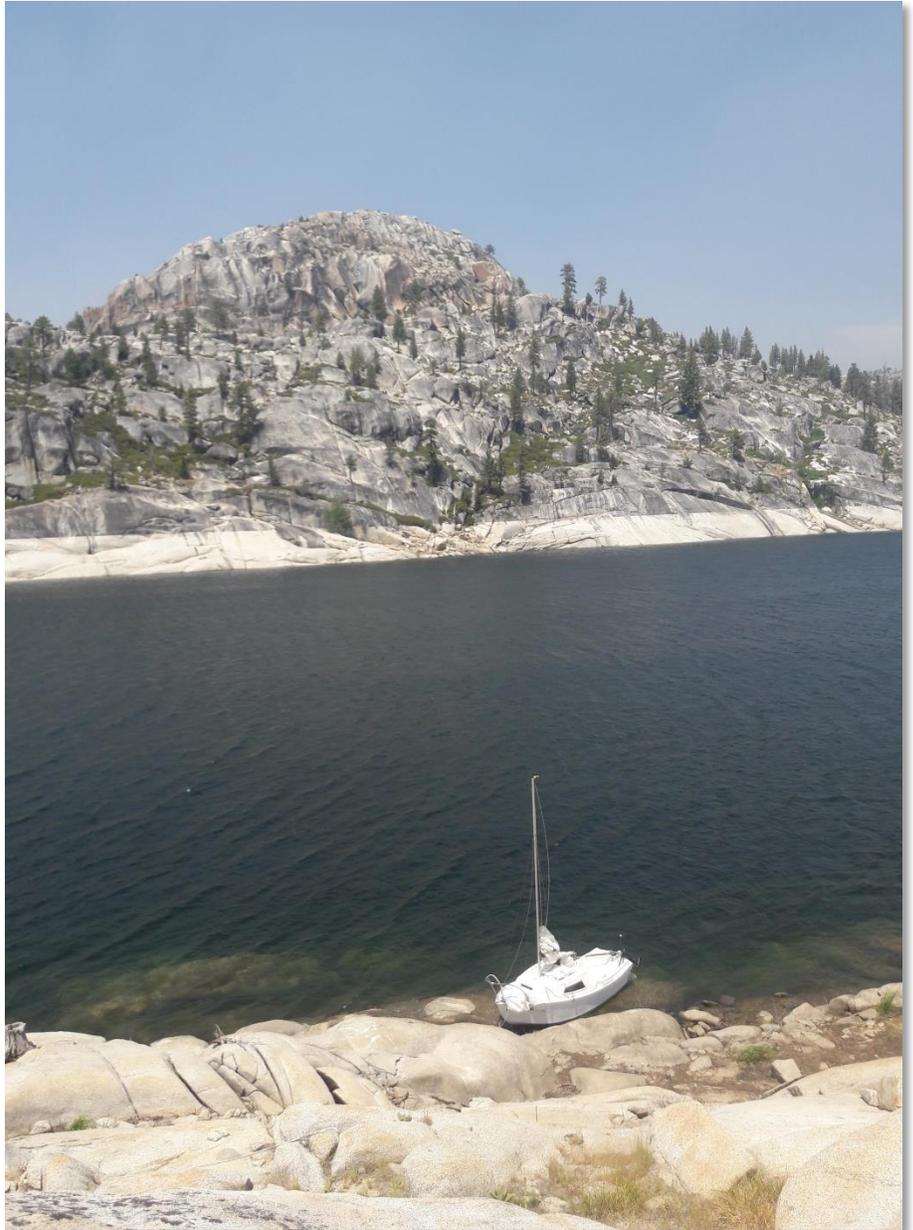
by Mike Kennedy

The prevailing conditions for the Spicer event on Aug. 4 were good; brisk winds, clear sky, sunny with not much smoke and no insects. Guy Light with his wife, Rocky, and David and Sharon Soule said the smoke was far worse in Carson City. They were glad they decided to make the journey, though it did not look promising from their home base. Guy and David both brought handcrafted sailing dingys beautiful to behold. I brought my Hobie Holder Hawk along with my Potter 14. On Friday, we sailed in a light breeze and clear air most of the afternoon. We saw another Potter 15 but only in the distance and speculated he may have pulled out, as we did not see him again while cruising a couple of miles into the east arm of the reservoir or back at the ramp.

