



# The Potter Yachter

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

Jan/Feb 2024

## Potter Yachters' Annual Meeting 2023



The Annual meeting of the Potter Yachter was once again held at the Oakland Yacht clubs Regatta Room in Alameda. The Potter Yachters would like to extend a thank you to OYC for the use of their facility. Although the planned and announced start time of 9:30 was at the last minute changed due to OYC's opening season events, no one seemed to mind as we all convened for a breakfast buffet upstairs. Thus fortified, the meeting began at 10:30. Your Vice Commodore hosted the meeting with ample help from members:

George Corrigan tech support

Gail Gossman zoom support

Jim "Goose" Gossman moral support and encouragement

Thank you all for your help!

The meeting began as customary with introductions. Though there were many familiar faces, some were with us for the first time. Don Bybee attended representing The Traditional Small Craft Association from Sacramento.

Welcome Don! Also attending was Pam Griggs. (Story continued pg 5)

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

Mail a check made out to Potter Yachters to: Potter Yachters 3710 Lone Tree Way, Suite 493 Antioch, CA 94509

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>

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## The Commodore's Corner

By Jon Barber

As I take on the role of Commodore, I would like to pause and give thanks to all the former commodores who have gone before me. They leave a rich legacy to draw from, and I am guided by their writings. I will try to follow suit and leave something of value for future commodores.

A new sailing season is about to commence, with a sail to Angel Island from


Richmond, on February 17, guided by Eric Zilbert. I have made this sail several times with Eric hosting, and I can say it is not to be missed.

March 16 is St. Patrick's Day. We are in the process of making arrangements for a day sail from Coyote Point. The details are still to be worked out. Mark Sabin is taking the lead for this one. Stay tuned for more information on the March Potter Yachter.

Next is the Stockton Sailing Club Poker Run on March 23. Mike Kennedy, Potter Yachter and SSC member is at the helm for this sail. Join us at the SSC and enjoy unparalleled access to the San Joaquin River. There are prizes for participants. Mike has provided a great write up on this sail with all the details. Elsewhere in this issue you will find the 2024 sailing schedule. There are many good sails and good times planned for the season. As this is my first attempt at putting together a sailing schedule for the Potters, I must reserve the right to make changes and repair mistakes. I'm sure there will be some! I will do my best to announce any changes well in advance of the actual sail.

Remember, the "Potter Way" only works if seasoned Potters participate and show the way for new members. Let's all make an effort to get out on the water this season.

Regards,

Jon — 

Club Events on the Horizon		<a href="http://potter-yachters.org/calendar">potter-yachters.org/calendar</a>
<b>February 17-18</b>	<b>Richmond to Angel Island</b>	<b>Eric Zilbert</b>
<i>Depending on wind and tides, this can be a beginning to intermediate sail. Launch in Richmond and sail to and/or around Angel Island. Do a day sail Saturday or stay overnight at Marina Bay and sail again Sunday.</i>		
<b>March 16</b>	<b>Coyote Point (St. Pat's Sail)</b>	<b>Mark Sabin</b>
<i>RSVP to Mark Sabin for Corned Beef &amp; Cabbage Saturday night. Plan to launch at Coyote Point Saturday morning to head out for a sail before 10am. We should be able to get space at Coyote Point yacht Clubs' guest dock for Friday and Saturday nights. Easy to intermediate sail depending on wind.</i>		
<b>March 23</b>	<b>Stockton Sailing Club Poker Run</b>	<b>Mike Kennedy</b>
<i>The entry fee (\$50) includes Friday and Saturday docking at the Stockton Sailing Club with most proceeds going to the junior sailing program. The Poker Run is Saturday and starts at noon. Boats must fit under the I5 bridge. At each stop, you will tie up the boat and secure a playing card. Potluck Saturday evening with live music is planned. Winner takes the jackpot!</i>		
<b>April 13-14</b>	<b>Richmond to Oakland Yacht Club</b>	<b>Eric Zilbert</b>
<i>Depending on wind and tides, this can be an intermediate to experienced sail—we will be crossing the "Slot" where you should be prepared to shorten sail. Launch in Richmond and sail to Alameda. Overnight in Alameda. Return to Richmond Sunday.</i>		

