



# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

July 2002

## Sailing Calendar

**July 20-21:**  
Alameda Sail

**August 2-4:**  
Annual Lake Tahoe trip

**August 24-25:**  
SCA Cruiser Challenge IV, Monterey Bay

**September 14-15:**  
Tomales Bay

**September 28:**  
Richmond Marina to Angel Is.

**October 5-6:**  
Monterey Bay

**November:**  
To Be Decided

## Annual Lake Tahoe Trip, August 2-4

The Annual Potter Yachters sail at Lake Tahoe will take place August 2-4, 2002. As in the past, it will be based at the Tahoe Keys Marina on the south shore of Lake Tahoe and will include an overnight trip to Emerald Bay.

Boats generally start to arrive about midday on Friday to set up and launch. The launching fee is \$25. Mona and I will be on hand to help with traffic, marina paperwork, and launching on Friday afternoon and Saturday morning. Keep your receipt so you do not get charged again

to retrieve your boat. Masts must be raised beside the road before entering the marina.

If you want a slip, the charge is \$25 per night. Boats launching early enough on Friday can take advantage of the usual afternoon SW breeze for a daysail, or can go on to Emerald Bay (about 5 miles) for the night. Early arrivals that do not want a slip can either RV it along the access road or get a room at the many motels in the area. Many restaurants are available, but if you wish to dine at

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## EDITOR'S NOTE—OOPS, WE MISSED AN ISSUE!

Yes, we missed getting out the June issue of the Potter Yachter. Your editor made the mistake of going back to work full time (after many months of under-employment). Now that I'm back in the swing of things, I should be able to attend to my editorial duties properly.

Thank you for your patience!

David Blumhorst, Editor



## Sailing Calendar Change: July 20-21 Alameda Sail to Marina Village

The trip from Oakland Estuary to South Beach in San Francisco has been cancelled due to logistical problems (they want a \$300 deposit for slips!!!)

Instead, we will sail on the Oakland Estuary, launching from Grand Street or Estuary Park on Saturday morning. If you plan to stay overnight, your car is safer overnight at Grand Street.

Those who wish can spend the night at the Marina Village Yacht Harbor, one of the prettiest marinas around. Slips, and right near Jack London Square and Chili's Mexican Restaurant. I checked with the harbormaster and they will be able to accommodate us. This year, unfortunately, slips have gone up to \$20/night.

Chevy's has new guest docks that are super. Dinners range from \$8-14. The beer is cold and the margarita's are good. If you want seafood and jazz, there's a restaurant (I forgot the name) right next to Chevy's that's a little pricier. There's a Carl's Jr. and other fast food within a 10 minute walk as well -- and there's a gourmet coffee shop too (guess where you'll find me on Sunday morning!!!!)

If you can't come for the weekend, make it a daysail!

Please RSVP to let me know to keep an eye out for you.

Fair winds, Judy B  
Commodore

## NIGHT, FOG, BIG SHIPS, BIG CURRENTS, SWELLS, AND WHALES: MEMORABLE MOMENTS IN JUAN DE FUCA AND HARO STRAIGHTS

Mona and I felt a need for a bit of coastal adventure and scenery, along with afternoon tea at the Empress. What could be better than a couple weeks beating around Vancouver Island, the Gulf Islands, and transiting the San Juans a couple times for good measure? Since it would be our first trip there, we would have the added pleasure of being lost the entire time.

It is truly a beautiful place and ideal cruising grounds for a Potter. Few boats were about, since we began our trip with a launch at Washington Park (near Anacortes) on September 10. The only vessel we saw anywhere close to our size during the entire trip was Roger St. John and his P19 pulling out of the landing as we launched! Roger gave us some great local hints about the area and off we went, more or less to Victoria and a really proper cup of tea. Upon arrival, we were shocked to be informed by the heavily armed customs officer that the US had been bombed while we were at sea. The people of Victoria provided us with a splendid haven during this shocking time.

Of the many delightful passages on this trip, one stands out as a long-drawn-out moment in our cruising lives. Victoria is a great port, and we had splendid dockside mooring for about \$7.00 US a night at Wharf Street. But it has the wee drawback of facing directly into the Strait of Juan de Fuca with notoriously rambunctious tide rips and rocks on the coast to either side and one of the busier shipping lanes leading to the Seattle area and Vancouver BC just offshore.

