



# The Potter Yachter

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

May 2019



Photo: Phil Marcellis

## Report: *The Moss Landing Sail at Elkhorn Yacht Club*

by Bud Kerner

*Riptide* sails towards Santa Cruz with the twin stacks of Moss Landing's power plant in the background

**W**e had a nice turnout for the Moss Landing sail on the weekend of April 13. Once again the Elkhorn Yacht Club were gracious hosts. The weekend before was the opening of salmon season. Folks were catching lots of fish so the harbor was very busy. Brian Ackerman, the EYC Port Captain, found us all a place to tie up. Our leader, Commodore Eric, and his son Evan, had the least convenient location. They tied up on the guest dock which, because of drifting sand, is an island and they had to use their P19 or a rowboat to get to shore. (See *Elkhorn* continued on page 4)

**Ship's Stores for sale. Order from Kevin Crowder:**  
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 the 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

Hail all Potter Yachters and assorted remoras! It is the merry May time, and things are rolling along. I was out sailing in Vallejo on Wednesday night and had an excellent time. It was a work day and I did my due diligence, going to work for a full day of State Board of Education Meetings, psychometric meetings, and reporting and scoring meetings. Then, my labors done, I headed for Vallejo.

I had mixed feelings about the venture. I had been thinking lately that this Wednesday racing business was a bit too much. I was even thinking of bailing on the whole endeavor. On this particular afternoon I was pretty pooped, and the drive coupled with uncertainty about the conditions (how much wind? gusts to what?) made it so I cannot say I was "pumped up" about going out for a Wednesday beer can race, especially if it involved putting in and taking out multiple reefs, and doing crazy sail changes in big swells.

Traffic was light and I got to the club early. However, an on time start was not to be as a new recruit was on the way but running late. The weather was perfect, and every leg of the sail a reach. I found myself rejoicing in the quickness of the boat, the beauty of the setting, and the sterns of all those boats in front of us. We came in last. In fact, they did not even score us. But it was a victory! A victory over complacency. A victory over entropy. A victory over Interstate 80!

Returning to work on Thursday, there was a spring in my step, a tune on my lips, and I took the stairs up to the office two at a time (5 floors no less). I like to think that that day, I was more productive than any previous day that week. Sailing had worked it's magic once again! As Sarah Brown (not Mark Twain) previously noted, "Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover."

I plan to go out again on Wednesday the 15<sup>th</sup>.

Fair Winds! -Eric — 



### Club Events on the Horizon

[See the Online Calendar](#)

Jun 22 (Sat-Sun)	Union Valley Reservoir Overnight	(Kevin C)
	<i>winds mostly from the southwest; wide launch ramp; anchor or beach for cost of launching</i>	
Jul 13 (Sat-Sun)	Loch Lomond Sail	(Goose)
	<i>somewhat intermediate Bay sailing; overnight at guest docks or <a href="#">Loch Lomond Marina</a></i>	
Aug 3 (Sat)	<a href="#">20<sup>th</sup> Annual Cruiser Challenge in Monterey</a>	(Dana S)
	<i>open ocean sail; can be easy to advanced, depending on winds and course; overnight at dock; some folks park in Moss Landing and sail the 16nm to Monterey on Friday; register online at <a href="#">challenge.potter-yachters.org</a></i>	
Aug 23 (Fri-Sat)	Huntington Reservoir Sail and Overnight	(Jim H)
	<i>generally gentle winds down the lake in the morning and more moderate winds back the other way in the afternoon; for details of a previous outing, see report in <a href="#">PYN Oct 2010</a></i>	

Upcoming: June 22-23, 2019

# Union Valley Reservoir Sail & Overnight

Sailhost: Kevin Crowder

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

[See [PYN 2016-07](#) for a previous year's report. – Ed.]

The campground and lake will be open when we're there. Any updates to the info will go 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.