## *Participation in Potter Yachter Sailing Events*

### Recommended Gear and Safety Equipment Guidelines

For Potter Yachter sails, we recommend that you bring the necessary gear in working order to ensure that you are able to control your vessel under the conditions at hand. We further suggest that you bring sufficient safety equipment to deal with adverse circumstances and meet applicable laws and United States Coast Guard regulations. Our guidelines for gear and safety equipment include (but are not limited to) the following:

1. U.S.C.G. approved Personal Flotation Device for each person (Type I, II, III, or V)
2. U.S.C.G. approved Visual Distress Signals (e.g. flares, etc.)
3. U.S.C.G. approved efficient Sound-Producing Device (e.g. Air Horn, etc.)
4. U.S.C.G. approved B-1 type hand portable fire extinguisher, properly secured
5. U.S.C.G. approved throwable device (e.g. boat cushion, ring or horseshoe buoy)
6. Working Motor (with sufficient clean gas)
7. Tow Line (150 feet)
8. Marine VHF Radio
9. Anchor, chain, and 250 feet of line, sufficient to secure the vessel.
10. First Aid Kit
11. Manual Bilge Pump and Bailing Bucket

Sailing can be a dangerous activity so please be careful, be prepared, and be safe.

Caveat: The Potter Yachters are an informal, non-litigious, sailing club. Therefore, participation in any Potter Yachter event constitutes agreement to assume the risk of injury or damages arising out of that event as it concerns the Potter Yachters and their members, and an agreement to waive any claims against the club and its members relating thereto. Have fun and sail safely.

### **The 2024 Potter Yachter Calendar is still available!**

Not all the 2024 Potter Calendars were sold at the annual meeting. These calendars showcase the best Potter sailing photos of the 2023 season. You can still buy a calendar by sending a \$25 check made out to "Potter Yachters" to: Jim Gossman 865 West I St. Benicia, CA 94510



# Potter Yachters

## Event Calendar for the 2024 Sailing Season

<u>Date</u>	<u>Location</u>	<u>Coordinator</u>
Feb 17-18	Richmond to Angel Island *1	Eric Zilbert
March 16	Coyote Point (St. Pat's Sail) *1	Mark Sabin
March 23	Stockton Sailing Club Poker Run *1	Mike Kennedy
April 13-14	Richmond to Oakland Yacht Club	Eric Zilbert
April 27-28	Moss Landing Overnight (Elkhorn YC) *1	Bud Kerner
May 16-18	Westpoint Harbor (Boat Show)	TBD
May 18	Benicia to Napa (Fri-Sun)	Goose Gossman
June 8-9	New Melones	Kevin Crowder
June 23-30	Catalina Island (SoCal)	Gary Nitta
July 13-14	Loch Lomond *1	Goose
Aug 3	Monterey: CruiserChallenge-XXIV*1	Alan Koepf
September 14-15	Tamales Bay	Eric Zilbert
October 4-6	Fleet Week Events	(not Potter event)
October 12-13	Moss Landing to Monterey	Bud Kerner
October 26-27	Lake San Antonio *1	George Wehrfritz/ Dan and Gretchen Ricker
January 5, 2025	Annual Meeting, Oakland Yacht Club	Jon Barber/Jim Hunt

**\*Note:** 1) Suitable for daysailors. 2) Reservoir/Lake sails are subject to modification depending on water level.

**Caveat:** Sailing can be a dangerous activity so please be careful and keep an eye on your fellow sailors. Participation in any Potter Yachters event constitutes agreement that each participant, and their guests or crew, assume all risk of any injury or damage they may suffer relating to any such event, and waive any claims of ordinary negligence against other Potter Yachters participants and the Potter Yachters relating to any such injury or damage. Have fun and sail safely.



## Annual Meeting Continued...

**Annual Meeting attendees:****In person attendees:**

- Dave Bacon
- Jon Barber
- Jerry Barrileaux
- Don Bybee
- Dave & Ann Candy
- Ralph Carlisle
- George & Rebecca Corrigan
- Kevin Crowder
- Goose & Gale Gossman
- Pam Griggs
- Ed Hultgren
- Jim Hunt
- Dave Iler
- Mike Kennedy
- Bud & Bobbie Kerner
- Alan Koepf
- Bruce McDevitt
- Gretchen & Dan Ricker
- Dana Suverkrop
- Mike Swartz

**Zoom Attendees:**

- Phil Marcelis
- Gary Nitta
- David & Sharon Soule
- George Wehrfritz

A contingent on Zoom was represented by the snow bound Soules, George Wehrfritz (keeping illness in isolation—thanks George), Gary Nitta SoCal Potters, and Commodore Phil Marcelis, from parts unknown.