Since the tides there equal the best



speed of our motor and the winds were very flukey, we opted for getting up at 0300 for a 0400 departure to get the best tidal current situation. We left in clear still conditions with just a hint of fog. We had only entered the port once, during daylight, so it was interesting piloting out on the other side of the channel in the dark. Nearing the channel entrance, I was perplexed at the nearness of one of the red navigation lights. I flashed the spotlight at it and discovered to my embarrassment that it was a returning fishing boat – the navigation light was farther across the channel behind the boat. Fortunately the poor skipper did not run into anything while recovering the ability to see.

Once in the straight it was black on the water but visibility was so good that we could see lights on the Olympic peninsula. We soon passed the Brotchie and Trial Island Lights. In passing the latter, the fog was getting noticeably thicker. In retrospect, that is where a prudent sailor lacking radar

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## Juan DeFuca and the Haro Straights

(Continued from page 2)

would have probably gone back for breakfast in Victoria. Of course, we did no such thing since visibility was still plenty good to avoid a tug with barges and another fishing boat.

Shortly thereafter, the fog set in quite heavily, along with a five-foot swell from seaward. At 0445 we picked up a radio signal from a ship on a collision course with a vessel going 4 knots. After a repeat call and frenzied consultations of the microscopic numbers on the GPS it became clear that we were the target so I called the ship back and negotiated a course change that would avoid scratching their paintwork. It turned out that the current was not behaving exactly as we had predicted and that we were bobbing about in the main shipping lane. Fortunately we had a radar reflector hoisted and the ship was keeping a good radar watch. We never got within hearing distance of their fog-horn.

With the breaking of dawn we picked up a following breeze and were able to sail for a couple of beautiful hours of silver-green breaking seas and dense fog, right out of a Winslow Homer painting (except that photographs reveal the crew were wearing half anxious and half sea sick expressions of the sort not allowed in fine art). Aside from spray, the boat never shipped a drop of water in the rough seas further churned in places by tide rips. During this time a brief break in fog allowed a sighting of land, which along with a GPS reading allowed plotting of a revised course for the transit of Haro Straight toward San Juan Island. We wanted to give the complex of little islands and rocks on the southeast corner of Vancouver Island a wide berth. At 0930 we could finally say goodbye to the fog and GPS and pilot once again using

coastal landmarks, with a course direct to Limestone Bay light on San Juan.

About a mile short of the light we found ourselves in the midst of both of the local pods of Orcas, doing all of the delightful things whales do, including shooting vertically out of the water right to the tail only about 200 ft off our beam. For this event we were joined by several whale watcher boats and other yachts that no doubt listen in on the whale watcher radio frequency. Plenty of dolphins and seals were also about.

It had been a long morning, so we stopped briefly in the shelter of Open Bay (Henry Island) for a brief nap and another look at currents and charts before re-crossing Haro Straight to get back in Canadian waters. The wind was whistling through the bay, so I changed from genoa to lapper and we headed out. The wind immediately dropped, showing it was strictly a local effect. As it turned out we kept the genoa hanked on for the entire rest of the

trip (although we motored a lot, we were able to sail at least part of every day). Too lazy to change sails again, we lolled about while the boat averaged about 1 knot on the passage over to Sidney Island in bright sunshine.

The wind picked up a bit for our circuit of the north side of the island with the sails wung out and with the company of innumerable seabirds. At 1900 we picked up a mooring at Sidney Spit and kicked back to enjoy a fantastic sunset with spaghetti.

The rest of the trip was beautiful, but, as Mona wrote in her personal log, "We've had one of those times that all other times are compared to. The sounds and colors and water will always be with us."



## Annual Lake Tahoe Trip, August 2-4 (cont'd)

the marina restaurant (Fresh Ketch) you should make reservations (530 541-5683). The Fresh Ketch is not open for breakfast but has a good bar.

Facilities at the marina include 24 hour bathrooms, showers during day-time, a gas dock, and a potty dump at the gas dock (\$5.00 charge, seldom collected).