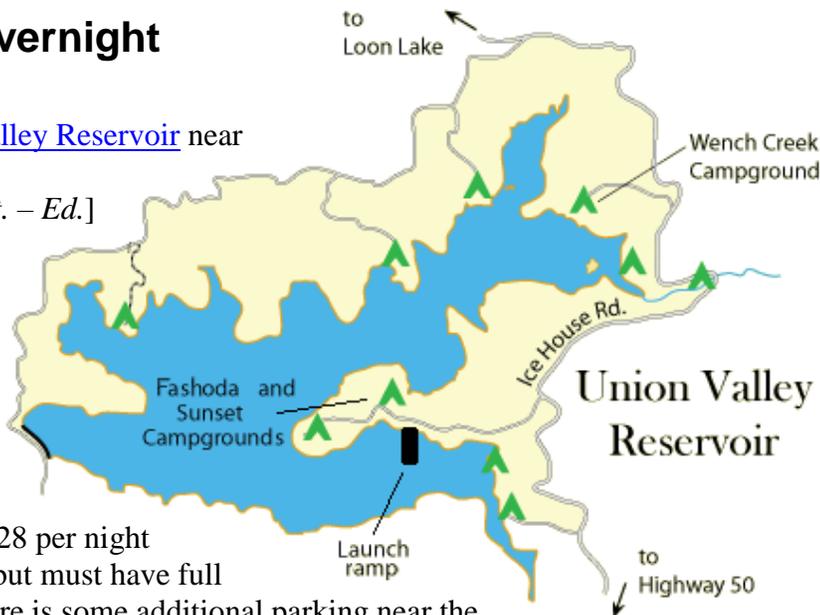
Six adults (3 tents) are allowed per campsite (sites are large so not crowded). Camping fee is \$28 per night per site, including one vehicle. RVs are allowed, but must have full water tanks on arrival (can't refill at the site). There is some additional parking near the campsites. We'll try for sites #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 Wed. or Thurs. to help us reserve a 2<sup>nd</sup> & 3<sup>rd</sup> site, PLEASE DO & 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.)

Participation in Potter Yachter events is subject to the guidelines published in [March 2018 PYN](#), page 3.

## Officer's Club

**Commodore:**

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ComPac19, *Aurora*

**Website:** [www.potter-yachters.org](http://www.potter-yachters.org)  
**Facebook:** [fb.me/PotterYachters](https://fb.me/PotterYachters)

We had four boats launch on Friday: Eric and Evan in a P19, Phil in his new-to-him Santana 2023c, Jon in his Monty 17, and me in my P19.

### **Moss Landing - April 2019**

#### **Attendees:**

- Eric & Evan - *Riptide*, P-19
- Phil – *Napili Breeze*, Santana 2023c
- Jon – *Ol' 44*, Monty 17
- Bud – *Cats Meow*, P-19
- Jack – *Ginger Snap*, P-15
- Ash – P-15
- Shandy – *Pico B*, Monty 15

Jack and his wife, Barb, trailered his P15 from Morrow Bay behind their camper. Friday night we all went to the Giant Artichoke in Castroville for dinner.



Because of the crowded harbor, Jack left his boat on the trailer Friday night and launched Saturday morning. Besides Jack, we had two other captains new to the Potter Yachters. Ash from Morgan Hill in a really nice P15, and Shandy with her dog Rosie in a Monty 15. Shandy is from Monterey, and it was her first time out in the Monty.



### *The Potter Yachter*

Saturday was a perfect day, the sun was out and the wind was just strong enough to keep you moving. The April Moss Landing sail is kind of free form, unlike the October sail which has Monterey as a destination. We just sail wherever we want, most often where the whales are. There were lots of whales this year. I stayed around the two P15's and the Monty since they were new-to-us sailors. There was no need to do so, all three are accomplished sailors.

