



# The Potter Yachter

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

Nov/Dec 2016



## Report: Potter Yachters on Tomales Bay

by Eric Zilbert

Standing watch on the bow of *Family Time*  
Photo by Phil Marcelis

**T**omales Bay, Hog Island, Dillon Beach, Point Reyes, Inverness: Wonderful names of wonderful places in Northern California. Tomales Bay is unlike any other bay on the west coast. It is a sort of a reverse, mini Baja. The long finger of the Point Reyes Peninsula forms the western edge of the bay, which is long and narrow and open to the Pacific on its north end. The Potter Yachters have been visiting this magical spot for over 20 years. The bay is known as a breeding ground for the great white shark, a home for giant sleeper waves, and delicious oysters. It also provides a venue for extraordinarily good sailing.

Oriented north-south, the bay, coupled with the prevailing west and north-westerly winds, makes for brisk sailing with minimal chop. (See *Tomales* on page 9)

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# The Commodore's Corner

By Rob Sampson

We had a great weather window for Delta Bridges Sail and Overnight. The only problem was not much wind so it was more motor sailing than sailing. The weekend was host Bud Kerner's 80th birthday so he and Bobbi put on a big party at the Oxbow Marina Overnight. Thanks Bud and Bobbi, and Happy Birthday Bud!

The Delta Bridges sail was the last official event on the 2016 sailing calendar, but keep an eye on the Trailer Sailor West Wight Potter Forum for any spontaneous events that sometimes come up.

Mark your Calendar for Sunday, January 22 for the Potter Yachters' Annual Meeting. The meeting will be in the Regatta Room at the Oakland Yacht Club as always. We usually have brunch at the Yacht Club at 9 a.m. followed by the meeting at 10 a.m. Bring a small wrapped gift if you would like to participate in the gift exchange.

See you on the water or at the meeting,

Rob — 

## Suggestions for Club Sails

Some suggestions sent in by members include launching in Stockton for **Windmill Cove** and **Acker Island**, launching in Vallejo for **Mare Island**, and organizing a **Bay Area Messabout**.

Send your suggestions to *The Commodore* ([PY.Commodore.Rob@gmail.com](mailto:PY.Commodore.Rob@gmail.com)) for possible discussion at the Annual Meeting and inclusion in the upcoming sailing event calendar.

## Club Events on the Horizon

[Event Calendar](#)

Jan 22 (Sun) Potter Yachter Annual Meeting at the Oakland Yacht Club  
*Brunch around 9 am followed by the meeting around 10 am (Potter Time) in the Regatta Room. We'll discuss next year's sailing schedule, review club finances, and nominate officers. A limited number of Official Potter Yachter Calendars will be offered for sale at the meeting. If you're inclined to take part in a gift exchange after the meeting, bring a small wrapped gift.*

## Officer's Club

### Commodore:

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### Vice Commodore:

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

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### Webmaster:

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### Secretary/Treasurer:

Pat Brennan  
 pat-brennan@sbcglobal.net  
 ComPac Legacy, #1, *Latis*

### Website:

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

Upcoming: Sunday, January 22, 2017 - Breakfast and Meeting

## Annual Club Meeting at Oakland Yacht Club

The Potter Yachters' Annual Meeting is set for January 22<sup>nd</sup> from around 10 a.m. until 1pm in the Regatta Room of the Oakland Yacht Club. As usual, OYC offers a tasty breakfast starting at around 9 a.m. (The [breakfast menu](#) can sometimes be found, with [directions to the club](#), on their website: [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net))

Any members who joined within the last year are specifically invited to attend this meeting. Sometimes we get a little caught up in sailing off in different directions and don't get to meet new members at the monthly sails. This is the perfect opportunity to introduce yourself, meet like-minded sailors, and let the rest of us enjoy your company. Regardless of when you joined, this is the one time we sit down to get a treasurer's report, nominate officers, and discuss future sails, so please make every effort to attend.

As mentioned elsewhere, the Official 2017 Potter Yachter Calendar will be available at the meeting, so bring your checkbook or cash; they're \$10 at the meeting, or \$15 pre-paid for mailing. A limited quantity were printed, so you're advised to reserve your copy early. Members can reserve calendars to be picked up at the annual meeting by emailing a request to Pat ([pat-brennan@sbcglobal.net](mailto:pat-brennan@sbcglobal.net)). If you wish to have one mailed via USPS, you can [send \\$15 to Pat using PayPal](#) (and put "for calendar" along with your address in the "comment" section) or send a check for \$15 to Pat Brennan (1305 Webster Street C205, Alameda, CA 94501).

