



The Potter Yachter

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

August 2022



Report: Monterey Sail: Grey but Glorious

Story and photos by Sharon Soule

Facebook has a habit of showing me memories from past years as I'm sure it does for you. During July, most of these memories are photos of sailing in Monterey. The earliest one this year was from 11 years ago! All Cruiser Challenges. All great sailing. So when I saw the empty space in this year's calendar in late July, I thought "Who needs a Cruiser Challenge? I just want to go sailing in Monterey!" (Continued pg 3)

Ship's Stores for sale. Order from Goose:
Show your colors! Fly an official Club Burgee on your next sail!

Burgees	\$25.00
Bumper Stickers	\$ 2.50
Patches	\$ 2.50
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>

Also in this issue:

Commodore's Corner	page 2
Events on the Horizon	page 3
Report: Monterey	page 3
Report: Union Valley	page 7
CCXXIII: Rules	page 9
Upcoming: Tomales Bay	page 13
Upcoming: Moss Landing to Monterey	page 14

The Commodore's Corner



By Phil Marcelis

Are you prepared? Every so often, I have to ask myself that. Having gone on multiple Messabouts and long sailing excursions, I'd like to think I've thought about and prepared for the major anomalies which might come up. But I find myself continually drawn to any articles about safety and preparedness for sailors. In one such [article listing the top ten tools](#) to have aboard, I was surprised to find that the only item I actually carry is an LED headlamp.

To be fair, though, the list started with a "magnetizer/demagnetizer" (so you can magnetize your screwdriver and hang on to screws) and continued with "an old inner tube (for making gaskets and getting a better grip)", "locking forceps", and "a block of wood", ending with "a stainless steel brush (for removing rust, surface prep, and much more)". Of course, you have to know what to DO with all these tools...

Which brings me back to the question: Am I prepared? It's great to have all the tools and supplies you need on the boat, but what about training? "Oh," I hear you saying with bravado, "I've been sailing this boat for YEARS, so I hardly need a class." Well, I recently found myself trying to dock in what I would call "rather a lot of wind". That bravado dissipates pretty darn quickly. I definitely need practice. I used to say, "Practice makes perfect" but then my kids relayed a comment that their music instructor fed them: "Practice is the act of repeating something over and over. Practice makes permanent... perfection requires correction."

That's a valid point, as I found while trying to leave and approach the dock a bunch of times in that awful wind. Not knowing how to correct whatever mistake I was making was pretty annoying. I was reminded of the time in Ayala Cove (Angel Island) when multiple boats tried picking up a mooring ball in a challenging current. Each captain must have approached the ball at least 5 times; doing it from exactly the same angle and with the same power, etc. My best guess is they were taught this approach on a calm day and just don't know why it wasn't working.

On to a little bit of "housekeeping"... I called the Oakland Yacht Club and confirmed that we can have our Annual Meeting in the Regatta Room on Sunday, Dec. 11. We can start showing up around 9:30am. They still haven't opened the upstairs for brunch, though. Please put the date **December 11** on your calendar and plan to attend.

Now I'll go back to re-reading some of those [Stories of Pottering](#)... I'm impressed with the Bill Teplow's preparation; this month back in 2002 he reached Hawaii. See the story: [Chubby Commutes to Hawaii, PYN Sept-2002, page 2](#).

Regards,

Phil



Club Events on the Horizon

potter-yachters.org/calendar**August 5-7****Half Moon Bay****Phil Marcelis**See [July Newsletter](#) for details.**August 19-21****Cruiser Challenge XXIII****Sharon Soule**See details pg 9 Sign up [here](#)**September 16-18****Tomales Bay****Eric Zilbert***Great family sail! Generally easy, often windy, overnight at anchor, in boat or on beach, or in tent with individual permit.***Sept 30-Oct 2****Moss Landing to Monterey****Bud Kerner***Come join the Potters for a round trip sail to Monterey from Moss Landing. Unlike earlier in the year, Monterey Bay is more docile this time of year. There should be moderate wind and no fog. For that reason, this is a sail for all experience levels. If you always wanted to try ocean sailing but were afraid to try it, this is the time. We will leave the Elk Horn Yacht Club in Moss Landing Saturday morning, overnight in Monterey, and Sunday sail back to Moss Landing.*

(Monterey continued from page 1)

And so we hosted a Monterey sail. We just returned from four glorious days of sailing in Monterey Bay. We had 5 boats and up to 8 people. Did I mention it was glorious? For those of you who couldn't make it—my condolences.