Saturday night, the yacht club had a dinner and wine tasting special. We all enjoyed their food and hospitality. — 🚤



See Jack's YouTube video of the Moss Landing sail at [https://youtu.be/ZGFwxelQw\\_Q](https://youtu.be/ZGFwxelQw_Q)



# Moss Landing Pics from Phil's camera



Jack



Bud



Shandy

Rosie



Photo: Dana Suverkrop

Phil



Dana

Jon



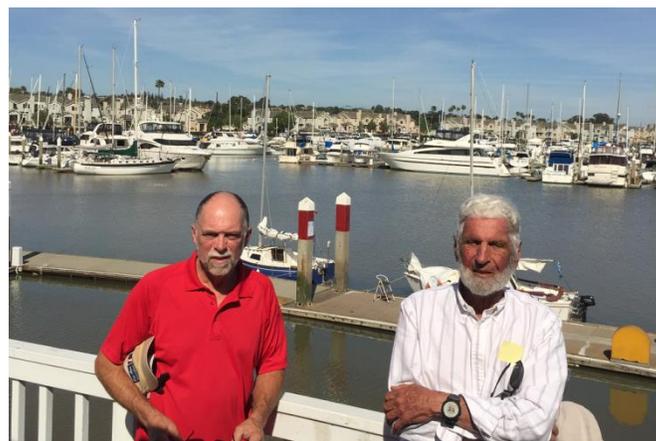
Evan

## Report: A Great Sailing Day in the North Bay Had A Blast at the Benicia Sail

by Jim 'Goose' Gossman



The annual Benicia sail was a blast. We had sixteen boats attend, with eleven boats staying at the marina and five launching at the 9th Street Park. Bud Kerner (P19) and Jon Barber (M17) sailed the 20 miles down from Rio Vista on Friday, braving some tough conditions crossing Honker and Suisun Bays in the late afternoon Delta winds. Bud wisely motor-sailed some, but stalwart Jon sailed the whole way. At the marina dock we provided them with a well-deserved beer. Other Friday arrivals were Larry Tkach (new-to-him M15), Dan Phy (New new M15), Ralph and son Josh Carlisle (pilothouse P15), David Myers (P15), Dave and Francesca Kautz (O'day 19-2), Rob Sampson (Vagabond 17), Ted Tome and Joan (Compac Eclipse) myself in ReGale (HMS 18), and lastly, Phill & Marina Rabideau and family including 3yr. old boy 1.5yr. old girl (P19)! They are an incredibly nice, competent, organized, fun-loving addition to Potterdom on their first PYer event after actively sailing their boat the last two years. Welcome!



### Benicia Sail - April 2019

Attendees (aka ["ATUS"](#)):

- Jon Barber – *O'44*, Monty 17
- Ralph (and son, Josh) Carlisle – Pilothouse P-15
- George Corrigan, Alan Koepf – *Upbeat*, M-15
- Bruce Dalen and wife – P-15
- Ed Dove – P-15
- "Goose" Gossman – *ReGale*, Modified HMS-18
- Chris Guinon – P-15
- Dave & Francesca Kautz – *Trailer Trash*, O'Day
- Bud Kerner – *Cats Meow*, P-19
- David Myers – *Salty Dog*, P-15
- Dan Phy – *Six*, M-15
- Rob Sampson – *Vagabond* 17
- Phill & Marina Rabideau with kids – P-19
- Ted Tome & Joan Savarese – *ComPac Eclipse*
- Larry Tkach – M-15
- Unknown – M-17

With everyone settled in, I drove several of us over to meet *Grace*, the Nimble Kodiak 26' electric-powered, trailerable motor-sailer I just bought last week. I wish I could have christened her at this event, but I couldn't pull it together... and besides, *ReGale* wanted to get wet too. After the tour, a few of us



headed downtown for supper before hitting our bunks.

Saturday morning five more boats arrived at the 9th Street Launch. I anointed George Corrigan (M15)



Photo: Francesca Kautz

deputy for the day-sailing contingent, which included Chris Guinon (P15), Bruce Dalen and wife (New P15), Ed Dove (P15), and another M17. (The



Photo: Francesca Kautz



Photo: Francesca Kautz



formalities of the YC participation required entry forms – which I somehow managed to get from everyone – but in running around to their skippers' meeting and ours, I'm suffering a brain fart on that last boat's name.)