We will be spending the night at a slip in the marina in Bluebelle. If anyone needs us we will have two cell phones along (775 846-0776 and 775 846-3474). Please use VHF channel 72 for sail-related communications.

On Saturday, boats usually start heading out for Emerald Bay by mid-morning to arrive by mid-afternoon. Sometimes the late starters get better winds. There is usually a headwind getting through the narrow buoied channel into Emerald Bay so most boats resort to a motor here and to get out of the crowded marina.

### STANDARD 2-STROKE OUT-BOARDS ARE NOW ILLEGAL ON TAHOE.

Most of the group will end up landing on the big sand beach to the right of the pier at the west end of the bay. Keep an eye out for snags when beaching, anchoring, and jumping off the boats.

For mysterious reasons, after dark boats must anchor off beach and we cannot camp or leave food ashore overnight. Enforcement of this rule is haphazard. The dock is for temporary landing only. Bring an anchor light and two anchors since there is usually not space to swing. Do not anchor very far off shore since the bottom is full of log snags and very

large tourist paddle wheelers pass close offshore at night during dinner cruises.

“Vikingsholm” is well worth touring for a nominal fee. Trails in the pines and granite abound. A primitive potty is available. Nights are pleasant and warm in a sleeping bag but temperature sometimes drops below freezing at night this time of year. A few picnic tables are available. With low water this year, swimming temperatures should be quite pleasant. No food or other services are available in Emerald Bay.

The Tahoe Keys Marina is at the south shore of Lake Tahoe. To get there from the south and west follow Hwy 50/89 north into the Tahoe Basin, turn right on 50 into S. Lake Tahoe (89 keeps going straight). After about  $\frac{1}{2}$  mile turn left at a light onto Tahoe Keys Boulevard. After driving through a residential neighborhood, turn right at a 4-way stop onto Venice Blvd (there is a prominent marina sign). Increasing numbers of boat trailers parked beside the road indi-

cate where to start looking for a place to rig on the shoulders of the road. After rigging, follow the main road to the launch ramp. Fees are paid at the marina office in the large building left of the ramp area, next to the Fresh Ketch. From the north or east, take Hwy 50 along the east side of the lake all the way through State-line and South Lake Tahoe before turning right on Tahoe Keys Boulevard.

On Sunday, Mona and I will again help with getting boats through the launch ramp area with as little fuss as possible.

If you have any questions, please contact us:

Ron and Mona Reno  
(775) 847-0577  
HMS18 #42 Bluebelle  
rlreno@worldnet.att.net



## Eagle Lake Reviews

I drove up to Eagle Lake near Susanville on Thursday the 27th in order to be sure and get a premium camping spot at Aspen Campground. Shortly after I arrived and set up camp in the East end of the Aspen Campground, here came a beautiful yellow P-15.. Don and Judy Person, and P-15 fleet Captain Mike Westfield arrived towing "Sarah Anne". Mike's truck had developed trouble, so he came along with the Persons without "Water Toy". Russ and Judy and Jennie Lindquist were soon present with their Gunter rigged P-14 Hornblower".

By Friday P-19 skippers and families were appearing rapidly: Dave and Cheryl White, their granddaughters and the Red and White "Wee Boat". Jim and Venus Picard, and kids, Eric Zilbert and family, Bud and Bobbi Kerner and their P-19's , and down from Sausalito came Darrow and Marnie Bishop. V-17 skipper Dan Rickert, and Eagle Lake Sailing Association Treasurer Ken Kane stopped by the camp to visit with everyone on Saturday evening.

The weather was picture perfect over the long weekend with cool mornings and light breezes, then warm sunshine and building wind each afternoon.

This year we were by happy circumstance all able to have adjacent campsites. Dave White brought a huge gas barbecue grille ( Thanks Dave!) and on Saturday night my brother Gary Carter, who was a Master cook in the Navy, showed us how a real pro does the cooking, as more than 40 family members and Potter sailors congregated together in the giant Grove of Ponderosa pines. I brought along a bottle of Bowmore Single Malt from the Isle of Islay,

and enjoyed sharing it with those who wanted to taste some of Scotland's great gift to the world. There was an extraordinary range of good food as each family made a unique contribution to the dinner.

