



The Potter Yachter

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

May 2023

Report: Richmond to Alameda

By Eric Zilbert Photos by Phil Marcelis



And so it came to pass that what was planned to be the third Potter Yachter outing of the year was transformed into the second, and the first to have more than one boat out on the water.

While 9 boats had the intent of taking part in this trip, only 4 made it. This included me on *Riptide*, Jon Barber on *Ol' 44*, Mark Sabin on *Half Fool*, and Phil Marcelis with *Merry Time*.

I stayed at the docks in Richmond Friday night along with Mark Sabin. We had an enjoyable walk, as we discovered that by the time I had set up and launched, all the restaurants had closed. We spent a pleasant night in the marina. The others arrived Saturday and set up. I was lucky to have a crewperson *par excellence* in Ed Hultgren. Phil also showed up with Alan Koepf as crew. We were out of the inner harbor by 10:30.

(Story continued pg 10)

Please renew your [membership](#). (Dues \$50/family)

Mail a check made out to Potter Yachters to Goose Gossman, 865 West I Street, Benicia, CA 94510

Ship's Stores for sale. Order from Goose:
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Visit: <http://www.cafepress.com/potteryachters>

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The Commodore's Corner



By Phil Marcelis

The month of May has three opportunities for Potter Yachters to get together for group sailing events. The Poker Regatta sounds like it'll be a ton of fun, Morro Bay has the potential to be exciting or serene, and Rio Vista to Antioch will undoubtedly be a blast. We're really very lucky to have such a diverse sailing area; from protected waters in the Delta, to the somewhat more boisterous San Francisco Bay, and further out to easily accessible offshore areas like Half Moon Bay and Morro Bay.


Because I still haven't gotten my rigging time down to under an hour and it takes two people to put the Catalina's mast up, I like to put my boat in the water a day or two before the scheduled event and retrieve a day after. In months like these, I'm tempted to think that there are too many sails on the calendar and, especially for the bigger boats which take some time to rig and derig, I can understand that it might be hard to make it to every event. But having sailed the last few times with another Potter Yachter as crew and having sailed on another Potter Yachter's boat as crew myself, I'd like to suggest that option to others. I touched on this in a previous Commodore's Corner, but it bears repeating. Especially given my boat's current condition (see photo), I'm thankful to have had many offers to be crew for the Potter events I'd otherwise miss.

Merri Time is up on blocks at Berkeley Marine Center getting her bottom painted in preparation for spending a significant amount of time in a slip, ready to go sailing at a moment's notice. (Initial estimates of two weeks for the arduous task of sanding it down and applying a barrier coat before two coats of bottom paint may have been optimistic, as I suspect I got in the queue a bit late this



season). It was no problem getting a slip in Berkeley Marina, although space for the trailer has proven more problematic. I'm on the waiting list for dry storage in Berkeley Marina, but after a little back-and-forth with a place in Santa Rosa (and with Potter Yachter and existing tenant Alan Koepf's help) I was able to secure a space at less than half the price. The trailer ends up an hour's drive away from Berkeley, but most of the time the boat will either be in the slip or on the road to another destination where there's transient parking for the truck & trailer. I think it'll work out and prove to be much cheaper in the long run.

Regards,

Phil — 

Club Events on the Horizon		potter-yachters.org/calendar
May 5-7	Stockton Sailing Club Poker Regatta	Mike Kennedy/Jon Barber
Sail the San Joaquin. Assemble the perfect poker hand. Maybe win a jackpot!		
May 20	Delta Doo Dah Kick-off (Richmond YC)	Not a Potter event
The Delta Doo Dah is a do-it-yourself summertime cruising rally on the Delta. Enjoy meeting and socializing with fellow fleet members.		
May 20-21	Morro Bay	Pete Evans
Launch at the Morro Bay launch ramp and stay at the Yacht Club. Depending on wind and tides, this can be an intermediate sail.		
May 26-28	Rio Vista-Antioch	Gerry Nolan
Depending on wind and tides, this can be an intermediate to advanced sail. Launch in Rio Vista and sail to Antioch via Three Mile Slough and the San Joaquin River. Overnight in Antioch. Return to Rio Vista via Broad Slough and the Sacramento.		
June 3	Redwood City (Westpoint Harbor)	Phil Marcelis
Join the Potters for a daysail to the wreck of the Thompson. Bring snacks for the afterparty at the docks.		