In any event, we decided to skip the usual sail down to the Mothball fleet in lieu of participating in the Opening Day on the Carquinez Strait celebration with the Benicia YC. It was a good thing we did,



Photo: George Corrigan

for without us there, it would have been a bust. The marina and YC only had eight entries, so when thirteen PYer's paraded by, we dominated. After the blessing of the fleet, some of us continued sailing in the beautiful 10-15k conditions, while others headed in to partake of the shoreside festivities... which included an orchestra, vendors, food, etc. The dinner buffet was delicious, and just a few stayed up for the band.

All in all, the Benicia Sail was a fantastic event... but wait... there's more!!

**The Napa Continuation:** If you remember, this year I suggested that we cruise up to Napa on Sunday and spend the night. So, after breakfast at the First Street Cafe, seven boats set off for the Napa River. Dan, Bud, Dave and Francesca, George and Rebecca, Ted and Joan, David Myers and I cast off at 11am to catch the ebb tide towards the mouth of the Napa River, seven or so miles west down the Carquinez Strait. It took a couple of hours motor-sailing directly into a 5-10k wind and lumpy chop to get to the Carquinez bridge before ATUS's Charlie Jeremias appeared in his Corsair 24 trimaran to escort us upriver. As we passed under the bridge (Hwy 80), we were greeted by a huge humpback whale grazing at the confluence of the Napa River where it spills into San Pablo Bay, called the Mare Island Strait. This whale's skin was almost white, so I think it was related to Moby Dick!



The scene at Napa Marina on Sunday

Our right turn into the strait made for a better sailing angle, as we made our way towards the Mare Island Bridge. The old naval shipyard is quite interesting, and across from it is the Vallejo ferry terminal. As we approached the bridge we saw another sail ahead, and it was Mark and Cynthia (ComPac Suncat), who had launched in Vallejo to catch up with us. Now we were 9 boats. More domination.

After a quick call to the Bridge operator (on VHF channel 13) we exercised a precise pod-passing (honed



From left:  
Charlie, David M, Goose, Bud, Dave K, Dan

### **Napa Continuation - April 2019**

“Intrepid” Sailors:

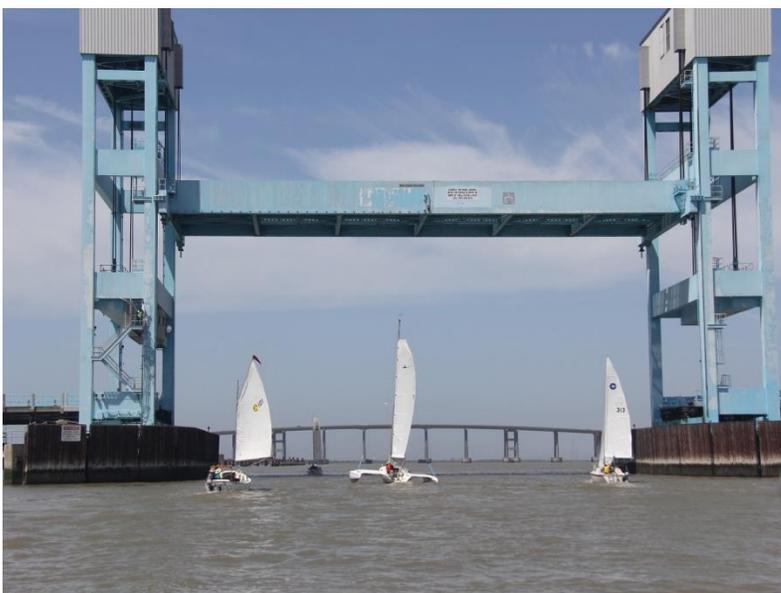
- George & Rebecca Corrigan – Monty 15
- “Goose” Gossman – *ReGale*, Modified HMS-18
- Dave & Francesca Kautz – *Trailer Trash*, O’Day
- Bud Kerner – *Cats Meow*, P-19
- David Myers – *Salty Dog*, P-15
- Dan Phy – *Six*, Monty 15
- Ted Tome & Joan Savarese – ComPac Eclipse
- Charlie Jeremias – Corsair 24
- Mark & Cynthia Sabin – *Half Fool*, Suncat

by years of Delta Bridges events), then under Hwy37, and entered the vast lower section of the Napa River. This area spreads out for miles, and while much of it is shallow, gives one the feeling of a wilderness adventure. It's also a flat-water reaching paradise, and while everyone else stayed within the channel markers, keel-less *ReGale* and I sauntered around the corners. George said it reminded him of his boyhood sailing on the Chesapeake Bay... only there were always lots of boats out there.