Bud Kerner and Gerry Nolan sailing in from Moss Landing on Cat's Meow

A synopsis:

Day 0—We arrived and launched late Wednesday night and got to bed about 12:30am.

Day 1—It started at 5:30am when the power to the marina went out and I was rudely awakened when my CPAP quit working.

Do we have a battery back-up for it? Yes. And did we leave the DC power cord on my dresser at home? Ugh... For those of you who don't require a mechanical apparatus to force you to breathe in order to sleep—my congratulations. We had a bleary eyed early breakfast and then discovered that the power was out in most of Monterey.

Soon, though, we met George and *Betty Sparrow*, his Sparrow 16.

(Continued next page...)

Attendees:

- Bud Kerner – *Cat's Meow*, WWP 19
- Dan Phy – *Six*, Montgomery 15
- George Wehrfritz – *Betty Sparrow*, Sparrow 16
- David and Sharon Soule' – *Nighthawk*, Balboa 21
- Mike Swartz – *Burgundy Splash*, WWP 19

George lives near enough to Monterey to launch, berth, and then go home at night to sleep in his own bed. Lucky George. We spent some time admiring *Betty Sparrow* and talking about many different aspects of sailing. Much of the discussion was about the weather report—which was a bit iffy for the next two days. That day's winds (Thursday) were supposed to be 15-25 with gusts to 30 and Friday's winds

were supposed to be 20-30 with gusts to 35. We were more concerned about the two who would be sailing over from Moss Landing on Friday, since we could always duck back into the harbor if things got silly. I put a head's up on the forum and hoped for the best.

Eventually, we put up our small jib and headed out to see what was what. It was wonderful. The wind was probably between 10-15 knots. We could have put up a bigger jib, but the small one was comfortable and not underpowered. After a quick turn around the mile buoy, we spotted a stationary whale watching boat and did our best to chase it down. And while we got tantalizingly close, saw some spouts, and even a breach in the distance—alas, the whales, and boat, turned out to be just a wee bit faster than we were and we watched them slowly edge off into the distance.

So we took another lap around the bay because we were enjoying ourselves so much. We discussed and mapped out the course for the upcoming [Cruiser Challenge](#) and took way too many photos of buoys. Finally we headed back in to cap the day with dinner at the Indian restaurant.