Sunday morning would bring some more great sailing. This was my sixty seventh birthday and as I drifted off to sleep, I thought what a great one it had been.

Throughout the weekend, Eagle had produced some of her typical strong afternoon winds and gusts, with 18-20 mile an hour windspeeds and the occasional gust above that.

Sailing with Dave White we had a knockdown that reminded me that you have to pay attention on these mountain lakes. Bud and Bobbi Kerner had a knockdown while they had their auto-pilot connected, which tried to hold the boat on course rather than let the boat round up into the wind. They shipped some water into the cockpit until Bud managed to release the Auto Pilot.

In typical Eagle Lake fashion, all of the skippers present had a full range of conditions - mellow light air sailing in the morning and exciting high wind sailing in the afternoon.

Our tenth year gathering at Eagle Lake was over all too soon with friends hauling their boats out for the drive home, making their farewells and vowing to be back next year.

If you haven't done so already put the July 1st weekend on your Calendar for next year, polish up the camping gear, and shine up your boat and join us for another great holiday at Eagle Lake.

Best wishes,  
Bruce Hood  
Vice-Commodore, The Potter  
Yachters

## Don Person's View

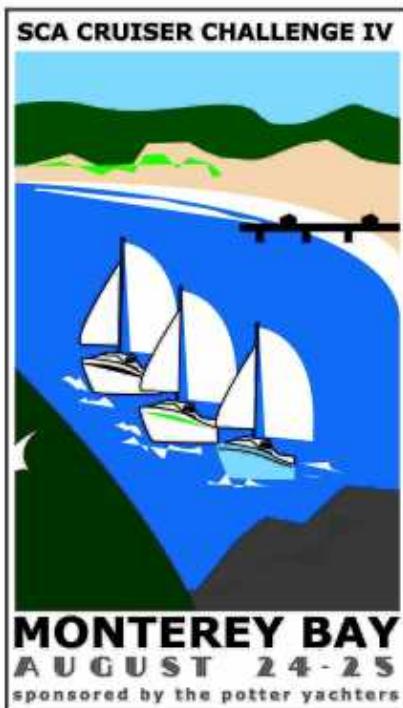
Talk about paradise! Two P15's, Russ and Judy Lundquist and Don Person and Judy, (Mike Westfield rode with us, his pickup was acting up so we had to do without his junk rigged P15) and five P 19's, Bruce Hood and Catherine (sans boat for now), Eric Zilbert and Lisa, Jim Picard and Venus, David White and Cheryl, Darrow Bishop and Marni and Dave Norris and crew, plus children, grandchildren and dogs, all very well behaved, tent or boat camped for a super 3 day sailing weekend at Eagle Lake.

Beautiful Eagle Lake is in north-eastern California, a seven hour drive from San Francisco. It is eight miles by one mile with morning winds to five knots building to fifteen in the afternoon. The complete sailing experience. The elevation is 5000 feet. It is in the Lassen Nat'l Forest, surrounded by mountains covered with pines, cedars and fir trees. The campgrounds are well-appointed, serene and relaxing. It has an excellent small marina with store, available slips, first class launch ramp, great sand beaches and crystal clear water.

A pot luck Saturday night featured a birthday cake for Bruce's 70th. We were honored with a visit by a representative of the Eagle Lake Sailing Association and Potterer Dan Rickert drove up to share the evening with us. A forest ranger even took pictures of my bright yellow P15 with her red and yellow sails to maybe use in a new brochure and on a new web site advertising the area.

Lots of thanks to Bruce and Kathryn for organizing 'a grand time was had by all' event.

# SPECIAL CRUISER CHALLENGE SECTION



By all accounts, last year's SCA Cruiser Challenge, was the best trailer-sailer event of the year! 35 boats of all sizes and makes and nearly 100 people joined in the fun.

If you missed it last year, you've got another chance to join the biggest trailer-sailor party of the year !

The main event is two easy-going, friendly cruiser-style races on Saturday. One course is specially designed for new sailors. The whole day is designed for non-racers, so don't be afraid to join us, even if you've never raced before. We'll have simplified regatta rules for non-racers; all you need to know is the ordinary "rules of the road" for sailing. .