The Holder Hawk is really a kick to sail but needs a helmsman about fifty lbs. lighter to get up on a plane. Still it took me so far, so fast, I began to rethink my decision to sail with only a couple of water bottles and no shoes. When I thought about how far I would have to walk barefoot if something untoward should happen, I turned back. We returned to the ramp about four o'clock and watched as Guy single-handedly returned his boat to the rack on top of a truly gorgeous Samurai. David had an ingenious dolly/trailer to get his boat back into the bed of his pickup. I left both of my boats drawn up on the little bit of sand I could find near the launch.

Saturday dawned mostly clear and the breeze kicked in earlier. The Soules and Lights left Saturday morning to attend to matters back home. About noon Jon Barber arrived though he had nearly turned back in Angels Camp due to the smoky skies in the foothills. Jon joined me at the Potter Yachters *Sail Inn and Saloon* (my campsite) and we resolved to take *Small Axe*, my Potter 14, down to Carson Iceberg Wilderness area. We again saw another Potter 15 single-handing on the lake. We sailed around in the building wind near the dam but never got within hailing distance or close enough to identify the boat or the owner.

The wind picked up and we bore off and had a great run, not quite surfing but close. In about 40 minutes we covered about four miles, down to the buoys marking the wilderness area. Originally our intent was reconnaissance for a future adventure exploring the Carson Iceberg Wilderness. Due to low water levels, marked



and unmarked hazards to navigation, a narrow gorge amplifying the wind and a maze of dead trees sticking well above the waterline, we decided discretion was the better choice. While it would have been fairly easy to weave between the trees on a run, the thought of trying to pick our way back through the many obstacles and probable submerged hazards on a beat did not appeal to us. Also I only had a small electric motor that would never have been equal to the task of motoring in that headwind; it was a fact I had established at the outing to Spindrifft Marina a few months prior.

As the wind was still building, and knowing that it would likely begin to let up as the afternoon wore on, Jon and I pulled into a little area of lee shore and hiked to the top of the ridge. From that point we could see large volumes of smoke to the southeast from what was the beginning of the Donnell fire. We dined on beer and hard boiled eggs, feeling no guilt about discarding the calcium wrappers. The vista was well worth the exertion and from there we could see where the other Potter was camping back in a rocky inlet. By the time we returned to *Small Axe*, the winds had indeed begun to lessen. The funnel effect on gusty winds in the narrows made it necessary to be on your game. No room for error or missing a tack in that portion of the lake. It took us about two and a half hours and an estimated 50 tacks to return to the launch ramp. Mercifully, the wind let up quite a bit when we reached the wider part of the lake.



The next day, Jon and I broke camp after putting the Potter on its trailer. I left my *Small Axe* in the parking lot adjacent to the launch ramp, intending to return and sail a bit more during the week.

There was a Potter 19 out of Bear Valley on a trailer, along with a couple of other sailboats also rigged and ready for launching. Apparently these boats are left there, on the hard, most of the summer as there is no launch fee or parking fee! A lone Catalina 22 bobbed at a mooring off the launch ramp. I estimate the water level was about 20' below spring levels but the ramp was still well under water. Later in the week, Spicer Reservoir and the launch ramp were closed due to the Donnell fire, though the campground remained open. I decided it was best to 'extract' *Small Axe*

and save it from potential immolation. I made the drive and it was again a very nice day and much less smoky than in the valley or foothills. The smoke from the Donnell fire was more pronounced and much closer than the day Jon and I saw it beginning but still a good distance away. I plan to return to Spicer in the spring and am especially curious to check out the opportunistic life forms that may be in evidence where the fire burned over that portion of the wilderness. When the reservoir is full, the hazards to navigation will be minimized and the gauntlet of dead trees in the narrows less problematic. — 



We need photos for the Potter Yachter Calendar! E-mail Don or the editor (editor@potter-yachters.org)

Upcoming: Launch in Rio Vista; Oct 27/28, 2018

Delta Bridges Sail and Overnight

Sailhost: Bud Kerner

Come join the Potter Yachters for the last Potter sail of the season. It is a two day Delta sail, Oct. 27/28.