Come South and Sail Morro Bay

Sailhost: Pete Evans


It's time to head south! Join me in Morro Bay! Launch on Friday, May 19th or Saturday, May 20th. Our illustrious Commodore sent a letter to the [Morro Bay Yacht Club](#) and secured their 170' guest dock for Fri thru Sun.

My contact information is correct in the latest Membership Roster, so bring that with you in case you need to contact me.

If anyone has any problems on the way down, call me and you can come to my house in San Luis Obispo for repairs at my modest shop and stay here, if needed. I am about 12 miles from Morro Bay on Hwy 101. (And in case the day is a wreck, all can come to my shack for revised options! I'm on a casual street that could support many cars with trailers.)

The boat ramp launch & parking fee is \$10 cash (or more with credit card). The yacht club is about ½ mile north.

It should be noted that conditions outside the harbor may not be suitable, so we'll keep a weather eye and play it by ear.

The [yacht club's website](#) indicates that the bar is open on Friday evening from 6-7:30. There are also other restaurants within walking distance of the yacht club. See you there! Pete — 



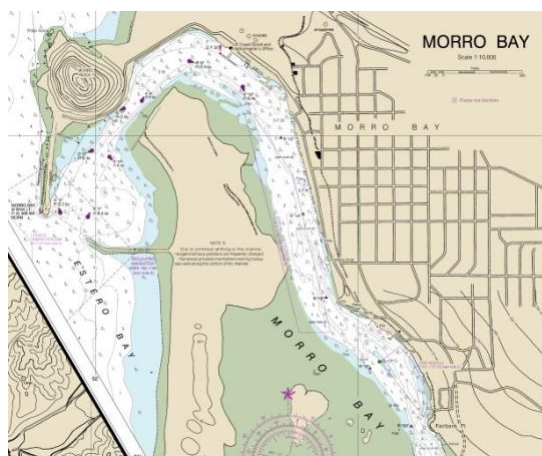
[Directions](#) from San Luis Obispo:

Hwy 1 north exit Morro Bay Blvd., straight through traffic circle, left on Main St., right on Marina, left on Embarcadero, runs into parking lot with launch ramp.

Self-serve pay station near the ramp.

NOTE:

Taking Hwy 41 West from Hwy 101 is NOT recommended. It may look shorter by about 12 miles but it is a murderous road.



Upcoming: Rio Vista to Antioch Overnight—May 27th and 28th
Join us on the Delta
Sail Host: Gerry Nolan




Join us for a two day sail from Rio Vista to the Antioch Marina, via Three Mile Slough and the San Joaquin River along the east side of Sherman Island. Three Mile Slough will require a bridge opening where coordination of the fleet will be important. The sail to Antioch is an approximate 15 mile down river course. We will depart at 10 AM Saturday. We will overnight at the Antioch Marina, where Potter's will need to make prior arrangements for slips, keys and showers by contacting the [Antioch Marina](#) or booking through Dockwa.

Rio Vista city launch ramp provides parking (\$14 first day includes launch and parking; Sunday is a \$5 charge).

Pay-as-you go Saturday 6 PM dinner at world famous Humphrey, (no longer Humphrey) now [Smith's Landing](#).

Departure back to Rio Vista will be on Sunday, May 28th at 10 AM. We will travel through Broad Slough, west of Sherman Island and up the Sacramento River. Charts and course materials will be provided.

