



The Potter Yachter

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

June 2017

Report:

Delta Sail and Overnight

Story by Sharon Soule
Photos by Don Person



Easy sailing on the Mokelumne River

Through some weird quirk of logistics, David and I made it to B&W with daylight to spare after work Friday evening. The parking lot was mostly empty with only a few fishing boats--you know the kind, the shallow flat ones with giant outboards sitting on matching sparkly trailers. They were inexplicably parked but not launching. We set up and launched *Nighthawk* in record time and as we motored out of the boat ramp area, we realized that it was *still* light with just enough wind to go for a sunset sail. So we sailed! Once we got out of the wind shadow of the trees at B&W, the wind was perfect and we spent about an hour reaching up the North Mokelumne River and then tacking back down to the guest dock at the marina. We took the dogs for one last walk and checked on the truck. At this point, there were even *more* fishing boats parked in the lot – still not launching – but we were too tired to even speculate why.

The reason for all the fishing boats became clear at 5:15 the next morning when some fellow began speaking over a loudspeaker from the guest dock about 50 feet from where we were tied up sleeping. It was a bass tournament! There's nothing like watching 25-odd bass fishermen in their boats, bobbing around on the river, at this point standing to the national anthem at 5:25 A.M. prior to dashing madly (See *Delta* continued on page 9)

Ship's Stores for sale. Send orders to Pat Brennan:

Show your colors! Fly an official Club Burgee on your next sail!

- Burgees \$25.00
- Bumper stickers \$ 2.50 (just shows the burgee; no text)
- Patches \$ 2.50 (Both round and burgee shaped)
- Info Packets \$20.00 (Primarily P-15 information)

Or head over to our CafePress website and buy a Cap, Stein, or T-Shirt with the club logo on it.

Visit: <http://www.cafepress.com/potteryachters>

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The Commodore's Corner

By Eric Zilbert

Tempus Fugit (Time Flies)

Wow, time really flies! Here it is June already and we are nearly halfway through our sailing calendar. It seems like the annual meeting was just a week or two ago. It appears, from where I sit, that the events to date have all been unqualified successes. I have seen nothing but positive reports. I can certainly attest to the quality of the sailing and festivities at both the Benicia and Moss Landing sails.

Benicia featured excellent winds and a great meal at the yacht club. Moss landing met all my expectations with great sailing, and plenty of otters, seals, baby otters, baby seals, lots of humpbacked whales, and some interesting green scum.

As I write this, people are likely traveling to the Woodward Reservoir event and in two weeks there will be a sail in the Sierras! Alas, I will have to miss these because of previous commitments in Italy, where I doubt I'll get to sail at all, but it might happen.

Notably, we are quickly coming up on the **2017 Cruiser Challenge** in Monterey, July 22nd and 23rd. I encourage people to [sign up early](#) so we can gauge the size of the group and make appropriate arrangements. I am looking forward to more great sailing, friendly competition, and a terrific party.

I realized recently that I have been sailing my Potter with the club for 19 years now, and that the boat itself is 27 years old! I bought the boat to help me deal with the mid-life crisis I had when I turned 40 (that seems young to me now). *Riptide* (P19 # 621, 1990) was a prize on "The Price is Right", and was immediately sold to a family in Texas. I bought her from a dealer in San Diego. When talking to the dealer he lamented the fact that many people own sailboats, but few sail them. He told me to look into the Northern California Potter Yachters saying "If you join the group you will do a lot more sailing." He spoke the truth! I would estimate that of the journeys we have gone on over the years, the great majority have been with the club. He did not say that I would meet the finest group of people I have ever been associated with, but that is the truth as well.

Sail more! Tempus fugit! See you in Monterey!