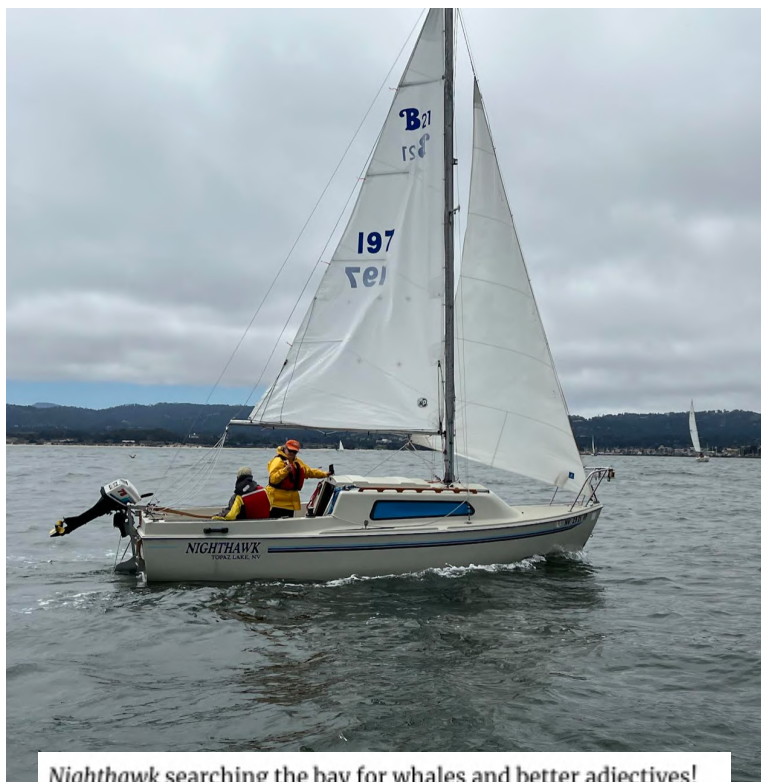
Day 2—We planned to head out around 10 with Mike Swartz on *Burgundy Splash*, but when he hadn't gotten to the marina by 11 (poor guy had work to do), we headed out to meet Bud Kerner and Gerry Nolan on *Cat's Meow* and Dan Phy on *Six*. The forecast had moderated and they were on their way from Moss Landing. Conditions were lovely. There was a swell of maybe 4-6 feet and the breeze was probably 10-15 knots again. There was a cross swell that cropped up just enough to make life interesting. We met



them about 3 miles from the harbor and sailed back in to find Mike sailing out to meet us. We headed in to have lunch. Dan, Bud, and Gerry were all ready for naps, so Mike jumped on *Nighthawk* and the three of us went back out for more sailing. The day had started out grey, but the sun finally broke through to light up the bay—beautiful.

With David on the jib, Mike on the main and me on the tiller, we were a force to be reckoned with. We spotted a Catalina 22 headed in our same general direction and began stalking them. About the time they conceded the “race” and turned back (or, you know, headed back to the dock) we spotted another whale watching boat. The race was on again! *Nighthawk* was often sailing her own course, sporting along over the jumbled up waves—she was left to her own devices as we were too busy craning our necks to try and spot the whales. But even though we caught up with, and even passed, the whale watching boat this time, the wiley whales again eluded us. From half a mile away, we could see them frolicking with abandon—all spouts and flukes. Up close, they were nowhere to be seen.

We reluctantly returned to the marina and the group had a nice dinner at the London Bridge. Bud suggested we should sail out to Point Piños the next day. (Continued next page...)



Nighthawk searching the bay for whales and better adjectives!
Photo credit: George Wehrfritz

It also turned out that the Santana 22 Nationals were being held by the Yacht Club on Saturday and Sunday. We spoke with several sailors about their plans so that we could avoid accidentally interfering with them over the next two days.

Day 3—George and his wife, Diana, came out to sail Saturday morning on *Betty Sparrow*. Bud and Gerry went searching for a local museum they thought would open at 10, so the rest of us decided to sail for a bit, then come back in for lunch. David and I put up our 110 jib since the forecast was for lighter winds. At the risk of repeating myself, conditions were glorious. Winds were 8-10 knots. Waves were rolling along nicely and seemed to have settled on one basic direction. It was grey again, but the sun soon lit up the bay as we rambled around. We sailed the CC course again to show it to George and Dan, then headed in for lunch as the Santanas began to gather for their first race. Mike provided a hot dog lunch aboard *Breezin'*, his Cal 27.

After lunch, George and Diana headed home and the rest of us headed for Point Piños. With our 110

up, we reefed to stay within range of the smaller boats. We kept looking for Mike and finally spotted *Burgundy Splash* leaving the marina as we approached the mile buoy. We hove to, to allow everyone to catch up, then continued towards the point. Not long after, though, we looked back to see *Cat's Meow* and *Six* headed back towards the marina. Our lovely day got dark and grey again as if the wind gods were trying to tell us something. But *Burgundy Splash* was beginning to catch up, so we shook out our reef and continued our pursuit of the elusive buoy.