See you there! — 

Directions to the public boat ramp in Rio Vista:

-From Antioch: Take Hwy 160 North to Hwy 12 West
 -From Hwy 5, go towards Lodi, then take Hwy 12 west

**Once on Hwy 12 west, continue over Rio Vista Bridge, then follow signs to Downtown Rio Vista making a hairpin turn right onto Hwy 84, and immediate right at N Front St., continue until Montezuma Street and turn left toward the ramp.*

-From the West, take Hwy 680 or Hwy 80 toward Fairfield, then take Hwy 12 east.

**Once on Hwy 12 east, continue until N Front St (Just before the Rio Vista Bridge) and continue until Montezuma Street and turn left towards the ramp.*

Winter Carnage!

On the recent Richmond to Alameda sail, Commodore Phil snapped some photos of the damage that had been done to our sailing community by all the storms this winter. Hope these were insured!



Upcoming: Redwood City – Fri-Sun, June 3-4, 2023

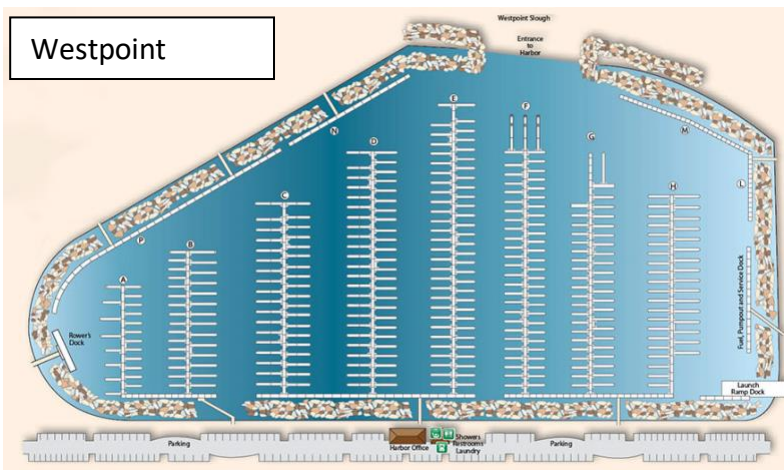
Sail out of Westpoint Harbor

Event Contact: Phil Marcelis




All members are invited to join the Potter Yachters on Saturday, June 3 in Redwood City for a day sail. Some folks may want to arrive Friday and stay in a slip at Westpoint Harbor through Sunday. Call the harbormaster or use Dockwa to reserve slip space for \$1/ft/day. That's what I intend to do. If you choose to go through the harbormaster, you can fill out a [reservation form here](#).

You can launch at Westpoint Harbor and pay in the office. It's \$10/day for launch and parking. If you drive in without a trailer, make sure to stop by the office for a visitor pass. If you pull up and find there's not enough parking there, you can launch at the Port of Redwood City where there's plenty of parking and a nice ramp.



The plan is to be rigged and ready to sail out of Westpoint Harbor at 10am on Saturday. We'll head over to the wreck of the Thompson to anchor for lunch and then return to Westpoint Harbor that afternoon for BYO snacks at the dock. We've requested the party barge again this year, which should have a small fire pit, comfy chairs, and a gas BBQ.

See you there! — 

Two launch ramp possibilities:

- 1) [Westpoint Harbor](#) ramp
101 Westpoint Harbor Dr., Redwood City
- 2) [Port of Redwood City](#):
601 Chesapeake Drive, Redwood City
Ramp Hours: 24 hours a day/7 days a week

Directions to [Boat Ramps](#)

Get on Highway 101 headed for Redwood City:

- take **exit 408** Woodside Road/Seaport Blvd.
- take Seaport Blvd. (east towards the Bay)
- continue on Seaport Blvd. thru the stoplight
- for Port of Redwood City Ramp:
turn left on Chesapeake Drive
follow it to the end where there will be a parking lot on your left and the ramp with the permit dispenser on your right.

Park in the lot, pay the \$5 ramp fee and leave the receipt on the dash in your car with the trailer and you're good for the day. We've been buying additional tickets for every 24 hours we're parked. That seems to be acceptable.