A treasurer's report was offered by Jim Gossman, showing ample funds for the club to function. Income from sales and dues, expenses from PICYA membership, insurance, food at sailing events, purchase of calendars and burgees, mail, and donations to yacht clubs. Detailed information is available upon request. Some members expressed concern about the club's income from membership. Prior to the pandemic, the club had 75 members. In 2023, this number had dropped to 48. Those present discussed ways to promote our club to the sailing community, including passing out pamphlets or sponsoring a table at the Westpoint Harbor Boat Show. Phil pointed out that our financial situation is better now than it was prior to the pandemic and our biggest expense is the club's insurance which ran around \$1800 this year.

Eric Zilbert gave his account off attending the PICYA meeting and making payment for membership. Thanks to Eric's and Phil's efforts we are now a PICYA member club. PICYA stands for [Pacific Inter-Club Yacht Association](#) and they advocate for small boats as well as larger yachts. In the past, PICYA has fought to keep registration prices for small boats and trailers, and prices for invasive species stickers low to promote the small boat community. Membership in PICYA should allow us access to more yacht clubs for future events. Goose discussed the possibility of having membership cards printed with our logo and the PICYA logo on them.

The election of new officers was next. As no one offered an alternative slate, the proposed officers were voted in by quorum:

Jon Barber	Commodore
Jim Hunt	Vice-Commodore
Phil Marcelis	Secretary/Treasurer
Eric Zilbert	Large Boat captain
Bud Kerner	Small Boat Captain
Sharon Soule	Newsletter Editor

The Potter Yachter of the Year Award went to Sharon Soule. She attended by Zoom (due to snow) and seemed pleased to receive the honor. Sharon displays dedication to "our calling," promotes the "Potter Way," and is invaluable to the publication of the newsletter. We are all lucky to have her as a Potter Yachter! Thank you, Sharon! I will keep your award until next we meet.

Our Treasurer Jim Gossman presented gifts of wine to members in appreciation of their service to the club. I was one of the recipients of this largess and can say my wife and I appreciated the gift.


Calendars were offered, dues accepted. Many calendars are still available at \$25.00 from:

Jim Gossman 865 West I St. Benicia, CA 94510

Make checks payable to: The Potter Yachters

You can pay your dues there as well.

The proposed 2024 sailing calendar was offered and discussed.

With business concluded, the volume level in the room increased as everyone took advantage of the opportunity to catch up with fellow sailors. A call to order was made, a motion to end the meeting was offered and passed. Gifts were exchanged and the members dispersed. — 




*Upcoming:*  
**Angel Island Sail**  
**February 17-18**  
*Sailhost Eric Zilbert*

Launch at [Marina Bay Yacht Harbor](#):  
 1340 Marina Way South,  
 Marina Bay, CA  
 Phone: (510) 236-1013  
 Hours: Monday - Sunday 9am to 5pm  
 Guest slips are available [by reservation](#).

Come and join me for the first sail of the year at Marina Bay Yacht Harbor in Richmond. We will try for a 10 AM launch on Saturday, Feb. 17.



I plan to arrive with *Riptide* on Friday around noon. I plan to spend both Saturday and Sunday nights in the harbor, leaving Sunday afternoon. To reserve a slip, contact [Marina Bay Yacht Harbor \(MBYH\)](#). You will need to tell them the nights you plan to stay and provide your vessels registration information and proof of insurance. Please make your reservation before arriving at the harbor. There are limited staff available, and they vastly prefer that people handle the paperwork before arriving. The phone number for Marina Bay is (510) 236-1013.

There are two restaurants at the Marina, and a café within walking distance. See you there! Eric Z — 

Directions to Marina Bay  
 (www.mbyh.com)  
 Cross street: Marina Way South and Hall Ave.  
**From Marin:**  
 I-580E over the Richmond/San Rafael Bridge  
 (towards Richmond/Oakland)  
 Exit at Marina Bay Parkway  
 Turn Right onto Marina Bay Parkway  
 Turn Right onto Regatta Blvd.  
 Turn Left onto Marina Way South

**From San Francisco/Oakland:**  
 I-80 E/I-580 W  
 Take the Pt. Richmond/San Rafael Exit onto I-580 W  
 Exit at Marina Bay Pkwy/S 23rd St  
 Turn Left onto Marina Bay Pkwy  
 Turn Right onto Regatta Blvd.  
 Turn Left onto Marina Way South