After the races, the party begins. Saturday night we'll have the Award Ceremony and dinner at the [Monterey Peninsula Yacht Club](#). We'll be staying overnight at the [Monterey Yacht Harbor](#).

**You must pre-register and pay the \$15 entry fee by July 30th to attend. Non-racers pay only \$5.**

Saturday, August 24 Before 9 am: Rig and Launch Pay Parking and Berth Fees at Marina HarborMaster's Office	Arrive before 9 am and park, rig and launch at the Monterey Yacht Harbor. Pay for parking and your berth at the HarborMaster's Office. Berth is \$15/night. Parking is \$12 per calendar day for your vehicle and trailer. If you arrive late, you may have to park in over-flow parking. Dock key deposit is \$25, refundable. Tie up at your assigned slip/raft up location.
8:30-10 am at the Monterey Peninsula Yacht Club	Event Registration. Sign liability waivers. Buy your tickets for Dinner. Buy your race T-shirts (\$15/each, cash or check, no credit cards please!)
10 am: Skipper's meeting at MPYC	We will pass out course maps and explain the starting sequences.
11:30 am or 12 am: Start of first race	This will be a shorter race, in lighter morning winds. Special Trophies for Novice Winners.
2:00 pm: Start of second race	Enjoy a scenic 5 or 6 buoy course that will take you on a nice tour of nearby Monterey Bay, probably in the afternoon's stronger winds. Both races count for non-novice skippers. The long race will be more heavily weighted than the short race, in the event of a point tie.
4:pm - Bar opens at MPYC	The cash bar at Monterey Peninsula Yacht Club opens
5:00 pm: Buffet Dinner at Monterey Peninsula Yacht Club	Due to the large number of participants this year, we can't all fit in the MPYC dining room at the same time! So we urge you to come early, eat, and then move to the bar or deck area. Dinner will be \$15/person or less;
7:30 pm: Award Ceremony at MPYC	The Award Ceremony begins!
Sunday, 9 am: Brunch at MPYC	Time for socializing over coffee. \$10 or less per person; children age 12 or younger half price.

## SPECIAL CRUISER CHALLENGE SECTION



### DIRECTIONS TO THE MONTEREY PENINSULA YACHT CLUB:

- **Coming from Highway #1 (North):**

1. Take Del Monte Ave exit (to Monterey/Pacific Grove).
2. Continue on Del Monte Ave, through stop lights at Case Verde, Sloat Ave., Camino Aguajito and Camino El Estero.
3. Turn right at the fifth stop light, onto Monterey Wharf #2.
4. MPYC is on left, first building on the wharf itself (low brown wooden building).
5. Drive straight ahead, onto the wharf and find parking (metered-get your quarters out!).
6. If no parking is available on the wharf, try the public lot(left turn) just prior to driving onto the actual wharf .

- **Coming from Highway #1 (South):**

1. Take Casa Verde Ave exit.
2. Turn left at bottom of ramp (onto Casa Verde Ave) and go under the freeway overpass.
3. Turn left at the first stop light, onto Del Monte Ave (going towards Monterey/Pacific Grove).
4. Continue on Del Monte Ave, through stop lights at Sloat Ave., Camino Aguajitoand Camino El Estero.
5. Turn right at fourth stop light, onto Monterey Wharf #2.
6. MPYC is on left, first building on the wharf itself (low brown wooden building).
7. Drive straight ahead onto the wharf and find parking (metered-get your quarters out!).
8. If no parking is available on the wharf, try the public lot(left turn) just prior to driving onto the actual wharf .

# SPECIAL CRUISER CHALLENGE SECTION

## Eligibility and Regatta Rules:

This is a fun, laid-back regatta for cruising skippers who don't race very often, not hard-core racers. We will be using ordinary "Rules of the Road," not racing rules, since we assume that most cruising skippers don't know all the racing rules.