- for Westpoint Harbor Ramp:
continue on Seaport, turn right on Seaport
go over the many speed bumps
turn right on Westpoint Harbor Drive
continue down the road to the ramp

Participation in Potter Yachter events is subject to the guidelines published on page 3 of the Jan/Feb issue.

More photos of sadness by Phil Marcelis



THE GENTLE ARTIST

A Conversation with Dave Bacon by George Wehrfritz



One of his books is a cult favorite in our trailer-sailing tribe. The other, an epic of one man's struggle to tame wind and tide in the Sea of Cortez piloting a wooden boat befitting the 19th century. Dave Bacon is a skipper's skipper, who (with some trepidation) went to the dark side at age 62 when he purchased new from the factory a P-15 made of fiberglass. "The real boats are the wooden boats," he says, reflecting a mindset that still lingers. "As it worked out, the Potter was the right boat, for sure."

Dave describes its attributes like

*he's ticking off boxes. Cruise-worthy, able in shallow waters, very trailer-able, easy to sail, well-made and affordable to own—check, check, check, check, check. Dave has cruised his P-15 with The Usual Suspects and won races that include a Cruiser Challenge victory (small boat category) while captaining Dan Phy's Monty 15 in 2016 and claiming first on corrected time at the Sail Havasu Distance Out and Back race in 2009, beating more than sixty other trailer sailors and shocking all in attendance. His how-to guide, **The Gentle Art of Pottering**, has made all of us better in the small boats we love.*

Dave, now 81, plans to sail with the club this year and has begun converting his P-15, Ah Tiller the Fun, into a motor-cruiser and picnic boat. He spoke by telephone from his home in Pacifica. Excerpts:

You describe pottering as a "gentle art." I sailed recently in Richmond in light winds and calm seas but still came home with a cut on one hand and a bruised left shin. So I have to ask: What's gentle about sailing micro-cruisers and how did you pick that phrase? Well, I just like the idea, and probably referring to the easier way of doing pottering.

As opposed to what I'm doing ... It does take time. The art of sailing is intuitively knowing what comes next and doing it the easy way.

When you're at the helm practicing this gentle art, is it like meditation or are you always going through Task A, Task B, Task C in your head? It never really gets to be second nature for me. When it does, I'm usually not thinking about something I should be thinking about. As far as the tiller goes, that's all instinctive muscle memory. Main sheet, the same way. But the way the boat is set up, taken down, put on the trailer – those are all systems. It's a choreography to getting the boat broken down and ready for the road. Getting it into the garage. Those are all steps.

Did you sail as a child? I started building models from scratch using information in yachting magazines. My parents took an interest, and one day my mother said: "Would you like to sail on a real boat instead of building models?" I just about did a back flip. Yes! I had to get the boat first. It took a year and a half to save enough money to buy a kit. And my father said: "I'll only work on it when you're working on it." So, we worked on it together and launched it in, I think, 1956. It was an El Toro.

That's great. I was about 13 then. My father would take me out to Lake Merced in San Francisco, to a club there with a lot of people my age. In my first race there were, I think, 34 boats. And I finished second from the last. (Continued next page)

Not a gentle kind of a boat. Absolutely. Before I sold it, I capsized it, and the next dingy, which was 10 feet, I capsized too. Moving too fast, being too careless. Not thinking through what I was doing. After that there was no capsizing until I built a sailing canoe. I got older I got a larger boat. Cruising is what I wanted to do. At heart I am still a cruiser.

What was your first cruiser? A Nordic Folkboat. All wooden, 25 feet. My wife Judy and I were sailing out of Sausalito across the bay to Saint Francis Yacht Club on Wednesday nights to race in the Woodies with the Bears, Folkboats, Knars and ICs. It was a bit of a hassle even though we were young and had a lot of energy.

Finally, one day we didn't have a crew and were sailing across the bay with a couple other Folkboats. We looked toward San Francisco—you couldn't see it for the fog. There was the hooting of ship horns, and then we looked on the port side and there was sunny Raccoon Straits and Angel Island. So we just peeled off, and the other crews were shouting "Where you going? The race is over this way!" We went down and anchored in what was then Hospital Cove and watched the deer grazing on the grass and had dinner and then sailed back. It was a much better time.