#### Officer's Club 2024

Commodore:  
 Jon Barber  
 Montgomery 17, Ol' 44

Small Boat Fleet Captain:  
 Bud Kerner  
 P-14, *Splash*

Secretary/Treasurer:  
 Phil Marcelis  
 Catalina 22, *Merri Time*

Vice-Commodore:  
 Jim Hunt  
 Santana 2023, *Blue Moon*

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

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

Newsletter Editor:  
 Sharon Soule'  
 Balboa 21, *Nighthawk*

Webmaster:  
 Phil Marcelis

Facebook:  
[PotterYachters](#)



Upcoming Sail: St. Patrick's  
Day at Coyote Point  
Sail host: Mark Sabin



You're invited to join us for a St. Patrick's Day Weekend Sail, with dinner and Irish Dancers, at [Coyote Point Yacht Club](#). The plan is to use their guest dock Friday and Saturday nights for parking our little boats. Enjoying their Bar, then dinner, on that Saturday night, March 16.

*Directions to Coyote Point:*

Heading **north** on Hwy 101, take the Peninsula Ave. exit (417B), turn right onto Airport Blvd, left at Peninsula Ave/Coyote Point Dr and continue to the park gate.

Heading **south** on Hwy 101, take the Poplar Ave exit (417), turn right onto Humboldt St, right onto Peninsula Ave, continue to the park gate.

Some may sail from [Redwood City Marina Boat Ramp](#) on Friday, or Saturday. Some may launch at Coyote Point boat ramp Friday or Saturday. We'll daysail Saturday, have dinner Saturday night, then depart Sunday before noon either to the boat ramp or sailing back to Redwood City. (If someone wants a short sail Sunday, they'll return to ramp and load and depart, not returning to CPYC guest dock.) If someone sails from Redwood City and does not want to sail back, they could Uber from CPYC back to Redwood City and haul their empty trailer back to CPYC. Also, at the Redwood City ramp on Friday (noon or 2pm) they may decide to just trailer onward to CPYC and not sail from Redwood City. If a Redwood City person

departs Saturday morning, they can meet us somewhere in the South Bay as we'll all be on VHF 69, then we'll all go to Coyote Point Yacht Club for the St. Pat's dinner. We should arrive at Club House 6pm, dinner is at 6:30pm. If you want, you can drive to CPYC for dinner at 6pm on Saturday. Last time, it was \$45.

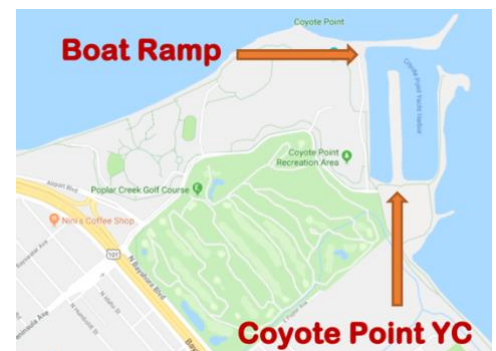
There's a fee to get into the Coyote Point Park, but Fridays are free for seniors (62+) and it should be free if you say you're visiting the yacht club. Otherwise, the entrance fee is \$6. There may also be a \$6 launch fee at the ramp.

Participants should contact me with Boat length, Friday and/or Saturday night at guest dock, how many for that Saturday night dinner, and if/when they plan a Redwood city departure to sail to Coyote Point.

(I do not want to find out the following Tuesday that someone departed Redwood City Friday at noon and had not yet returned home- and we never saw/heard from them!) I just want all to have a good time. and to be as safe as possible.

I should say: Everyone that I communicated with remembered us, the Potter Yachters, very kindly. We have a reputation as good, nice and friendly, sailors! See you on March 15 or 16 for the St. Pat's Sail.

Mark —





## Report: Intrepid Potter Pod Ventured Northward Again MA-XX: Twentieth Anniversary of Messing About in Boats

by Phil Marcelis

The Potter Yachters club was named after the West Wight Potter, a boat which was designed for the purpose of “pottering around” the British *Isle of Wight*. For us Americans, that translates: “to occupy oneself in a leisurely or casual manner” – in our lingo: puttering.