Eric — 

Club Events on the Horizon		Event Calendar
Aug 5 (Sat)	(alternate) Beardsley-Lake Sail <i>The road to Beardsley Lake and New Spicer Meadow are both blocked; Possible alternate sails are Don Pedro or maybe LWSC's Dinghy Delta Ditch; Stay tuned.</i>	(Kevin C)
Aug 19 (Sat-Sun)	Richmond Sail and Overnight <i>can be intermediate to advanced, depending on winds and waves</i>	(Jerry B)
Aug 26 (Sat)	Lake Hennessey Sail <i>easy day sail; no motors over 10 HP; no camping or swimming; nice launch ramp</i>	(Rich M)
Sept 23 (Sat-Sun)	Clipper Cove Picnic Sail <i>typically an easy day sail, although it can be intermediate windy on occasion</i>	(Carl S)

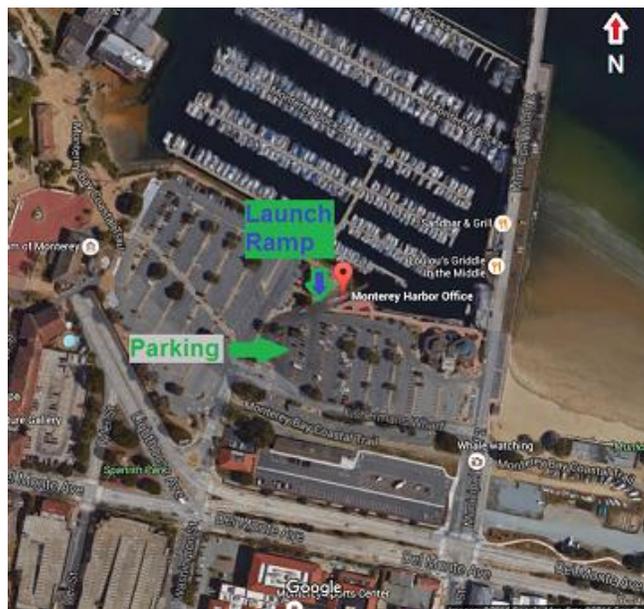
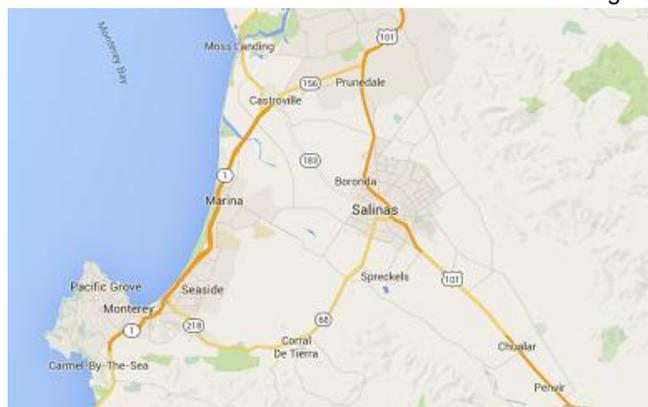
Upcoming: Friday to Sunday, July 21-23, 2017

18th Annual Cruiser Challenge!

Sail Host: Mike Swartz Sponsor Liaison: Gretchen Ricker

The [Cruiser Challenge](#) is a great get together by *The Potter Yachters* at Monterey Bay, CA. Folks arrive, rig and get boats into the water beginning Friday, July 21. The racing (low-key type) is Saturday July 22. Folks not wanting to race are warmly welcomed to come out and join the fun, including dockside social time & dinner at Monterey Peninsula YC.

For 2017 we'll continue our new and simple format with a "set time" starting sequence, allowing those with motors to get to the starting line at the correct time. As those sailing will still have right-of-way, anyone using their motors will not have an advantage. The fastest sailors will prove themselves on the course, but everyone will have a better chance to start with the pack. Also, as with last year, intrepid sailors looking for a fresh experience can launch at Moss Landing on Friday, sail a few hours down to Monterey for Cruiser Challenge activities Saturday, and sail back to Moss Landing on Sunday for some fleet whale watching and/or informal racing. Please note that this is not an official Potter Yachter sail, nor is it part of the Cruiser Challenge event.



[Directions to Monterey Municipal Harbor/Marina](#)

From north of Monterey:

Take 101 South to 156 West
Continue through Castroville onto Hwy 1 South
Take the Pacific Grove/Del Monte Ave. exit
Turn right at Fisherman's Wharf/Figueroa St.
Then turn left towards the launch ramp.

From south of Monterey:

Follow directions above using Hwy 101 North, or
Take Hwy 1 North, exit Aguajito Rd. (exit 401A)
Turn left at the first signal light (Aguajito) then
Go under Hwy 1 and across Fremont St.
When the road ends in a 'T' (can't go straight),
Turn left at the signal light (onto Del Monte Ave)
Turn right at Fisherman's Wharf/Figueroa St.