Also, boats would come for the Woodies from all over the bay, do their start, finish the race, and go back. There really wasn't any socializing like there is with the Potter Yachters. We sailed the Folkboat all over the bay, some in the ocean, and in the delta up to Sacramento. Being that we were teachers, I'd work on the boat until about August, and off we'd go, towing a dinghy behind us. And we wouldn't get back until September.

Still in the Folkboat? Yes, but it was a leaky old thing, and we'd get wet coming back down through Suisun Bay. We found a square meter boat called a Spidsgatter—also 25 feet but had a 9-foot beam and the mast stood about 45 feet. A lot of sail area, but it was a great boat. It had a troubling engine, so we took it out and sailed without one for years. Sometimes it would take us as many as 3 days to get into the delta. Other times, we could leave early in the morning from Sausalito and by the time it was orange in the west we'd be putting down the anchor in Potato Slough. It was a simple boat—kerosene lights, a big, long oar for sculling and no engine. The next boat was a schooner. Its sparred length was 45 feet from boom to bowsprit. I didn't really want to buy it but my wife and her family got really excited, so we did. It had a lot needing done. I think the original caulking was in the boat when we got it. It was launched in 1932, and we got it in 1977, I think. It was an honest boat.

About these old wooden craft. You see them around. A lot of marinas don't accept them anymore. Well, San Francisco is not really a wooden boat center. You have to go to Port Townsend in Washington for that. What happens is, once these boats get beyond 30-40 years old they need some really serious rebuilding, so they can be expensive.

What I think about wooden boats is that they're just better than fiberglass boats. There's a tradition about them, the way they are put together, all those hundreds of parts and pieces. I wrote about it in my other book, *Sailing from Behind the Curve*.

Talk about that project. The schooner got to be too much, so I sold it and bought a Bear Class sloop built in 1947, which was 22 ft 11 inches, displacement 5,500 pounds. In 1981-82, I left Sausalito, sailed down through the Channel Islands and onward to San Diego. Then, down the coast of Mexico to Cabo San Lucas, and from there to La Paz and the Sea of Cortez. I sailed all the way up to San Filipe, which is almost in the Colorado River delta. (Continued next page)



The rules for the cruise were: I would sail single-handed with a sculling oar and no engine, and I'd use kerosene lights. I had a really big anchor (55 pounds) that proved to be quite successful. I never thought it was too hard to pull it up in the morning, and I'd anchor every night because the Sea of Cortez is a dangerous place to sail [in darkness]—currents faster than the boat could sail, lots of islands, shallows, reefs and that. No light if there is no moon. And because the water is flat you don't get any shore break, and so don't get to see the island off the bow until you're almost wearing it.

It was a cruise I wanted to make. I wasn't happy with the results and didn't come out as successfully as I wanted mostly due to my own mistakes, which is why I was sailing behind the curve instead of sailing ahead of the curve. But I learned a lot, got the boat there in one piece and managed to not kill myself in the process.

When did you go to the dark side and get a fiberglass boat? Well, I've only owned one fiberglass boat, and that's the Potter 15. It was a love/hate relationship. I bought it before I'd ever sailed on one because it looked like a sailboat should. The centerboard was in the right place, the rudder was good, the rig was well-balanced and it looked easy to sail. I bought it because the people that I saw sailing all had Potters, and there were three of them who went out every Wednesday on the estuary near Oakland. So, I bought one and showed up with it one day, and joined the Potter Yachters. I sailed the boat for about two years before I asked to be included on one of their cruises with The Usual Suspects, and they took me up on that. We went to Desolation Sound, up into a world of tugboats and log rafts and float planes. We had a good time, and all looked out for each other. There were six or seven of us. I did four such cruises in all.