We will launch at the Rio Vista City launch ramp. All boats should be on the water by 10AM. Please make sure to bring a motor that can propel your boat at 3 knots or better so we can all stay together.



My plan is to have a seven bridges sail this year, however, there is a question as to whether we will be able to use the Rio Vista Bridge. If we can't, it will be a four bridges sail. In any case, here's the plan from last year which is pretty close.

As a group, we will sail South to the Three Mile Slough Bridge and thru the slough to the San Joaquin River. At this point, we should have the beginning of a flood tide to help us sail towards Stockton. The wind should be favorable to either run or reach with. In about 10 nautical miles, we will leave the San Joaquin and enter the Mokelumne River.

We will take a short break at Moore's River Boat Bar and Restaurant. They have plenty of dock space. Once we are refreshed we will continue the sail up the Mokelumne River to the Mokelumne River Swing Bridge. Just after passing the bridge we will turn to port to enter the Georgiana Slough. A short distance into the slough we will come to Ox Bow Marina. That will be our overnight destination.

This year, Bobbi is going to provide the food for Saturday evening at Ox Bow Marina. If you care to bring some liquid refreshments, they will be most welcome and consumed.

Sunday morning the marina provides breakfast for us in the marina building right by the boats. The second day will start at 9:30am. We will continue up the slough past the Tyler Island Swing Bridge and the Georgiana Slough Swing Bridge onto the mighty Sacramento River. Entering the river we will turn to port leaving Walnut Grove to our starboard. On the Sacramento we will encounter our last two bridges, the Isleton Bascule Bridge and the Rio Vista Lift Bridge. For this portion of the sail we should have favorable tide.

See you on the water.

Bud — 

Rio Vista launch ramp is \$10 to launch, parking is free.
Motors are required and should be able to propel your boat at 3 knots or better.
Ox Bow Marina charges \$.75/foot.
Gas will be available at Ox Bow

Directions West on Route 12:

Just after crossing Sacramento River, immediately turn right toward Rio Vista. Make first right to go under Route 12. Just after first stop sign (Main St.), turn left into launch ramp parking.

Directions East on Route 12:

Before crossing the Sacramento River, turn right at Chevy Dealer (N. Front St.) Turn right at the stop sign (N. Front St.) Just after the next stop sign (Main St.), turn left into launch ramp parking.



Photo: David Meyers

(Challenge continued from page 1)

Being the guy in charge of [Cruiser Challenge](#) this year, I arrived early Thursday morning to assess the parking situation, which has always been difficult due to the diminutive size of the area for trailers and the fact that Cruiser Challenge is well-attended. Thankfully, several years ago, Goose started a tradition of working with the City of Monterey to reserve parking spots, and it worked surprisingly well this year.

With that out of the way, I went for a test sail around the marks which I hoped would still be in the right places. (They were!) And then I was joined by Guy Light and David & Sharon Soule for an impromptu race. Too bad it wasn't official because I think I won.



Photo: George Corrigan

Dock Party



Photo: Rob Sampson

Dinner on Friday at the London Bridge Pub

People slowly filtered into the parking lot on Friday and, of course, the obligatory dock party grew larger and larger until the word went out that folks might be dining at our favorite [London Bridge Pub](#). Of course, the planner that I am, I had contacted the Pub ahead of time and they said the large room in the back would be available, so I warned them that "I'm going to subtly suggest that folks come here around 5:30 tonight, but it's like herding cats (they may or may not listen), so I don't know if it'll be more like 15 people or over 30." When we were all seated, I lost count at 32. Our two servers were extremely adept and heartily accepted their task!