Back in September of 2003, Dick Herman thought it sounded a lot like “messaging about in boats”, so – goaded on by Bruce Hood’s fabulous accounts of San Juan Island adventures – he formulated a plan for an intrepid group to escape northward, and sent a beautiful invitation (see photo) printed on canvas, which started with a line from *The Wind in the Willows*: “There is nothing – absolutely nothing – half so much worth doing as simply messing about in boats.”

Twenty years later, the **Messabout** is referred to as “MA” and those participants who have made the annual pilgrimage year after year are known as “ATUS” or **All The Usual Suspects** (from the movie *Casablanca*). Those stalwart and intrepid skippers towed their boats roughly 900 miles each way every time (knowing full well the high price of gas and the low mileage achieved when towing) and anticipated the near certainty of at least two days of pouring rain per trip. “Right, there’s nothing rational about wanting to do this,” Dick admitted on numerous occasions. But we did it... and in increasing numbers! By 2010, the ranks of those irrational souls inexplicably *wanting* this experience swelled from the original 5 boats up to an unwieldy 16 boats!

In 2021, Dick wrote up the trip guide as always, doing all the research on tides & currents and providing GPS coordinates and all necessary float plan instructions for MA-XVIII, but he didn’t join the flotilla. Instead, he and Carolyn drove up to Roche Harbor in their RV to meet us for dinner and drinks (and a good helping of tall tales). The next year, I came up with a plan for MA-19 to explore Puget Sound – Olympia northward to the Port of Kingston – and ran it past Dick, who gave some suggestions and his blessing. The mantle had been passed.

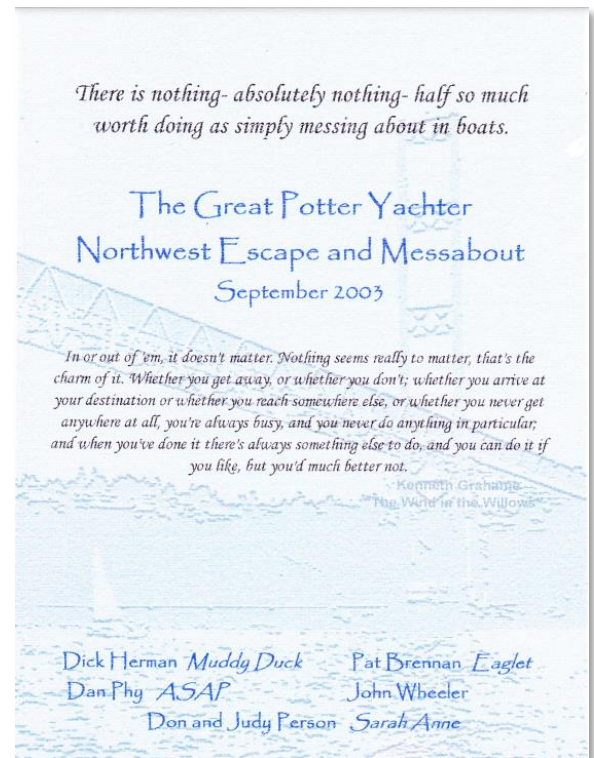
That brings us to 2023 and MA-XX: the twentieth time we’ve gathered up a group of *intrepid* skippers (Don Person insisted from MA-I that the word “intrepid” be used as often as possible) all with a certain – I don’t want to say “derangement” here – shall we say instead, a like-mindedness to each other.

This year was dedicated to the memory of Pat Brennan; one of the original ATUS who just passed away. Nostalgia for those who came before us was present throughout the trip in stories told to us of past exploits, like the time when a lengthy discussion about weather ended when Jim Kirwan quietly said, “I like it here.” He didn’t say much, but when he spoke, people listened.. and the decision to wait out the storm had been made.

In planning MA-XX, I looked at [the past Messabout trips](#) (check out [Stories of the Annual Northwest Messabouts](#) on the [Potter-Yachters.org](#) website). I tried to find something a little more exotic than the typical San Juans and noticed that the group only twice ventured into Desolation Sound, and 10 years ago at that. I excitedly planned a trip from Campbell River to Gorge Harbour, Refuge Cove, Prideaux Haven, Manson’s Landing, and Lund. In emailing some other “suspects”, I found that I wouldn’t be alone; nine boats launch in Campbell River.