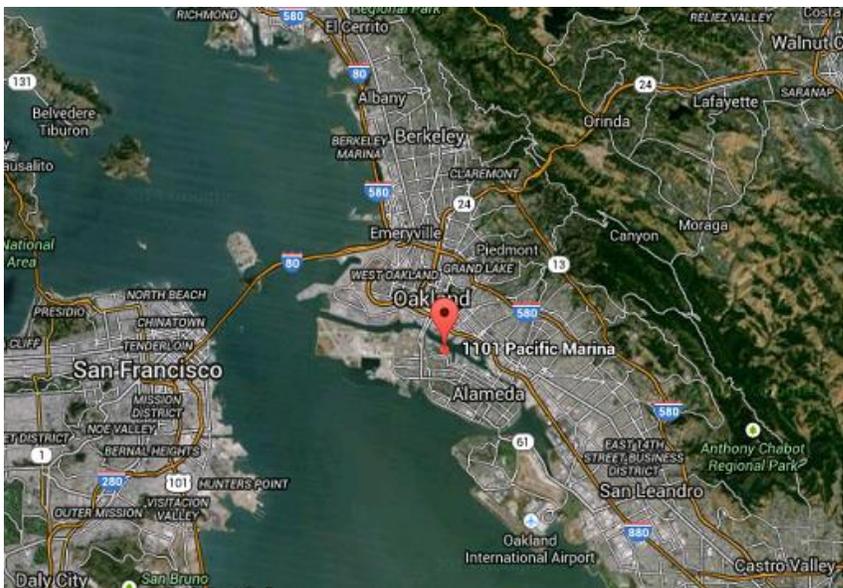
Membership dues are based on the calendar year and it's been \$25 per family for many years, but we still vote on the amount at the annual meeting. You may pay the treasurer directly following the meeting.

As is our custom, there will be a voluntary exchange of nautical gifts after the meeting for those wishing to participate. See you there! — 

From the North (Berkeley, Bay Bridge)  
take 880 S and exit Jackson Street  
turn left off the ramp and go under the freeway  
turn left on 8<sup>th</sup> Street  
turn left on Webster Street  
follow directions from the Posey Tube (below)

From the South (San Jose, Castro Valley)  
take 880 N to Oakland and exit Broadway  
turn right onto Broadway  
turn right on 7<sup>th</sup> Street  
turn right on Webster Street  
take the tunnel into Alameda (aka Posey Tube)

From the Posey Tube  
keep left and go over the overpass  
turn left at Atlantic Ave.  
turn left at Triumph Street  
the club is located at the end of the street.  
parking is in front of the club house



### 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>



Boats by Van Gogh

Report: Converging on Rio Vista for a Favorite  
**The Fifth “Bridges” Sail**

by Bud Kerner

We had upwards of 20 boats on this year’s sail. 18 started in Rio Vista and two picked us up en route. Over half the boats came in on Friday; 11 to be exact. With the exception of the Soule's, who arrived late from Nevada, we all had dinner at **The Pointe** restaurant. I had friends fly in from New York for my birthday party (more on that later) and they also joined us for dinner.



*The Fleet heading down the Sacramento River*

The forecast was for clear weather and very little wind. Unfortunately, this was one of the times the forecast was right. It might have been the least wind of all the Bridges Sails.

The fleet got under way at about 10:30 a.m., and we all grouped at the Three Mile Slough Bridge, and went under it as a unit. Who says you can't herd cats?!

We met Jerry Barrilleaux sailing *Sunshine* on Three Mile Slough. The fleet motored through the slough to the San Joaquin River, and motored upriver to the Mokelumne River. There we picked up our 20<sup>th</sup> boat. Unfortunately, I don't remember their names. Moore's Riverboat was closed so we motored on. One interesting note: Judy's old P19, *Redwing*, was tied up at their dock. Someone went in and took a look at it. They said it had quite a bit of growth on the hull, like maybe it had been there for a while.



*Heading towards Three Mile Slough*

We all gathered at the Mokelumne River Bridge, and went thru as a unit. One thing about motoring, we all stayed together as a group. Under sail, because of various reasons, we tend to spread out. Motoring in a straight line also reduces overall sail time. We entered Georgiana Slough and arrived at the Oxbow Marina at 3:30 p.m.