After a good night's sleep, we all converged on the yacht club early Saturday morning for race check-in and the skipper's meeting. Pat Brennan did an amazing job with check-in; keeping track of who had already paid and how many dinner tickets to give out, etc. Everyone got a goodie bag which included the race details which I went over without too much commentary from the normally rowdy Potter Yachters.

We had a small miscommunication about the yacht club's race schedule this year and found out too late that our dates conflicted, which meant that we had to coordinate our activities to stay out of the Veeder Cup's race course. I stayed in touch with MPYC's Vice Commodore and Veeder Cup coordinator, Sharron Frey, who was very helpful. Thankfully, everything went smoothly for the Cruiser Challenge participants.



Photo: Carl Sundholm

Phil says, "Listen up!"

Unfortunately, one of the Veeder Cup boats had to deal with a jammed Spinnaker halyard which threatened to cancel their race, forcing them to send someone aloft. Talking with the crew at the bar later, we heard the harrowing story of how the sail billowed uncontrollably, overpowering their ability to motor into the

wind. This meant the boat was on a steady path into the rocky beach to leeward, so time was of the essence. Thankfully, they got it under control and were able to get to the dock to assess the situation.

Back on the race committee boat, we were getting things organized, while we watched the fleet sail back and forth, waiting for the race to start.



Veeder Cup Excitement

Photo: David Soule



Photo: Carl Sundholm



Carl Sundholm, his camera in hand



On the Committee Boat:
Dave Bacon, Rob Sampson,
Phil Marcelis, Bud Kerner
(not pictured: Mike Swartz,
Carl Sundholm)

Photo: Carl Sundholm



Photo: Rob Sampson



Photo: Rob Sampson

The wind was surprisingly cooperative and we ran two very good races.

We had gone over the race course details during the skipper's meeting, and the handout included photographs of the race marks as well as GPS coordinates, so folks were at least given enough information to try to find the race course. In any case, everyone found their way somehow.



Photo: Carl Sundholm



Photo: John Chille



Photo: Ron Dietel

John Chille waves as he sails *At Last*



Photo: Carl Sundholm

Ron Dietel & John Chille at the mark



Photo: John Chille

Larry & *Evergreen* (which he pronounces: gr-OO-vin-TOO)

After the races, it was time to head back in for some drinks while the race committee calculated results, and then we were finally ready for the awards ceremony and dinner afterwards. We gave out trophies for the top three in each class, and also gave out medals for some of those who didn't quite make it into the top three. For everyone else, there were an array of consolation prizes from which to choose, including generous gifts from Hyde Sails Direct (aka Judy B), Good Old Boat Magazine, and Com-Pac Yachts. (A BIG THANK YOU to those companies for supporting our group by donating those items!)

It was truly a fun weekend, and everyone I talked with said they had a great time. In my book, that makes **Cruiser Challenge XIX** a total success! — 

Photo on this page by Carl Sundholm unless otherwise noted



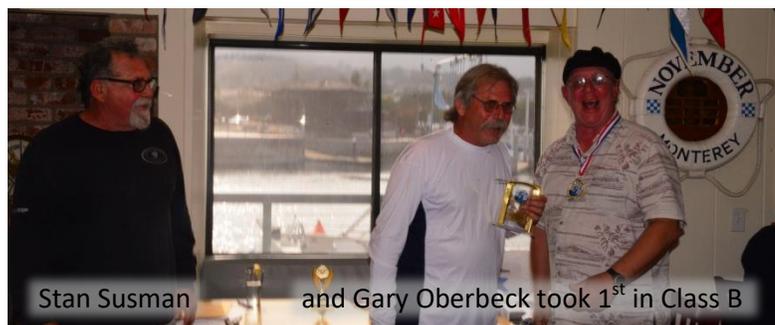
Photo: George Corrigan



Jens got 1st place...