Tell more about The Usual Suspects. What are the rules? Who gets invited? Does it still exist? And, if so, is there a secret handshake? When I first started sailing the P-15 there were three guys there. Don Person, Pat Brennan and Dave Lawson. There were a few others who didn't sail on Wednesdays, but we sailed every week unless it was raining or there was a gale. We sailed through the morning until about 11:00; we'd beat down the estuary toward the bay then turn and sail back to the restaurant, Quinn's, in Oakland. Had a long dock on the float so it was easy to tie up there. And we'd have lunch.

But also, a self-selected group that made longer cruises? Yes. The understanding was that every skipper is responsible for yourself, so there was no group leadership in that way. There was leadership in the planning, and that was usually Dick Herman who lives up in Rio Vista now. He was a major in the Air Force and he used to plan missions, that was his job. When he planned things, it was thorough.

Dave Kautz warns that the most dangerous thing on a sailboat is the calendar. So you plan these trips knowing the weather might intervene. Is there an experience that stands out in that regard? There was one, it was the first and the worst of any of the storms that I was in on these trips. We were anchored in the lee of an island while the wind had been building. Then we crossed the Rosario Strait, which was about five miles wide. At first, gusts were blowing around 20 knots as we came out from behind the island. Then the wind began to build. It was at 35 knots with gusts to 39 knots, and we were out there with our Potters. It was interesting.

The skippers all handled their boats successfully but in different ways. Some motor sailed. I've always been 'let's go to the edge of the envelope just to see what's there,' so I was sailing with a reefed main and a small jib. I was able to cross okay, but at the point with gusts to 39 knots I was using all the skills I have, to the point where I thought 'am I gonna make this or not?' You know? We got across into the harbor as quick as possible, but not before my boat was knocked down. It went down in a second or so, heeling to 80 degrees where the mast was very close to the water. It happened when the wave I was about to sail over broke, sending a white wall of water over the foredeck and slamming the boat down on its side. I had a hiking strap on the boat, and I was up on the rail on a seat that rotates. And I just threw my weight outward and the boat popped back up again. And I continued the trip.

The art of it is that you've got to keep the boat moving fast [for] stability as it's moving through the water. So, you keep right up as close to the eye of the wind as you can without luffing the boat, because when you begin to lose way you're losing control. And, of course, the wind shifts so you've got to be right on it. When you get hit with those gusts, aim the tiller to leeward until the jib and the main are beginning to luff. (Continued next page)

That's okay, the boat will still move fast and the aft part of the sail is still drawing up. Before I got in, I was completely dependent on my skill to stay up, and stay alive at that point.

Are The Usual Suspects still active? We're still having lunch at Quinn's on Wednesdays when we can get together. We're all so old these days that nobody has sailed since the Covid thing. But I send out an email and there are seven of us in all. The quorum is you have to have three or lunch is called off. [Potter Yachter Commodore] Phil knows about it. He's come by a couple of times.

Is sailing on hold or might the group not sail anymore? What happened during Covid was that a lot of people were either out of a job or out of the office, so a huge fleet of power boats would arrive at the launch ramp at six in the morning so they could get out to fish. Of course, we'd arrive at a leisurely 9:30 and there would be no available parking. We got shut out.

Activities are starting to improve. I sailed in one [club sail] last year from Richmond, and that's been it. I'm finding that it's difficult to get the mast up. I can do all the necessary things singly fine, but when you add them all up, at the end of the day I am really dragging. I just shove the boat in the garage and think about cleaning it the next day.

In *The Gentle Art*, if you look toward the back you will find information on older people sailing the boat by making things comfortable and easy. And, almost at the very end, there's the Potter Picnic Boat: mount the motor, put the rudder on with the sail rig removed from the boat. You can put it on the water and spend a fair amount of the day pottering for a gallon of gasoline.

I am just starting to do that now.

Back in the day, you sailed to the Sea of Cortez using 19th century technology; kerosene, no motor or electronics. When you sail the P-15 do you carry a GPS? Some in the group are very dialed into all the new technologies on offer. Where do you fall on that spectrum?