After passing some modest



waterfront homes we passed under an old, raised railroad bridge, and entered the Napa Valley Marina at 4pm, where we had arranged to stay at the guest dock. This marina is out in the middle of vineyards, and has a full service boat yard with friendly management, gas dock, store, showers, etc. It also has a huge and interesting boat storage area....which I call the "Boatyard of Broken Dreams". It's



## *The Potter Yachter*

amazing, but sad, to see about 200 vessels, most of which were someone's dream at some time, but which will never sail again.

So, after we settled in, Charlie (who lives on the river nearby) arranged for enough vehicles to cart us all into town for dinner. Fabulous friend!

The next morning we had a few hours before departure (waiting for the tide), so I suggested a grand tour of the Boatyard. It was interesting, educational, and fun. I get confused by the economics and sociology of it, but it fascinates me.

It was already 11am, but with a fresh 6-10k wind and 2k+ favorable current, we were in for a sleigh ride home. I had a flashing oil light on my almost new engine, so I pulled in at Charlie's, and he met at his dock with oil and a funnel. When it checked out ok, he thought that it might just be a reminder signal, not a trouble signal, so I didn't worry too much. It was

running fine, and it's still under warranty. As it turned out he was right... he researched it online and texted me that it meant I was due for oil change. Damn smart idiot lights!! Hail Charlie!!



So, after motor-sailing to catch up, the wind and current joined hands in harmony. We gathered again for the Mare Island Bridge opening, and, with the conditions, scooted through. I was sailing at 6-7mph, and at one point hit 8.5mph. It was like riding a people-mover at an airport, with the shoreline passing by. When we reached the confluence again, there was no whale "greeting committee", but some nice surf-able waves. At this point, we were going against the current, but the wind had increased into the low teens, and we were all still making 4-5 mph SOG. We reached the marina just after 2pm, making for a 3hr passage. The last leg was one of my most memorable sailing sessions ever. Adding the Napa adventure made this Benicia event special. — 

Register now for the Cruiser Challenge XX!

## The Cruiser Challenge XX comes to Monterey on August 2-4, 2019

*Sail Host: Dana Suverkrop*

The [Cruiser Challenge](#) remains the pinnacle sailing event of the *Potter Yachters*, and this year will be no exception as the tradition continues. Like all of the recent Challenges, the event is hosted in Monterey, dinner and awards ceremony at the Monterey Peninsula Yacht Club, and berthing of our boats in the Monterey Marina. If you have not done so, go to the on-line registration site <http://challenge.potter-yachters.org> to sign-up and register. The web site is comprehensive and should answer most of your questions. After completing the application form, send in your check or pay through PayPal to the treasurer of the Potter Yachters, Kevin Crowder. When you arrive – many people will be arriving on Friday – head to the Monterey Harbormaster’s office for your slip assignment.

[Directions](#) to Monterey Municipal Harbor/Marina

### From north of Monterey:

Take 101 South to 156 West  
Continue through Castroville onto Hwy 1 South  
Take the Pacific Grove/Del Monte Ave. exit  
Turn right at Fisherman’s Wharf/Figueroa St.  
Then turn left towards the launch ramp.

### From south of Monterey:

Follow directions above using Hwy 101 North, or  
Take Hwy 1 North, exit Aguajito Rd. (exit 401A)  
Turn left at the first signal light (Aguajito) then  
Go under Hwy 1 and across Fremont St.  
When the road ends in a ‘T’ (can’t go straight),  
Turn left at the signal light (onto Del Monte Ave)  
Turn right at Fisherman’s Wharf/Figueroa St.