*The author at ease in the cockpit*



*The Fleet going thru the Isleton Bridge*



*Who said Potters can't fly?*



*Some folks were looking for a shortcut*



*Joan reading her poem.*

Because of conflicts with other events, such as The Bass Festival in Rio Vista, the weekend of October 22<sup>nd</sup> was the only weekend that worked for the Bridges Sail this year. Since my 80<sup>th</sup> birthday fell on that weekend, my family decided to have a party to go along with the Potter's dinner. David White and Cheryl came by car, since his *Wee Boat* was still hampered by mast issues.

One of the highlights for me was the poem Joan Savarese wrote on a paper towel while sailing.

As always the Oxbow Marina provided an outstanding setting. I don't think you can find a cleaner marina. Sunday morning they provided a very nice Continental breakfast for us, and we were underway at 9:30 a.m. continuing up the Georgiana Slough to the Sacramento River.

The forecast held and there was no wind, so we all motored down the Sacramento. Some, like Goose's Potter, were faster than most. With not much hope of wind most boats were taking their mains down and becoming motor boats.

Gerry Nolan and Art Fox tried to take Gerry's Potter 15 overland, it didn't work.

We all made it back to Rio Vista. One ComPac had engine trouble two miles from Rio Vista. It so happened that the Soule's were right there and towed them back.

I think everyone had a good time, I know I did.

Maybe next year we might get a little wind. — 

*Happy Birthday, Bud!*

*Best wishes to Bud, as he sails up to eighty!  
An auspicious occasion, but perhaps not as weighty  
As when it was harder to just stay alive.  
Eighty's becoming the new forty-five!*

*But we celebrate Bud for much more than his age.  
Explorer, adventurer, sailor and sage!  
He quietly draws other sailors together  
And they're gung-ho to sail, despite the calm weather.*

*I'm just learning how strongly Bud feels about kin.  
When he talks about Bobbie, you know that he's in!  
The love is returned—here she takes the prize:  
To cook for one hundred and not roll her eyes!*

*So to Bud and to Bobbie we now raise a toast  
For the friendship you bring and the party you host,  
And to dear sister Joyce, who lent quite a hand,  
Behind the scenes, modest, and safely on land!*

*Happy Birthday, Bud!  
Joan Savarese and Ted Tome*

## Report: ATUS Make 'The Trip' Again 2016 Messabout Report

by Rob Sampson

I arrived at Swantown Marina in Olympia on a rainy Thursday September 1, after a two day trip up from the Bay Area. Dan Phy had arrived the day before after a marathon 14 hour drive from Ft. Bragg to Kelso and a short trip the next day into Olympia. After launching and settling in we enjoyed an oyster dinner at of course...The Oyster House. Dick Gallant arrived soon after I did but too late to launch, so settled into boat camping in the parking lot.

Friday morning Dick launched and joined us at L dock. Soon thereafter, Jim Ferguson, Rick Ferguson, Tom Luque (with Tom Whittingham) and Dave Fetyko (with Charles Jeremias) arrived. Saturday morning after breakfast we all headed out. Jim Goose Gossman was on final approach to Olympia and arrived at the launch ramp in time to see us heading up Bud Inlet. We were in communication with Goose and agreed to meet him at our destination for the day, Longbranch Marina.

After motor-sailing up to the Longbranch Improvement Club Marina we settled in for the night. Goose arrived around dusk and Happy Hour ensued. We had dinner on the boats and Tom Luque projected movies on a sheet at the marina picnic area for the evening's entertainment.

The next morning we left fairly early to time the favorable current under the Tacoma Narrows Bridge to Gig Harbor. In Gig Harbor, most stayed at Arabella's Marina, and I stayed at Gig Harbor Marina (Arabella's had been full when I tried to reserve there). We had a nice dinner at a Mexican Restaurant in town and settled in for the night.