Way, way down at the bottom. The last cruise I did I had a GPS that had a screen on it. I set it up with help from a friend. I was not relaxed navigating with it at all. It was like watching the World Series from a knothole in the fence. For the Sea of Cortez, the chart I had was originally done in about 1875. It had been upgraded here and there, but not much because there's very little sea traffic. So I used basic coastal navigation, had my parallels and my charts, and I'd calculate the difference between what was on the charts and the compass on deck.

Pushing buttons has never been very much fun for me. But when I started with the Potter, I bought a GPS that didn't have a screen on it, but I had large charts. So as I laid out the waypoints I marked them on the charts. So I'd stay on the charts, run the GPS long enough to see the little compass with an arrow on it and note where my

course was, and then shut it down for maybe an hour. Then I'd start it up and see how much longer I had to go and where my position was. It was the best of both worlds.

You said your initial relationship with the P-15 was love-hate. Still true? As it worked out, the Potter was the right boat, for sure. I still look at boats all the time, but at the end of the day, as I sit down and think about it, the answer is: "The Potter will do that." Go on a cruise for two weeks? The Potter will do that. Sail in shallow water? The Potter will do that. Have a boat with an auxiliary engine? The Potter has that. Easy boat to sail? The Potter does that. It answers all the questions.



Richmond to Alameda report continued:



Jon Barber on Ol' 44

It was nice sailing, though the seas and current were interesting in the slot between Angel Island and Treasure Island. After viewing the wreck of a boat on Treasure Island, we ducked into Clipper Cove at Treasure Island with the intention of anchoring and rafting for lunch. Surprisingly, the wind direction was such that there was little calm area in the cove so the Pod split up, with some heading for Alameda (Phil and Mark) and others heading over toward the city for some more sailing (Jon and Eric).

We all met up at the yacht club in time to register and such before 5. The usual dockside banter took place, and a fellow interested in small boat sailing who had contacted me before the sail showed up for a tour. We then proceeded to dinner at the club.

I returned to my boat early. After a while, the rest of the crew arrived announcing that the yacht club had been evacuated due to the smell of gas. We spent a comfortable night with no fires or explosions.

Sunday morning, we had planned to participate in the 10:00 brunch at the Yacht Club and then head out. It was quite evident by 9 that the wind was building, and it was going to be an exciting if not difficult trip back to Richmond.

Mark decided early on to head back ASAP and damn the brunch. The rest of us hung on until we learned that the club was not going to do the brunch because PGE had not yet resolved the gas issue.

We were lucky to leave early. We had a very adverse current, and the wind was doing 15 knots as we set out. Phil motored out of the channel. Jon and I elected to tack. About halfway out my outhaul executed a self-release and to rectify the situation I started the engine. After repairing the outhaul, I motored awhile and then once past the ship loading area began to sail again.

The current was really something. I got out of the estuary and took a tack that I thought would lay Treasure Island. I was disabused of this notion moments later when I became rather excited as the current was hurrying my boat toward the dock on the western end of the estuary. I could not tack against the current, and so did a chicken jibe, coming all the way around to avoid the dock and live to tack another time.



Eric and Ed on Riptide

Richmond to Alameda Participants:

- Jon Barber – Ol' 44, Montgomery 17
- Eric Zilbert and Ed Hultgren – Riptide, WWP 19
- Phil Marcelis and Alan Koepf – Merri Time, Catalina 22
- Mark Sabin – Half Fool, Compac 16



Phil and Alan enjoying conditions on Merri Time

The sail back was brisk and bumpy. We all had become separated and radio communication was spotty. Travel was quick however, and I found myself at the pump-out dock in Richmond with Jon Barber at about 1:00. We had lunch, prepared our boats for the haul out, and wound up getting out of Richmond earlier than we had anticipated.

All in all it was an outstanding "unrest cure", as all adventures are intended to be. Fair winds to all, E. Zilbert.



Scenes from the dock at Alameda:



Officer's Club

Commodore:
Phil Marcelis
Catalina 22, *Merri Time*

P-15 Fleet Captain:
Bud Kerner
P-14,

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

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

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

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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