**Harbormaster: (831) 646-3950; night 594-7760**

[Municipal Marina layout maps](#) are available in the  
“Harbor & Marina” Department on [www.monterey.org/](http://www.monterey.org/)

There’s no pre-paid parking this year; however, we have a downloadable [Parking Guide](#) to help you park your vehicle and trailer. You’ll also get a link to it when you register online. As in the past, a growing number of “intrepid” sailors have driven to [Moss Landing](#) and sailed to Monterey on Friday. Information on starting there is available in the March 2019 Newsletter, [PYN 2019-03](#) pages 8 & 9. Ample parking exists in Moss Landing, but make sure that you pay the “Iron Ranger” before departing – you’ll return on Sunday. Those who choose to do this sail should remember that it’s not an official part of the program and are cautioned about the potential risks associated with open ocean sailing. *[There’s a fine write-up of a prior trip from Moss Landing on Page 10 of [PYN 2016-08](#). –Ed.]*

Friday evening: Sailors and their guest(s) are welcome to join up on the docks for snacks and refreshments. The party has often eventually moved over to the [London Bridge Pub](#) for dinner. Reservations have been made at 5:30 p.m. in the back room, and they’ve agreed to let us request separate checks.

### [Cruiser Challenge XX Schedule](#)

#### Friday, August 2

Arrive in Monterey; pay for slip and parking.

Gather at the docks or meet up at the Yacht Club.

5:30 pm: Dinner at the London Bridge Pub.

#### Saturday, August 3

Before 8:00 am: Arrive and Launch

8:00-9:00 am: Event Registration at *Yacht Club*

9:00 am: Skipper’s meeting at *Yacht Club*

11:30: Start of 1<sup>st</sup> race, followed by lunch on the water

1:00: start of 2<sup>nd</sup> race & if weather is good, a 3<sup>rd</sup> race

4:00 pm: Bar opens at *Yacht Club*

5:00-ish: **The Awards Ceremony!** at *Yacht Club*

Dinner following the awards ceremony.

#### Sunday, August 4

Sailing, sightseeing and relaxing.

Retrieve and depart.

Saturday: A full day – (see the sidebar). Our race committee: Dave Bacon, Bud Kerner and Don Person, will be aboard Mike Swartz’s Cal 27 and will score the races. The rules will be limited to the USCG “Right of Way” rules, starting times and a course briefing will be presented during the Skipper’s Meeting on Saturday morning. As always, safety is paramount, and don’t forget, this is a “Friendly” sailing event! After the races, when all boats have returned to port, sailors will have time to get “cleaned up” before meeting at the Yacht Club to share their stories and enjoy a libation or two. Once everyone has gathered in the dining room, the awards will be presented with dinner to follow. Departures begin on Sunday, while some may leave on Monday to avoid Sunday traffic on the Bay Area Freeways. Whether you drive, sail, or hitch a ride – just get back safely! We will see you soon. — 