As with the very first one in 2003, a group of us

(Continued next page)



The first invitation, twenty years ago, that kicked it all off.





rendezvoused along the way. In our case, Rob Sampson met me in Fairfield, and we caught up with Ed Hultgren a short way up the freeway from there, and then we all met Dan Phy at the Super 8 in Yreka for the night. We awoke from a satisfying slumber to a great breakfast.

Then we distributed FRS radios amongst us and made our way to Tigard (near Portland) with the required stop at the boat inspection station in Ashland near the California/Oregon border and no drama whatsoever. Our stay at the Tigard Motel 6 was no treat, with barking dogs, smoke, and loud TV through the cold night. Oh, and the “central air system” is set to COOL “because it’s summer”, so you get cold air when the thermostat is set to “heat”. At least they had plenty of parking.

In the morning, after breakfast, we continued to Port Angeles where we would catch the Black Ball Ferry to Victoria. On the way, we made an impromptu stop at a big gravel lot, when who should roll by but the contingent of Potters from the North! They pulled in next to us and we had a grand time catching up with each other.

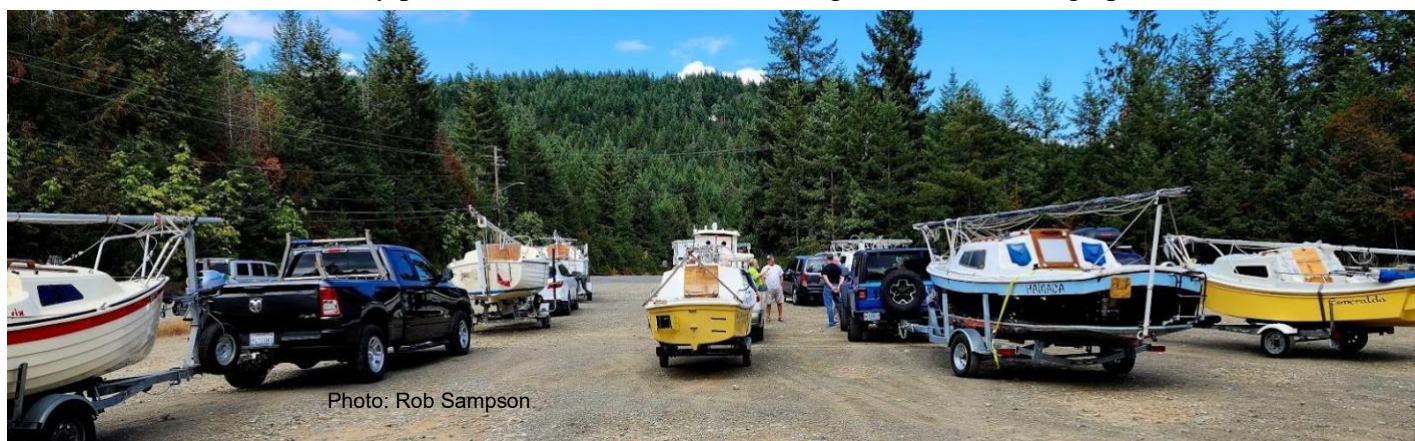
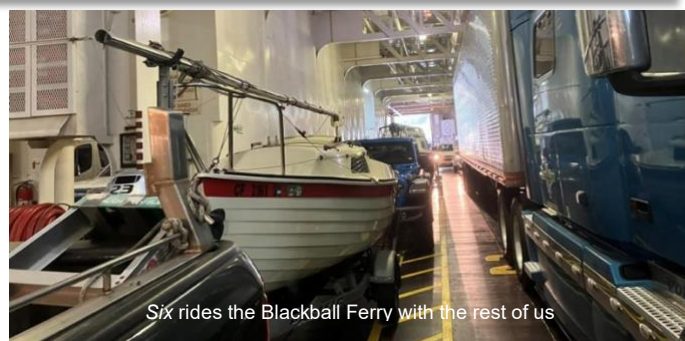


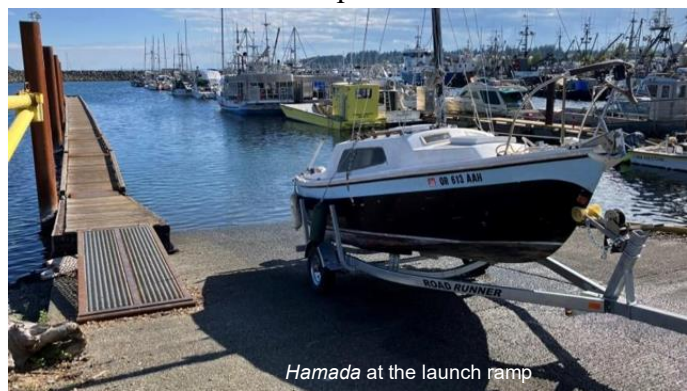
Photo: Rob Sampson

The next morning, we lined up anxiously at 6am and were on the ferry with 18-wheelers, RVers, and a bunch of other motorists by 8am, rehearsing our answers to “do you have any alcohol, drugs, or guns” during the 90-minute crossing to Canada.