This regatta is a "cruise lasting an hour or two" with prizes for the fastest boats to complete the course. It's not a "real race" with the usual racing rules. **All participants in this event must agree to abide by the ordinary "Rules of the Road" for Inland and Coastal Waters (COLREGS).**

It's a "friendly gentleman's regatta" - aggressive racing tactics would be inappropriate and potentially dangerous. Racing tactics that might increase the chances of collisions (such as aggressively "luffing up" another boat or crowding at the buoys) are not strictly prohibited and will be grounds for being kicked out of the race. We've never had any collisions, and we've never had to kick anybody out for aggressive tactic in past years -- all the skippers have been careful and considerate sailors.

Mini- and Pocket-Cruisers 25 feet LOA and under are eligible. There will be 3 divisions: Small Mini-Cruisers, Big Mini-Cruisers, and Pocket Cruisers. All boats must have a cabin suitable for accommodating at least two adults and have room to sleep inside the cabin. Stripping your boat would be violating the spirit of this event, but we're not going to inspect your boat.

All boats must be equipped with required Coast Guard safety equipment, an anchor and an outboard. All participants must wear a Coast Guard approved PDF at all times during the race.

The largest headsail permitted will be a 155% genoa. Not many mini-cruisers around here have spinnakers, gennakers, or drifters, so it wouldn't be a fair contest of skipper skill if we allowed spinnakers. If you don't know the size of your sails, contact Judy Blumhorst, Commodore, at [Commodore@potter-yachters.org](mailto:Commodore@potter-yachters.org) for instructions on how to measure them.

Since this is a non-handicapped event and we will be trying to accommodate a wide range of boats, the regatta committee will assign your boat to a division on the basis of your boat's length overall, waterline length, displacement weight, sail area and/or Portsmouth Yardstick rating or PHRF number.

If your boat doesn't fit the eligibility requirements exactly (for example, you've got an open-cockpit daysailor), you can still come to sail and join the party! You can even participate in the race, just to see how you'll do, but you won't be eligible to take home a trophy or race prize -- It just wouldn't be fair to have a Thistle sailing against a Pocket Cruiser! Fill out the Pre-Registration form and we'll be happy to assign your boat to a division.. and if we get enough "odd-ball" boats to form their own "Odd-Ball" division, we'll do it!

## REGISTRATION FORM

<b>Skipper Info:</b>		<b>Boat Info:</b>	Fill in as many field as you can. If you don't know the answer, put NA (not available)
First name		Boat model and length (For example: Potter 19)	
Last name		Boat Name	
Email address		Sail Number	
Day Phone number		State Registration or California CF number	
Night Phone number		Hull/Deck Color	
Skipper's Home Port		Sail color	
Race or daysail?		Sail Area	
Sailing skill (Novice, Beginner, Intermediate, Advanced)		Length Overall	
<b>Crew Info:</b>		Waterline length	
No. of people, includ- ing yourself		Displacement weight	
Names of other peo- ple in your party		<b>Berth Reservation and Parking</b> The only way to reserve a berth is via Pre-Registration. Monterey Yacht Harbor does not accept advance reservations from private individuals. If you arrive earlier than Friday, we can't make a reservation for you, but you should have no trouble getting one.	
<b>Race T-Shirt Orders</b> T-Shirts are \$15 each. Indicate the number of each size you'd like to buy. Pick up and pay for them at Registration on the day of the Race. Cash or check only.		Indicate number of shirts of each size.	Berths are \$15/ night. Parking for car and trailer is \$12 per calendar day. There is a \$25 refundable dock key deposit. Pay at the HarborMaster's Office when you arrive. Cash, check or credit card.
Small		Arrival/Departure Date	
Medium			
Large			
XLarge			
XXLarge			
<b>Meal Reservations</b> Pay for meals at registration, Saturday morning. Cash or check only; no credit cards			
No. of people for Saturday Award Ceremony & Dinner (\$15/person; children under 12 half price)			
No. of people for Sunday Brunch (\$10/person; children under 12 half price)			
<b>Mail form and check, postmarked by 7/30/02, to:</b> <div style="border: 1px solid blue; padding: 10px;">           Cruiser Challenge            c/o Alex Hubbard, Regatta Captain            1276 Curtner Ave            San Jose, CA 95125         </div>			

**OR call Alex Hubbard at 408-264-2160**



# The Potter Yachter

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JULY 2002

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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 ex-

perience 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*