# Cruiser Challenge XX

## RACE RULES & PROCEDURES

- I. Avoid collisions.
- II. The basic USCG ColReg “Right of Way” rules apply. In order:
  1. A boat being overtaken has the right of way
  2. Sail has right of way over Power.
  3. A boat on starboard tack has the right of way over a boat on a port tack.
  4. The boat to the leeward has the right of way over the windward boat.
  5. **However**, boats within two boat-lengths of a mark that have overlap must be given room to round the mark, regardless of which tack they are on, or which boat is downwind.
- III. Racing Divisions:
  1. Division A, large class: 20’ to 26’ LOA. (Division A & B start together.)
  2. Division B, medium class: 15’1” to 19’11” LOA.
  3. Division C, small class: 15’ LOA or less.
  4. The Race Committee reserves the right to move boats into different divisions if suitability is in question in order to “level the playing field”.
- IV. Hard start times. Race start times will be confirmed at the skippers’ meeting with any changes announced on the VHF once the fleet is on the. Starts will be in “pursuit” format with Division C (small class) starting first, followed 10 (ten) minutes later by the combined A & B (large and medium class) start. We will try to start:
  1. First race: Division C (small class) starts at 11:30 am. Division A & B (large and medium class) starts at 11:40.
  2. Second race (winds and time permitting): Division C (small class) starts at 1:30 pm. Division A & B (large and medium class) starts at 1:40 pm.
  3. **However**: due to conditions once on the water, the start times for the first race may be delayed 30 (thirty) minutes until 12:00 noon. Listen on the radio for changes and for the five-minute warning horn (five blasts) sounding before the start of the Division C (small class) race. If the first race at 11:30 am is delayed, expect the second race at 1:30 pm to be cancelled.
- V. Horn signals will be kept to a minimum to avoid confusion.
  1. A five-minute warning horn with five blasts will sound before the first race at 11:25 am, and at 1:25 pm for the second race.
  2. A single horn blast will sound announcing the race start for Division C (small class), and a single horn blast will sound announcing the race start for Division A & B (large and medium class). Remember, Division A & B will always start 10 (ten) minutes after the start of Division C.
- VI. All horn signals will be backed up with an announcement over the VHF radio.
- VII. Radio use is encouraged and will be used extensively by the Race Committee. The frequency will be announced at the skippers’ meeting. If in doubt as to what is happening, sail or motor to the committee boat and ask for clarification.
- VIII. A skipper may use the boat’s motor up to one minute before the start time for his or her class. It is the skipper’s responsibility to stay clear of boats under sail and to stop the motor one minute before start time. The one-minute warning to stop engines will be announced over the VHF.
- IX. The race course will be briefed at the skippers’ meeting. Expect an upwind leg to Mile Buoy (R’4’), followed by a downwind leg to a marker by the cannery, then a short upwind leg to the start/finish line.
- X. Special **Cruiser Challenge XX** racing rule: HAVE FUN! — 



**From: Tim Mohrman (Woodward Sail host)**

I decided to check on Woodward Lake. To my surprise, the park ranger told me that there had been a festival, and that Area-T and that side of the lake would be closed until Memorial Day. The lake is closed at South drive at Tom's Gate, Duck Cove, Camp Area-B. (Wow! That must have been some festival)

**News** from  
**the forum**



**Woodward Cancelled** Posted By: [Eric Zilbert](#)

We are cancelling the Woodward Outing due to a variety of complications. There will be no host, and no reserved campsite. We are working on an alternate sail to be announced. – Eric



**Woodward Res** Posted By: [Jbarber](#)

It was a fine, cool day on the Res; moderate breezes and overcast. OI'44 wore her full regalia and responded with hull speed realized. Water maggots were at a minimum. Swimming to my mooring, I shivered in the cool water. Maybe that kept them home. Looks like another glorious day on the lake today. Maybe I will make some more rigging improvements or, as usual, scrap work in favor of bashing about. Nothing beats having my boat in the water!



**Oakland Estuary 5/1/19 From: Don Person**

A really fine day. The sailing after lunch excellent even though the cats were a little faster than we were.





**News** from  
**the forum**

[Backstay T-bolt](#) Posted By: [Epic1969](#)

My threaded toggle where the back stay mounts to bracket on stern is bent slightly



[I carry a spare](#) Posted By: [Dave K - SF Bay](#)

On my O'day, it is the same T-bolt as for the shrouds. It is a shame to drive to a launch point and then have to go home because a T-bolt was trashed while rigging the boat.

However, I haven't had to change a T-bolt in years, since I implemented this fix that someone (whose name I don't remember now) recommended. Cut and slit a piece of tubing (or use that plastic shroud cover that is already slit) that fits over the exposed threads of the T-bolt between the turnbuckle body and the toggle. This keeps the T-bolt where it belongs in the toggle so it can't drop out of place and jam, then subsequently get bent when tension is applied.



Cheap fix, great results!

## 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 "Kevin Crowder", or use PayPal to [treasurer@potter-yachters.org](mailto:treasurer@potter-yachters.org), or use the link <https://www.paypal.me/sailAurora/25> and include "Potter Yachters Dues" in the notes.



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

Send your payment (with Kevin Crowder  
your name and address) to: P.O. Box 124  
Standard, CA 95373

**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.**



Kevin Crowder  
P.O. Box 124  
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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