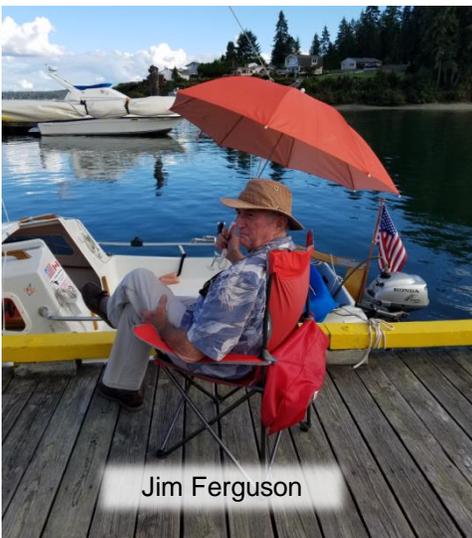
The next morning, Labor Day, we all headed up Puget Sound destined for Blake Island State Park at the North end of Vashon Island. Most went up the

channel on the west side of Vashon Island but a few took the long way around the east side of the Island. Blake Island is preserved as a park with a small marina on the east side Blake Island was used as a camping ground by the Suquamish Indian tribe. In about 1786, according to legend it was the birthplace of Chief Sealth, for whom the city of Seattle was named. After dinner on the boats, Jim Ferguson and Tom Luque were left to fend off rampaging raccoons, who were after chips and popcorn left in the cockpits of their boats.

The next day we continued north to Kingston and rendezvoused with the remainder of the Messabout



The author en-route



Jim Ferguson



Flotilla. This included Dick Herman, Don Person, Pat Brennan, Dave Bacon and John Chille. When Goose and I decided to get some lunch and go shopping we found that the Kingston Marina has 2 small electric trucks that they will let marina guests borrow to go into town. We borrowed one of the trucks and had a blast driving around town in it.

The next morning, in drizzling conditions, we were off heading north to Port Ludlow, our last stop before getting to Port Townsend, our northernmost destination. Port Ludlow has a nice marina with good facilities and a small store. Next door is a high end boutique hotel and seaplane dock. Since it was still rainy and cool, most of us made use of the restaurant at the hotel for dinner. There were fires in their fireplaces which made it quite cozy.

Bright and early the next day we were off heading north to the Port Townsend Boat Haven. Since the Boat Haven doesn't take reservations during the Port Townsend Wooden Boat Festival, and since the other marina in town The Point Hudson Marina, is the site of the Boat



Don Person

John Purdy

Pat Brennan

Festival (and thus has sent all of its regular boats down to the Boat Haven) we were concerned about being able to find space in the marina. After arrival and some initial jockeying around, we were all able to find comfortable slip accommodations. We met John Purdy, a Messabout veteran, there in Port Townsend where he launched his Potter 15. After settling in, I walked across town to the site of the Wooden Boat Festival. Even though it wasn't officially open yet, I was able to walk around and watch boat arrivals and setup. The next 3 days we all hung out at the boat show attending seminars, hanging around with boat people, touring boats and riding on boats. It was a feast for the eyes for any boat aficionado. If you haven't been, I would recommend attending the Port Townsend Wooden Boat Festival at least once, and maybe more than



once. Sunday afternoon was the Grand Finale Parade of boats/ships at the end of the boat show. Some of us were able to book

space on *Adventurers*, a 133 foot Gaff Topsail two-masted Schooner built in 1913. It was great fun being in the parade of ships on such a wonderful ship.

Monday morning we were all off, starting the return trip.

It was a good reaching and downwind sail back to Port Ludlow. Goose and John Chille chose to duck into a well-protected bay called Mats Mats just short of Port Ludlow. They anchored out, and rejoined the group the next day. After a nice night in Port Ludlow with dinner back at the hotel followed by



Tom Luque blowing bubbles

Tom Luque movies projected on the bow of a big yacht, we settled in for the night. The next morning we headed out back to Kingston. After an overnight in Kingston, some pulled out in preparation to return home while others continued the return trip to Olympia, this time via Bell Harbor Marina in downtown Seattle. I needed to get home to go back to work so I hitched a ride with Dick Herman back to Olympia to get my truck and trailer, and then drove back to Kingston to pull the boat out. The group quickly dispersed returning to home or visiting friends and relatives followed a few days later by those continuing to Olympia. All had a great time and most vowed to return to future Northwest Messabouts. —



Puget Sound



(*Tomales* continued from page 1)

For the cultured Potter Yachter, the combination of sublime views, excellent sailing, and great food and drink, make this a trip one would rather not miss.

Among the many charms of the bay are the clusters of giant cypress, Douglass fir, and Bishop pines hanging



The essence of Tomales Bay in the morning

with Spanish moss. There are rocky coves with otters looking for a meal. Elk trumpet in the hills, while birds of prey fly overhead and the pelicans barnstorm the coast.