That’s when we found that several of us didn’t have cellphone coverage. Some got that resolved within a few days, but one or two never did get cell service in Canada and had to use Wi-Fi hotspots... and survived.



Six rides the Blackball Ferry with the rest of us



Hamada at the launch ramp

**MA-XX – Sept 2023****Attendees:**

- Jim Ferguson – *Esmeralda*, WWP 15
- Ed Hultgren – *Alma Stenbom*, Monty 17
- Derek Jensen – *Hamada*, WWP 19
- Tom Luque – *MastGates.com*, WWP 19
- Phil & Kim Marcelis – *Merri Time*, Catalina 22
- Dan Phy - *Six*, Montgomery 15
- John Purdy – *Perky*, WWP 15
- Mark & Cynthia Sabin – *Half Fool*, ComPac SunCat
- Rob Sampson – *Mud Hen*, Ranger 21 Tug

By Thursday, Sept 7, we launched at Discovery Harbour Authority ramp, Campbell River. Friday was a layover day to regroup, rest up, and wait for Kim to arrive by air. (Continued next page)



During Happy Hour Friday evening, we discovered that Ed was having severe engine problems and was planning to drive back to Victoria in the morning to buy a new outboard then would catch up to us in a few days. Ed had his ladder and some other gear stolen the night before boarding the ferry and had spent most of the day replacing missing items, so this was just adding insult to injury and the rest of us worked hard to try to fix the overheating problem. After much troubleshooting including checks of the impeller and water tube, we got him running again by replacing one missing bolt and celebrated with dinner at Tim Horton's.

Saturday morning, we headed out early to beat the rough current at Cape Mudge and found our way through the "gorge" to Gorge Harbour where Derek surprised us with some fresh salmon on cedar planks cooked on the marina's gas BBQ. Kim added some eggplant and other veggies from the unexpectedly well-stocked marina store, and we had a feast.



*Esmeralda's colorful sails*



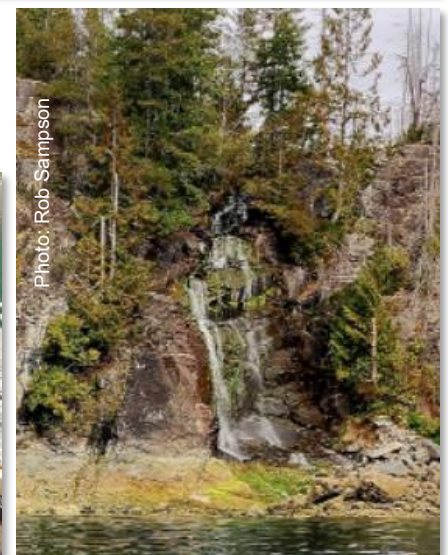
*Half Fool leaving Gorge Harbour*

Sunday was a leisurely transit to Refuge Cove in which we actually got some wind and were graced by many whale sightings. In fact, we were so close to the action that the whale-watching boats zoomed over and made a few of us think they were coming over to talk with us. Refuge Cove itself is rather isolated (evidenced by the tin cans for phones), although it does boast a store, laundry machine, and warm showers. However, the outpost is powered by a generator that only runs from 9am to 5pm, with no power at the docks. (So, you can have a hot shower anytime, but after 5pm it'll be in the dark.) The marina manager was amazed we were contemplating two nights, "People only stop here out of necessity. It's not really a destination."