If you've ever rounded the Point Piños buoy, you know that it generally lies along a spectrum from "it was crazy!" to "it _____ sucked!" Once you sight the buoy, you think "there it is" as if "there it is" is synonymous with "almost there." It isn't. The currents and the wind are such that everytime you appear to be getting closer, the gremlins of the sea appear to have moved the buoy just a little bit farther to the left. You tack on a line to the buoy and think it will be the last tack, then despair as you watch the distance between you and the buoy magically increase. Noooo...!! Tack again. Lather. Rinse. Repeat.
(Continued next page...)



It also doesn't matter what the waves are doing in the inner harbor, they will be attacking you from 16 different directions the closer you get. And the wind. It might blow... from some direction... or it might not. Starboard tack—wind on. Port tack—wind off. Huh?

At one point, it occurred to me to ask David if we shouldn't just go *farther* than the buoy and then head back without actually *rounding* the buoy.


"Oh, no, we're rounding the buoy," was his reply. Mike was clearly just as determined to round the doggoned thing. That was the plan! That's what we were going to do! Silly me. It also occurred to me that Bud, whose idea it was, was probably back at the harbor by now, with Gerry and Dan, sipping a gin and tonic.

In the end, we won the race against the gremlins. They could go back to telling the whales to stop frolicking whenever we approached. We were rewarded with 3 miles of glorious downwind sailing back to the harbor. (Did I say the g-word again? I need a new adjective). By the time we got back, the G&T's had long since been sipped and the others had ditched us for dinner. We tried to get into Rosine's, but weren't willing to wait for a table. We wound up eating at Turn 12 which I think we can all recommend for the burgers and Pliny the Elder.

Day 4—The Moss Landing boats were headed back on Sunday, and we chose to escort them. George came out by himself, so Mike joined him on *Betty Sparrow*. It was the calmest day yet. We left the harbor thinking it was going to be a real motor-fest and feeling sad for the Santana 22s who were preparing to race again. And then, magically, the wind came wafting softly in and the ocean surface took on the appearance of gently rolling hills. We hoisted our biggest jib and were able to sail immediately outside of the harbor. The wind slowly built to around 10 knots as we sailed. It was beautiful, exquisite, charming and attractive (there).



After about 5 miles, we bid fair winds to *Six* and *Cat's Meow* and headed south. We *thought* we were going to play around the buoys in the harbor again for awhile. We also thought we might head in for lunch, then back out again later. Haha! Our incoming course took us near to the racing Santanas. It was fun to watch them race, but the wind started to get weird and shift. We would think "we're not in their way" and then, oops, have to tack away to stay well clear of them. Surely, the next tack would take us to the harbor entrance. Nope. We'd be headed for the commercial building on wharf 2, then the beach, then the rounding mark on their race course (again). So we'd tack away (again). George put it the best when he said "We felt that, perhaps, we needed to downgrade our expectations." After far too many tacks, we finally made it to the mouth of the harbor, pulled the sails down and motored in.

In 4 days of sailing, we never once had a happy hour and I found myself with all of the happy hour goodies I had brought along untouched. There was nothing to do but feed the four of us lunch on *Nighthawk* and try to eat them all in one fell swoop. We decided that further sailing was probably unnecessary and declared it a successful event. David and I enjoyed four days of cool, grey, damp and windy and five nights of respite from the relentless Nevada summer. George found a place close to home where he can launch and work on his sailing skills. Mike got to exercise Burgundy Splash and have some good company for a few days. And the only disappointment was that the museum did not, in fact, open at 10, so Bud and Gerry didn't get to see it. But the sailing was glorious! — 

After action: Union Valley Reservoir

Story and photos by Kevin Crowder



B Frank anchored in the morning mist



We had great weather and very good wind on Friday and Saturday. Sunday winds were a little light but we could still sail. Sunday smoke from a fire, we think in Truckee, filled the valley.


The lake was up but the dock was not. Its Gide system had broken. So we had to work together to launch and retrieve.