In short, Tomales Bay is a gem. To sit on the beach in near wilderness and watch the sun rise over the water in the east is really hard to duplicate anywhere else on the west coast. And that is why some of us try to make it to Tomales every year, and why I have made trips there every year since I got my boat, *Riptide*, in 1998.

This year, things started off with a **bang**; literally. While the “official” sail begins on Saturday morning, many have found this trip to be so pleasant that they extend it by arriving on Friday. Yours truly has come to this conclusion, and will always arrive on Friday, if at all possible. I arrived at about 1:00, and was greeted by Dan Phy. Nature intervened at this point in the form of a yellow jacket wasp which elected to sting me on my right pinky finger as I leaned on Dan’s truck. Dan was very sympathetic, noting that yellow jackets will do that.

The weather was, to put it mildly, windy. I would say gusts to 25, white caps all over the bay, and generally unfriendly to the seafaring sort. In fact, kayakers preparing to paddle to camp on the west side were told that conditions were too dangerous, and all tours were cancelled.

Dan indicated that he had elected to wait for conditions to improve. After all his open catboat is not the most comfortable in heavy chop. I did not think the conditions un-sailable, but I did think sailing in those conditions would very much resemble work, and require a reef to boot, so the idea of waiting to see if things abated appealed to me.

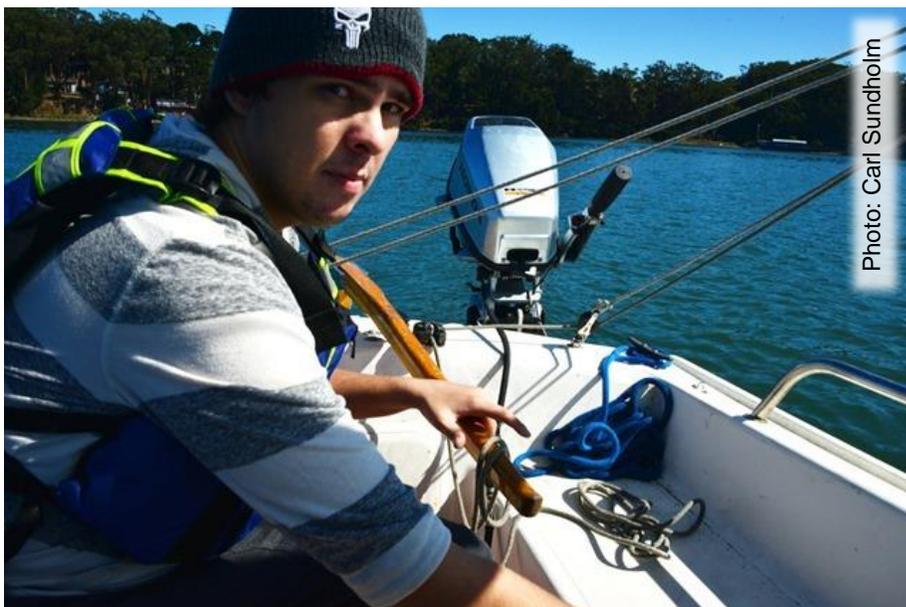


Photo: Carl Sundholm

*Dagmar*, with a Sundholm at the helm

I put some ice on my wasp sting, drank a beer, and proceeded to set up my boat. Just as I finished, George Corrigan and his wife, Rebecca, arrived with their Monte 15, *Upbeat*. They asked about our plans, and Dan and I shared our view of the situation, advising caution and talking about how preferable sleeping in the parking lot was to a rocky night on the water.



Photo: Phil Marcelis

George and Rebecca on *UPBEAT*

Next to arrive in short order was Rob Sampson with his trawler, *Mud Hen*. Rob parked right next to Dan and we had a very similar conversation about the conditions.

Shortly thereafter Rob decided to move his rig, and in doing so hooked Dan's bumper with the mounting for his trailer lights causing the bumper to be partially removed from the truck, which was the cause of the aforementioned **bang** that started things off.

This was unfortunate. Some duct tape was brought to bear on the situation and Dan's truck looked like it would make it home. I consoled Dan, saying that, "stuff happens." The commodore wasn't really open to consolation at this point but he too agreed that "stuff happens."



Photo: Phil Marcelis

The dinghy's "anchor" secures our intrepid explorers to the beach.