As it turned out, Tom's AC generator started spitting oil and suddenly failed to sufficiently charge his batteries or run his oxygen generator (which he needs full-time) so he and Jim packed up Monday morning and went to Lund Marina... and for the rest of the trip we found marinas with dock power. Meanwhile, the rest of us piled into Rob's boat and made 7 knots over to Teakerne Arm's waterfall. It's fed by a supposedly warm lake, where one of us (I'm not naming names) went skinny-dipping. (Continued next page)



*John, Derek, Dan, Kim and Phil Photo: Rob Sampson*



*Photo: Rob Sampson*





Photo: Jon Purdy



Photo: Rob Sampson

Cassell Lake

Derek amazed us with his skill at scaling the side of the cliffs without plunging into the water below, while Kim sat well away from the edge to admire the cliffs from afar. We all hiked around for a while and eventually made our way back to the dinghy dock which had been empty when we arrived but was now crammed with two other boats rafted along each other. The trip back was another 7 knot transit in calm water (gotta love that Ranger Tug). The skinny-dipper hadn't brought a towel, so Ed's shirt was used instead... and he used the boat ride back to dry it out in the warm weather.

We all rendezvoused at the docks in Lund (where reservations are not accepted) and the harbormaster helped shuffle the boats around to make space for rafting us three deep. By that time, it was Happy Hour!



Photo: Rob Sampson

We had a great dinner at the Boardwalk Restaurant before calling it a night and returning to the boats. Up to this point, we had marvelous weather; blue skies, shirt-sleeve weather, and crisp, clean air (except for the first night at Gorge Harbour where we had smoke from a Campbell River fire that started that morning). Unfortunately, the forecast called for a huge storm the next day (Tuesday) so we hunkered down. With Lund's many services, however, it turned out to be the best place to have a weather-induced layover. All within easy reach were the store, restaurant, bakery, post office, and water taxis to Savary Island.

(Continued next page)



It really poured Monday night, but was mostly overcast and misty during the day on Tuesday. Kim and I had breakfast at Nancy's Bakery, wandered around the hiking paths, and went back to the Boardwalk for an early dinner.



The weather cleared up significantly on Wednesday so a few of us went out in very little wind for a sail past Savary Island, within sight of Hernando Island, before heading back to Lund Harbour in a freshened breeze.



The rain had absorbed any residual dust and smoke in the air leaving the skies perfectly clear. Not only did that give us great views of the mountains all around, it also proved surprisingly hot standing in direct sunlight so the umbrellas came out during happy hour festivities on the dock. It took two trips with the one taxi in town, but Herb was very happy to get all of us over to the incredibly tasty Laughing Oyster restaurant (and back) for dinner just 10-minutes away on the other side of the peninsula.



Photo: Rob Sampson





We watched the oyster harvesters unload their workboats into trucks driven right down to the edge of the ramp, which is coincidentally where “Mile 0” of Hwy 101 begins. The road literally comes right out of the water and continues through town, like being at the edge of the world.

We were greeted early Thursday morning with pristine blue skies that promised another warm and comfortable day on the water. What a paradise!

Lund was such a great place to spend some time that I was almost sad to leave. But at 9 am sharp, I watched Jim’s *Esmeralda* hoist sail and motor out of the marina and, just like that, I knew it was time to move on.



I had called ahead to Gorge Harbour, where we stayed the first night, so they knew we were coming. And I knew there was plenty of space for us, so there was no hurry. We just ambled along with whatever wind we could find until it was doing a pretty good job of moving us along. We got to Manson’s Landing around 1 pm and checked out the dock there (where we found a P-19 named *Sweet Pea* moored nearby) before continuing to the evening’s destination. Secured in Gorge Harbour, everyone broke out the camp chairs and we had a 5pm Happy Hour in the shade of Tom’s sails to escape the heat of the sun. (Continued next page)






Not only were Tom's sails used to shade us during the day, but by night they were used as our movie screen. While we snacked on cheese & crackers and whatever else we had, he showed us roughly 14 episodes of a TV show which we found quite humorous, and he was a good sport for giving in to our nightly calls for "one more, one more!" We really didn't want this trip to end.

We were blessed with some warm nights which were clear enough that we could see the latest string of 24 Starlink satellites slowly disperse themselves into their assigned orbit. It was amazing to see these "stars" slowly pass by each night, spreading further and further apart.



Friday morning found us motoring out the narrow gorge around 8am, heading back to Discovery Harbour and the end of our trip. Happy Hour was filled with nostalgia and the knowledge that this may be the last Messabout for some of our ATUS family, but it was also a time for plans for the future, as we intend to keep the tradition alive.

The restaurant happened to have a balloon with "20" on it, which was perfect for our Twentieth Anniversary and to chant "Cheated Death Again"! — 







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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