Dan Phy arrived first on Thursday I believe, with his Scamp *B Frank*. On Aurora with me was Jim Hunt and Constantinos.

(Continued next page...)

Attendees:

- Dan Phy – *B Frank*, SCAMP
- Kevin Crowder, Jim Hunt, Constantinos Laliotitis – *Aurora*, Compac 19
- Dave White and Son – *Wee Boat*, WWP19

We did meet up and talked to Dave White and his son. They were there with *Wee Boat*. They did not get into the water. Decided the launch then beach routine was not what they wanted to do. Wonderful sailing and weather. Nice to have some water to sail on. — 



Aurora at rest—Union Valley 2022

Officer's Club

Commodore:
Phil Marcelis
Catalina 22, Merri Time

Vice-Commodore:
Jon Barber
Montgomery 17, Ol' 44

Newsletter Editor:
Sharon Soule'
Balboa 21, Nighthawk

P-15 Fleet Captain:
David Bacon
P-15, #2636, Ah Tiller the Fun

P-19 Fleet Captain:
Eric Zilbert
P-19, #629, Riptide

Webmaster:
Phil Marcelis

Secretary/Treasurer:
Jim "Goose" Gossman
P-19 Regale

Website:
www.potter-yachters.org

Facebook:
[PotterYachters](https://www.facebook.com/PotterYachters)

Cruiser Challenge XXIII

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.
 2. Division B, medium class: 15’1” to 19’11” LOA.
 3. Division C, small class: 15’ LOA or less.
- IV. There won’t be specific race start times. The course will be open from 9:30 am to 3pm. Competitors may sail the course as many times as they choose between the hours of 9:30 and 3.
- V. Race protocol:
 1. Each competitor is responsible to carry a cell phone or other device that can take a time stamped photo. (Most cell phones and digital cameras automatically collect this data. The time stamp does not have to appear *on* the photo.) You will need to show the timestamps on your photos to the referee on the dock to get an official time. If you don’t know how to find the timestamp on your photos, don’t be afraid to ask. This is something you may want to practice prior to the event.
(Editor’s note: looking at time stamps is one of the problematic aspects of this event. We were hoping to have you text or email the photos to me, but we haven’t figured out how to find the original timestamp when doing that. Instead, my phone says that the timestamp is whenever you sent it to me, not when you originally took it. If anyone in the club knows of an app or way to do this, please contact me as it would greatly simplify things.)
 2. All competitors will be responsible to take their own “start” and “finish” photos at the correct buoys.
 3. The cutoff to submit times will be 4:00 pm. Times must be submitted on the dock in Monterey, not while on the water (not even sure how that would work).
 4. The race will be run on the honor system. Each competitor is responsible to sail the course in the correct order and round all buoys properly.
 5. Competitors should take their start and finish photos as close to the buoy as possible (within one or two boat lengths) without using telephoto or any other type of enhancement. Again, this is supposed to be for fun, so you are on the honor system not to cheat.

Safety Warning: Be extremely watchful in the Municipal Wharf area. This is a common place to encounter Kayaks, SUPs, foiling kite boarders and even the occasional swimmer. There are also moored and/or anchored boats and it is a popular place for most boaters to drop sails to head in to the harbor. It is YOUR responsibility to avoid them, not the other way around!!

VI. The course. The course should be familiar to anyone who has done the Cruiser Challenge before. The start buoy is the MY1 yellow buoy that is just offshore from the Monterey Tides Motel. From there, you round the mile buoy, then finish at the yellow X buoy off of the Municipal pier.



1. The start buoy is yellow and marked MY1.
Example photos are provided. All are acceptable as the M, Y, and 1 are visible.