Harbormaster: (831) 646-3950; night 594-7760

[Municipal Marina layout maps](#) are available in the "Harbor & Marina" Department on www.monterey.org

THANKS TO OUR SPONSORS

Thanks also to [Monterey Peninsula Yacht Club!](#)

We're working with the city of Monterey to provide 3-days of "preferred" trailer parking. If you'll need a space, please [register by June 30th](#) so we can make arrangements. (They require pre-payment from us.)

Join us in Monterey for fun and camaraderie! —

Cruiser Challenge 18

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. (Division A & B start together.)
 2. Division B, medium class: 15’1” to 19’11” LOA.
 3. Division C, small class: 15’ LOA or less.
 4. The Race Committee reserves the right to move boats into different divisions if suitability is in question in order to “level the playing field”.
- IV. Hard start times. Race start times will be confirmed at the skippers’ meeting with any changes announced on the VHF once the fleet is on the. Starts will be in “pursuit” format with Division C (small class) starting first, followed 10 (ten) minutes later by the combined A & B (large and medium class) start. We will try to start:
 1. First race: Division C (small class) starts at 11:30 am. Division A & B (large and medium class) starts at 11:40.
 2. Second race (winds and time permitting): Division C (small class) starts at 1:30 pm. Division A & B (large and medium class) starts at 1:40 pm.
 3. **However**: due to conditions once on the water, the start times for the first race may be delayed 30 (thirty) minutes until 12:00 noon. Listen on the radio for changes and for the five-minute warning horn (five blasts) sounding before the start of the Division C (small class) race. If the first race at 11:30 am is delayed, expect the second race at 1:30 pm to be cancelled.
- V. Horn signals will be kept to a minimum to avoid confusion.
 1. A five-minute warning horn with five blasts will sound before the first race at 11:25 am, and at 1:25 pm for the second race.
 2. A single horn blast will sound announcing the race start for Division C (small class), and a single horn blast will sound announcing the race start for Division A & B (large and medium class). Remember, Division A & B will always start 10 (ten) minutes after the start of Division C.
- VI. All horn signals will be backed up with an announcement over the VHF radio.
- VII. Radio use is encouraged and will be used extensively by the Race Committee. The frequency will be announced at the skippers’ meeting. If in doubt as to what is happening, sail or motor to the committee boat and ask for clarification.
- VIII. A skipper may use the boat’s motor up to one minute before the start time for his or her class. It is the skipper’s responsibility to stay clear of boats under sail and to stop the motor one minute before start time. The one-minute warning to stop engines will be announced over the VHF.
- IX. The race course will be briefed at the skippers’ meeting. Expect an upwind leg to Mile Buoy (R’4’), followed by a downwind leg to a marker the cannery, then a short upwind leg to the start/finish line.
- X. Special Cruiser Challenge 18 racing rule: HAVE FUN. — 

Unofficial Potter Sail: Friday July 21 & Sunday July 23

The Cruise to Cruiser Challenge & Back

If you haven't registered for the [18th Annual Cruiser Challenge](#), **now** is the time to do so. You can even pay via PayPal. It doesn't get much easier!

Three skippers currently have plans to sail from Moss Landing to get a slip in Monterey for Saturday's event, then sail back Sunday. You can join us.

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 trailer your boat to Monterey, if needed. If weather is bad on Sunday, we'll find someone to shuttle us to Moss Landing and get our rigs back to Monterey for retrieval. Also, this part is not an official Potter-Yachter function, nor part of the Cruiser Challenge. Not for beginners, of course, and as always, everyone is responsible for themselves.

Having said that, here's some info for any Potter Yachters thinking about making the trip:

The plan is to leave around 10am on Friday for the roughly 4-hour trip. Some folks may arrive Thursday night. The city lot usually has plenty of parking. You might get permission to park at Elkhorn Yacht Club, if there's space. We'll sail back on Sunday. ([See PYN 2016-08, page 10, for last year's itinerary.](#))

The folks at Elkhorn Yacht Club are very welcoming and it's always a pleasure to spend time there. If you contact them before your arrival, you may be able to stay Sunday night at the guest dock, socialize a bit, and derig the boat on Monday morning. — 

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.