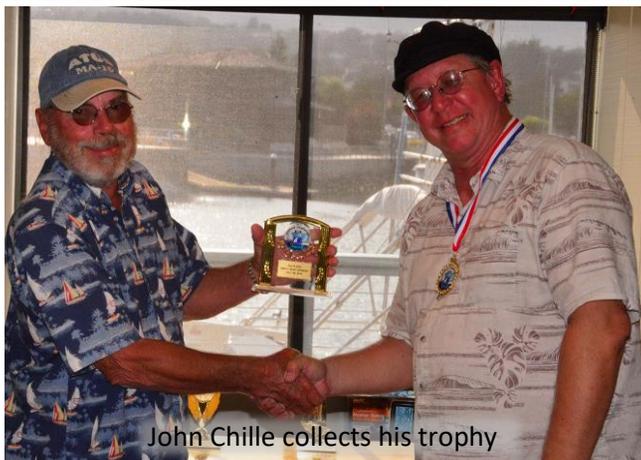
...and 2nd in Class A went to David



Stan Susman and Gary Oberbeck took 1st in Class B



Alan Koepf & George Corrigan got 1st in Class C



John Chille collects his trophy



Dick Galland picks up the sailing distance trophy

Cruiser Challenge 18 Race Results

Sponsors - Before getting started with race results, we'd like to extend our heartfelt gratitude for the **Gold Level** financial contribution donated by Bob Eeg of *Montgomery Boats*! Thank you, Bob! We're also thankful for the hospitality offered by Monterey Peninsula Yacht Club (MPYC).

Additionally, we are grateful for merchandise received from our other sponsors: Com-Pac Yachts, Good Old Boat, and Hyde Sails Direct. [See the sponsor webpage online](#)

Race Results - The race course used MPYC's marks G, C, and F to form a triangle with the committee boat at mark G for the start/finish line. The first three finishers in each class received a trophy and the next four each got a medal of honor. Here are the full results.

(As per the published rules, there is no protest procedure. Race Committee decisions are final.)



Class A: Big Boats

Place	Skipper & crew	Boat Name	Type	Race1	Race2
1st	Jens Kaemmerer & Lucas Kaemmerer, Mengjie Lei, Stephanie Yen	<i>Krash</i>	Santana 22	1st-37:48	2nd-38:15
2nd	David & Sharon Soulé	<i>Nighthawk</i>	Balboa 21	2nd-42:34	1st-35:35

Class B: Medium Boats

Place	Skipper & crew	Boat Name	Type	Race1	Race2
1st	Gary Oberbeck & Stan Susman	<i>Tiny Purple Fishes</i>	Montgomery 17	1st-36:16	1st-30:11
2nd	Steven Hartman & Stefan Jaquet	<i>Parson's Ghost</i>	Sanderling 18	2nd-37:12	2nd-31:50
3rd	Jerry Montgomery & Judy Liang	<i>Goshawk</i>	Sage 17	3rd-38:24	3rd-32:24
4th	Ron Dietel	<i>She-said-no</i>	Precision 16.5	4th-39:10	4th-34:43
5th	Jon Barber	<i>Ol'44</i>	Montgomery 17	5th-39:23	5th-35:28
6th	Bruce McDevitt & Butch Michel	<i>Senior Center</i>	WWPotter 19	6th-42:20	7th-40:23
7th	Guy Light	<i>Green Light</i>	Montgomery 16	8th-45:26	6th-37:55
8th	Randy Anderson & 'Goose'	<i>Holder 17</i>	Vagabond 17	7th-43:35	8th-41:00
9th	Eric Zilbert	<i>Riptide</i>	WWPotter 19	9th-47:26	9th-41:50
10th	Kevin Crowder & Alan Roberts	<i>Aurora</i>	ComPac 19	10th-48:57	11th-43:12
11th	Dana Suverkrop	<i>Shiksa</i>	Montgomery 17	13th-51:17	10th-43:04
12th	Dick Herman	<i>Muddy Duck</i>	ComPac 17 Suncat	12th-51:09	12th-43:47
13th	David White	<i>Wee Boat</i>	WWPotter 19	17th-76:04	13th-47:42
14th	Dick Galland	<i>Catbird</i>	Sanderling 18	11th-50:13	DNS
15th	Dan & Gretchen Ricker	<i>Good & Plenty</i>	ComPac 19	14th-55:53	DNS
16th	Pat Brennan	<i>Latis</i>	ComPac Legacy	15th-56:10	DNS
17th	Mark Sabin & Cynthia Shallit	<i>Half Fool</i>	ComPac 17 Suncat	16th-56:36	DNS