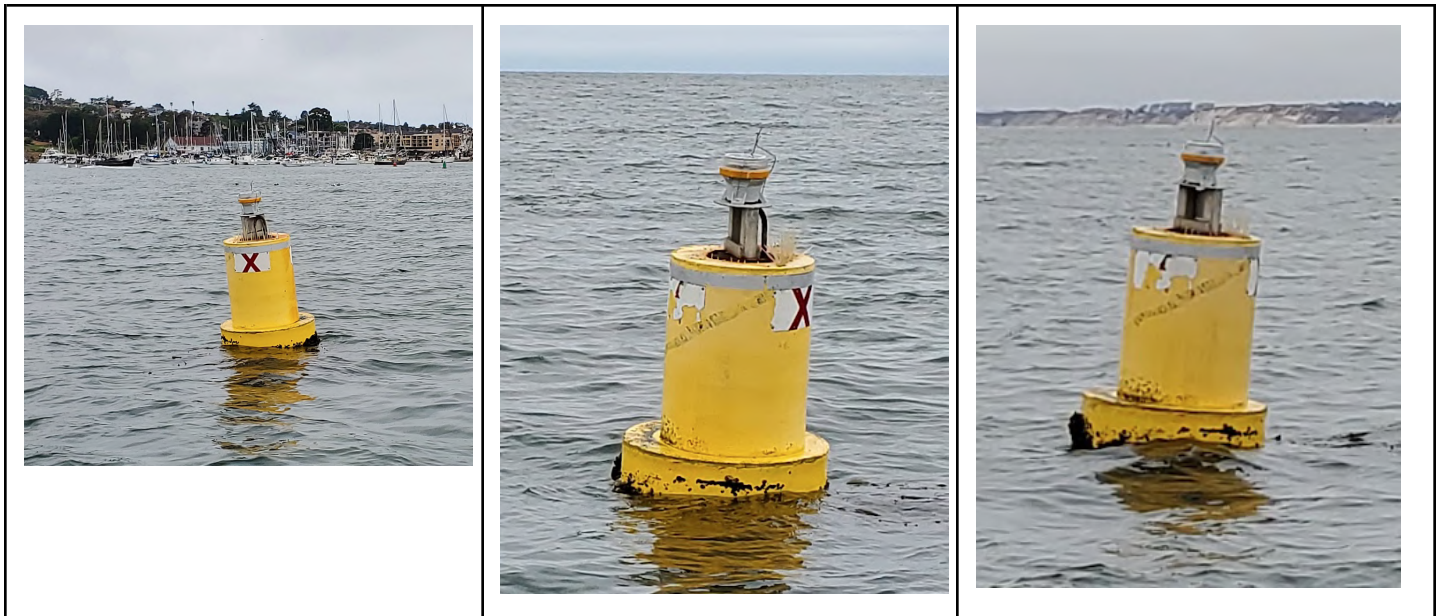


2. You must round the mile buoy, but don't need to take a photo of it.
3. The finish buoy is marked X.
There are two yellow buoys off of Municipal Wharf 2.
The finish buoy is marked with an X, and is the one farthest from the wharf.



Example photos of the X or “finish” buoy

Notice that the X is not visible on all sides. Do your best, but we can compare photos if we need to, to verify your photo is of the non-visible X side.



In this photo, you can see the X buoy with the W buoy visible in the distance, closer to the pier. Photos of the W buoy will not be accepted.



VII. Radio use is encouraged. The frequency will be 69 unless otherwise announced at the skippers' meeting. That said, please only use the radio for clarification purposes.

VIII. A skipper may use the boat's motor up to one minute before the start. It is the skipper's responsibility to stay clear of boats under sail and to stop the motor one minute before rounding the start buoy and taking your "start photo."