Monterey Harbor: Channel 05a 24hrs or (831)646-3950 8-5pm/(831)594-7760 nite

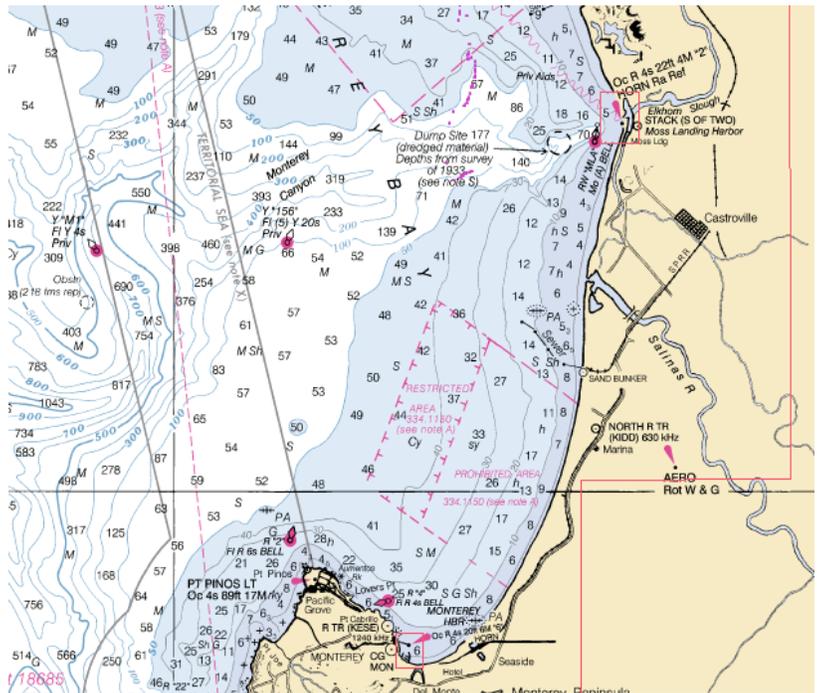


Cruiser Challenge



Cruiser Challenge 18!
Get out there and SAIL!

Potter-Yachters.org/challenge



The NOAA Chart for the area is available online for free: <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report: Fun, Friends, and Fish... er, Whales

Moss Landing Whale Watching

by Phil Marcelis

April 28th was the start of another great weekend of enjoying the hospitality of the Elkhorn Yacht Club and socializing with some of their members. And the whales cooperated to give us a good show, too.

The storms in Northern California since October apparently brought a lot of sediment into the Moss Landing north harbor. At low tide, the walkway leading to the yacht club guest dock is sitting on a sand bar where the harbor seals haul themselves out. As the tide comes up, the wind will blow small waves across the bar which hit the yacht club's guest dock and bounce the boats around a bit.

As is apparently my habit, I was the first to arrive at 8 a.m. on Friday. I immediately took stock of the docking and launch ramp situations and wished I had consulted the tide tables, for I was clearly arriving a few hours earlier than would otherwise have made sense.



Photo by 'Goose' Gossman



I took the opportunity to check the weather and then, taking my time rigging, I eventually put the boat in the water and headed out for a sail.

By the time I returned around 1 p.m., Bud Kerner was there with his P-19, *Cat's Meow*, and was rigging in the parking lot. I was ready for lunch, but Bud said he'd eaten, so while he rigged his boat, I headed to the [Sea Harvest restaurant](#) conveniently located near



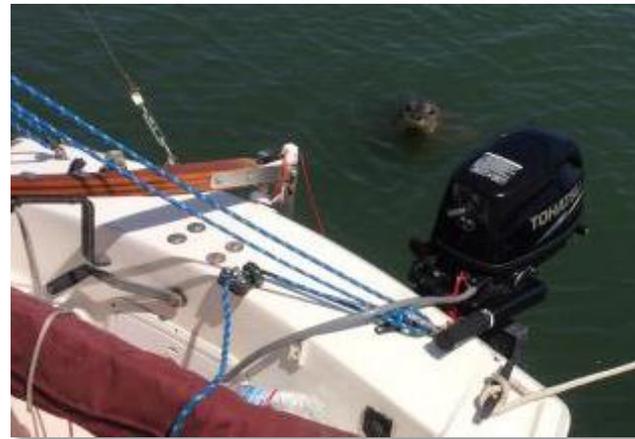
Whale Watching boat passengers watch the sailor... who's watching whales