So it turned out that the wind, which had seemed to be abating for a while, got stronger. The consensus turned to staying ashore for the night, and Dan suggested dinner at Nick's about 5:00.

We executed this maneuver perfectly, and the five of us enjoyed a great meal. As we were getting ready to eat, who should walk into the restaurant but David White of *Wee Boat!* He had deduced from the boats in the parking lot that there were Potters about, and since they were not sailing, they were probably in the bar!

We all said, "Hi," and all opined (looking out the window at a much milder scene) that we would launch as soon as possible and go over to Tomales Beach and spend the night there. Dave left immediately to rig his boat while we finished our dinners and then proceeded to the launch ramp as well.

Dan and I launched first, and motored to the beach. Sailing conditions were moderate, but the light was failing. We expected the others to follow shortly after us.

We made it to the beach and landed our boats. During the course of our 25 minute voyage we saw



Photo: Rob Sampson

David mesmerizes his crew with superb fire-tending



Photo: Phil Marcelis

no other boats leave from the ramp. This was perplexing to me, as I expected George should have been able to follow us within 10 - 15 minutes of our departure, but we saw no one. As darkness fell I became concerned about George and *Upbeat* and set a strobe light on my cabin top facing in the direction of the ramp.



Some crew were a little more comfortable in tents on the beach

I peered into the darkness and was eventually rewarded with the sight of red and green running lights heading toward me. Soon George was in the anchorage and we were conversing by radio. It seems that Rob's boat got stuck in the mud and David also had issues launching. Eventually, Rob on *Mud Hen* and the captain and crew of *Wee Boat* arrived at the beach and we all settled in for what was (for me at least) a very restful night.

On Saturday we rose to a beautiful sunrise. Conditions were very calm; breakfast was melon, granola bars, and coffee. Phil Marcelis and his family arrived early on *Family Time* and began to set up a tent and generally take possession of the campsite. It was fun being on the beach, alone, without any kayakers. Boats continued to arrive including *Dagmar* with Carl Sundholm and his son and daughter as crew, and Kevin Crowder and the crew of *Aurora*.

All told there were 7 boats in the end. Most of us spent the morning sailing. Clamming seemed to be a favored activity among the young folks. I sailed up the peninsula north of Hog Island to within sight of Lawson's Landing. I had decided to go upwind under my smallest jib until it looked like I would have to reef. Then I would turn downwind and go back to camp. The wind built up to around 18 knots and control was becoming an issue, I jibed around to head back down the bay, when the snap



The author prepares to go for a sail.

shackle holding the jib sheets to the clew of the jib let go and I had a small triangular handkerchief blowing out in front of the boat in a most haphazard manner.



Kim cooked up breakfast burritos

I ducked into a small cove and got the jib under control, made it back to camp, and found everyone making preparations for dinner. This turned out to be very good; featuring oysters, pork ribs, and a variety of snacks and beverages.

After an evening around the fire we retired to our tents and boats and enjoyed an uneventful night.

The morning arrived with the threat of rain. A fire was started, and breakfast burritos were produced by Phil's wife, Kim, in an unending stream for all to enjoy.

We got rained on a little, and proceeded to start packing up. A ranger arrived to tell us that strong winds were expected in the afternoon, she was there for the kayakers who had arrived on Saturday, advising them that they should leave soon if they wanted to get back.

Everyone made it back to the ramp and all were able to retrieve their boats with only minor inconvenience caused by tree branches tangling with *Family Time's* mast.

Overall, the weather could have been better, and some activities better foregone. But it was surely a good time in the main, and I am already looking forward to the next trip. — 



Photo: Kim Marcelis

Building the "Crab-iseum" on the slight peninsula near camp



Photo: Kim Marcelis

To the Potter-Yachters,

I am sending you all a huge apology as well as a very big thank you. This note is coming by email although I have Patrick's Alameda address on the check. I wanted you to be able to easily let others know how much I and my family appreciated the Potter-Yachters' donation. You sent an incredibly generous check for \$100 in memory of your member, David Meredith, when he died in December of 2012. The record of your check has now turned up in a pile of old papers I was sorting. I am so sorry you never received a recognition and a thank you for this.

My husband David thoroughly enjoyed his time with you all - he could hardly wait for the times that came for sailing out - and he talked a lot about the pleasure he had with the Potter-Yachter group.

Sincerely, Idell Weydemeyer PS - I enjoyed browsing through your website!



## 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](mailto: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](http://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

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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*