IX. Safety, as always, should be your number one concern.

1. There will be a skipper's meeting on the dock at 9am.
2. Sailors should know their boats and understand their abilities. Wind in August can sometimes be strong and/or gusty. Participants should be able to shorten sail and know when it is time to drop sails and motor.
3. All buoy roundings should be to port. i.e. Pass with the buoy on the left hand side of the boat. This is to help to avoid collisions. Follow rule II.5. when rounding buoys—basically, give the right of way to the boat that is closer to the buoy.
4. Monterey Harbor is a busy place, used by residents, tourists and commercial ventures. Whale watching boats are large and move fast. Just because you technically *have* the right of way doesn't mean you should be playing chicken with the whale watching boats.
5. Dive boats are often present, especially near to shore. DO NOT approach a dive boat. They should be flying a dive flag if they have divers down. The flag is a red rectangle with a white diagonal stripe.
6. Kayaks are slow and usually inexperienced. They are low to the water and sometimes hard to spot.
7. Be aware of what is happening around you! The "race" is meant to be a fun way to test our boats and sailing skills, not the America's Cup.
8. Review and be fully aware of the basic right of way rules.
9. Remember that you are representing the Potter Yachters out there, so please sail courteously and help to build our reputation as a polite and skilled group of sailors.

X. Special **Cruiser Challenge XXIII** racing rule: HAVE FUN!

If you haven't already signed up, here's the [link](#)

Participation in Potter Yachter events is subject to the guidelines published in [Jan-Feb 2022 PYN](#), page 3.



Upcoming: Sept 17-18, 2022

Tomales Bay Overnight

Sailhost: Eric Zilbert

Tomales Bay is an outstanding sailing locale. The long narrow bay presents varying views of beautiful coastal hills, forests, and mudflats. Elk, deer, and otters are regularly observed in this area, along with some very mischievous raccoons. We generally have a beach party that includes a potluck dinner and barbecued oysters. This trip is for intermediate to advanced skippers. You need to know how to beach your boat and/or anchor out. There are no docks for overnighiting. There is no potable water available. We do not have a permit for camping on shore this year. Everyone needs to be prepared to stay on their boat. In recent years we have seen some pretty extreme winds, and have even canceled the sail due to weather. That said, it can really be a wonderful trip when the weather cooperates.

We will launch from the Miller Park boat launch at Nick's Cove on Saturday Morning. The fee to launch is \$5.00 (plus \$5.00 for overnight parking in a space in the parking lot). Parking has been a problem when there are events happening in the area, but generally, we all find a space. There's also an unpaved overflow area above the paved lot. We have ferried people to overnight parking along Hwy 1 in the past, and it seems to work well enough.

The cove where we generally stay is one cove south of Tomales Beach on the coast guard chart. It is called Tomales Beach by the park service, and has pit toilets we may use, though regulations **require a porta-potty on board** to overnight in Tomales Bay. It is unlikely that we will be able to build a fire, we will know more just before the event, if fires are allowed we will need some folks to bring wood. If not, a couple of us should bring grills and charcoal. Look for updates on the Trailer Sailor web page.



David White and Don Person at Miller launch ramp

ABOUT THE AREA

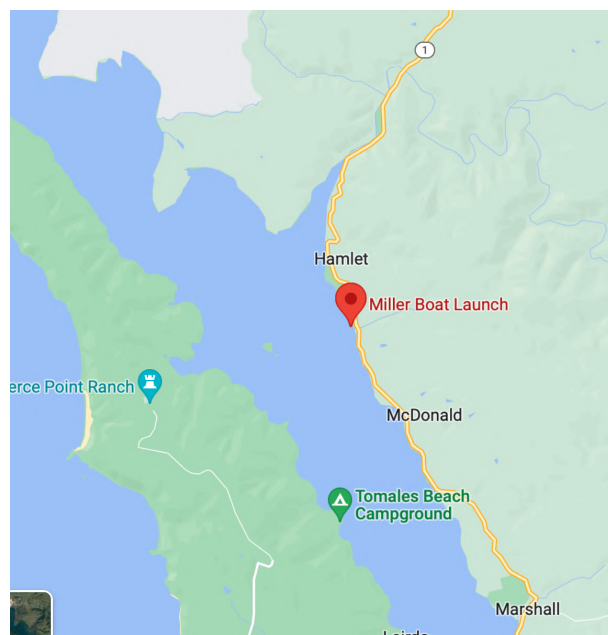
Leaving from Nick's Cove, sailors seeking the channel on the west side of the bay going north should be aware that the bay is quite shallow on the east side north of Hog Island.