Class C: Small Boats

Place	Skipper & crew	Boat Name	Type	Race1	Race2
1st	George Corrigan & Alan Koepf	<i>Upbeat</i>	Montgomery 15	1st-52:58	1st-40:04
2nd	John Chille	<i>At Last</i>	Montgomery 15	2nd-53:29	3rd-44:38
3rd	Don Person	<i>Sarah Anne</i>	WWPotter 15	3rd-61:11	2nd-44:06
4th	Mike Kennedy	<i>Small Axe</i>	WWPotter 14	4th-64:20	4th-51:34
5th	Larry Tkach	<i>Groovin' Too</i>	Montgomery 15	6th-68:00	5th-52:21
6th	Harry Gordon	<i>Manatee</i>	WWPotter 14	5th-66:13	DNS

Special Awards

Axle Grease (Longest Distance Driven) Trophy

Gary Oberbeck drove from Phoenix, AZ - Approximately 700 miles

Salty Dog (Longest Distance Sailed) Trophy

Dick Galland cruised over from Santa Cruz - Approximately 22 nautical miles

And since we are the *Potter Yachters*, we had to award these traditional trophies:

First West Wight Potter 14/15

Don Person, Sarah Anne

First West Wight Potter 18/19

Bruce McDevitt, Senior Center

Cruise to Cruiser Challenge Awards

Six intrepid skippers heard the foreboding weather forecast and still deemed it safe enough to sail their boats from Moss Landing to Monterey on Friday. They then raced on Saturday and made the sail back to Moss Landing on Sunday. Each of them earned a medal with inscription that reads:

Moss Landing to Monterey
Cruise to CC-XIX
2018



For going above and beyond expectations while sticking with the spirit of a "Cruiser's Challenge", these fine sailors each received a medal of honor:

Bud Kerner, 'Goose' Gossman, Steven Hartman, Mike Kennedy, Jon Barber, and Eric Zilbert

Race Committee

We had the pleasure of using Mike Swartz's Cal 27 for Race Committee boat. We sincerely appreciate his contribution! Additionally, each of the following members of the Race Committee were awarded a Certificate of Appreciation:

Mike Swartz, Dave Bacon, Bud Kerner, Carl Sundholm, Rob Sampson, and Phil Marcelis

Parking

Parking is very limited in Monterey, and we pay the city to reserve well over half the available trailer parking. This invariably causes harrowing confrontations with the fishermen who pay the city for yearly parking passes, which allows them to park there when no other events have reserved it (but they don't always remember that last part).

For arriving two days early to ensure that Cruiser Challenge participants would actually get the parking for which they pre-paid, a Certificate of Appreciation was also awarded to:

David and Sharon Soule

Pat Brennan

Our club secretary and treasurer is in a class by himself. Second to none, Pat was indispensable in the proper functioning of the Cruiser Challenge. We give him our sincere and heartfelt thanks!

More Cruiser Challenge Photos from Phil Marcelis



Overflow seating at the Pub for dinner



Pat Brennan (center) handled Check-In



Guarding the Parking Spaces



Photo: George Corrigan

Don Person (left) & Bruce McDevitt with First Potter Awards



From Carl Sundholm, Sailhost for Clipper Cove Sail:

“The Potter Yachter’s 9/15/18 Clipper Cove Picnic Sail is Cancelled . . .
. . . because of unanticipated circumstances making me unavailable as the host. Although it wouldn’t be a Potter Yachter event, similarly inclined individuals who have done the sail before and “know the routine” could still do it on their own, should they so choose. If so, be smart, stay together, be sure to keep an eye on one another and stay on Channel 68.”

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 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

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