The entrance to Tomales Bay is a legendary hazard due to large sleeper waves that may break in the entrance. Transit the area quickly and don't anchor there. For more information about Tomales, see:

<http://www.dbw.ca.gov/pages/28702/files/TomalesBay.pdf>

Tomales Bay is fairly shallow south of Marshall. The west side of the bay is deeper and with the predicted tides you should be able to get to the southern end of the bay at any time other than the early morning lows. Be sure to stay to the western side of the bay.



Upcoming: September 30th - October 2nd, 2022

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 1st 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 2nd, if the weather holds, otherwise we will shuttle our trailers from Moss Landing to retrieve and derig in Monterey.



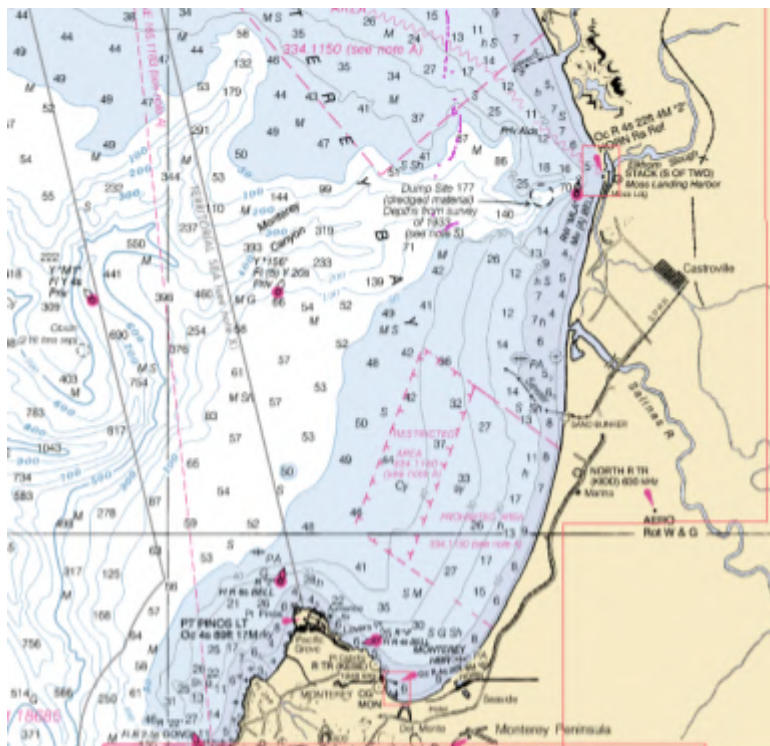
We will plan on gathering in Moss Landing on Saturday, Oct. 1st so we can all be in the water by 10 am. Usually the morning breeze starts to fill in at this time. The sail is approximately 13 NM, and we should be in Monterey by about 4 pm. The [Elk Horn Yacht Club](#) has given us permission to use their 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 Thursday September 29th 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 or you can use a credit card at the new pay station. 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>



Ahoy!

Santa Rosa Sailing Club 2022 Tomales Bay Regatta

We are finalizing permits and plans to hold our regatta this year.

Not on Labor Day weekend, but the weekend after
September 9th to the 12th (Friday through Monday).

Camping on the beach, sailing, racing, all the usual hijinks.

We will have regatta documents and signups available soon.

Bill Daniel will continue as Regatta chairperson this year.

Please email questions to Bill: bsdaniel@aol.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. As of 2022, Annual dues are \$50 per family.

Make checks payable to "Jim Gossman", or use PayPal to treasurer@potter-yachters.org, or use the link <https://www.paypal.me/PhilMarcelis/50> and include "Potter Yachters Dues" in the notes.



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

Send your payment with your name and address to:
Jim 'Goose' Gossman
865 West I Street
Benecia CA 94510

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.



'Goose' Gossman
865 West I Street
Benicia, CA 94510

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