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the launch ramp. He thought he'd be finished rigging just about the time I finished lunch, so he suggested that we might get in a little sailing afterwards. Personally, I thought this was ambitious (bordering on insane) because the wind had already started getting rambunctious when I decided to head back into the harbor. By the time I walked out of the restaurant around 2 p.m., my hat nearly blew off my head and I had a hard time walking straight over to his boat.

"Do you think we should sail? Sure is a lot of wind," I hollered at Bud, as he stood fighting with one of the sails from the cockpit of his boat on its trailer.

"What?" he yelled back. "I can't hear you. This is a LOT of wind!"



I tried again, but he shook his head and gestured at the air around him, "Can't hear you over this wind... I don't think I'm sailing today."

So we motored over to Elkhorn Yacht Club's guest dock and checked out the surroundings.

Those harbor seals are curious animals. And one of them came up behind *Cat's Meow* to watch us for several minutes... or at least long enough for me to notice, fumble around for my camera, and STILL get a good picture.

Eric Zilbert joined us later with his P19, *Riptide*, and it was back to the [Sea Harvest](#) for dinner. Then we basked in the hospitality of the yacht club and their colorful members before retiring.

While eating breakfast at [Phil's Snack Shack](#) the next morning, I got a call from Goose, who had just pulled into the parking lot with Dieter and Randy's Holder 17.



Phil, Bud, and Eric dining at the Sea Harvest



Bud, Eric, and Phil having breakfast at Phil's Snack Shack



Randy's new, familiar-looking, yellow-hulled Holder 17

Dana Suverkrop left his P-15 at home and hitched a ride as my crew for a day of stellar whale watching.



After a nice day of sailing, what better way to relax and unwind at 2:30 than a late lunch at a conveniently nearby restaurant which overlooks the entrance to the harbor? Oh, there's the Sea Harvest!

The members of the Elkhorn Yacht Club have always been very welcoming. They even hang the Potter Yachter Burgee proudly over the bar.



Randy, Dieter, Phil, Goose, Dana and Bud having lunch; Moss Landing Harbor entrance in background (Bud took the picture)



We got our fill of drinks, met club members both familiar and newly acquainted, and thoroughly enjoyed their company. We were even invited to lounge with them and join them for appetizers. It's truly a pleasure to visit this special place. — 



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(*Delta* continued from page 1)
off to wherever the bass
happen to be hiding.

The Potters, on the other hand, made a much more civilized appearance, trickling in from about 8:30 until almost 10:00 when we headed out onto the river. Fortunately, B&W has a *lot* of overflow trailer parking.



Larry, Ed, Rich, Jerry, Herman, and Danny lined up for departure at B&W

In attendance were Herman Ward on M15 *Baby*, Danny Ward on P19 *La Buena Vida*, Don Person on his P15 *Sarah Anne*, Bruce Mossman and Marilyn Laidlaw on their Compac 16 *Bonkers*, Ted Tome and Joan Savarese on Ted's Compac 19, Rich McDevitt with his P15 *Minnow*, Ed Dove on his P15, Larry Tkach on his



Ed Dove, Jerry Barrilleaux and Rich McDevitt thru the bridge.

Peep Hen *Groovin'*, David and I on *Nighthawk* our Balboa 21, and our leader Jerry Barilleaux with *Sunshine*, his P19. Bud Kerner would join us later after sailing over from Rio Vista on his P19, *Cat's Meow*, his original plan to sail his P15 thwarted by a reluctant British Seagull [outboard].

After the usual mad dash through the Mokelumne Bridge, we found we had enough wind to sail. It was light, but it held up well enough to propel us down river and out onto the



The fleet just west of Korth's Marina, entering the San Joaquin River

San Joaquin. As we made our way down the San Joaquin towards Spindrift, the wind finally dwindled to nothing so that in the end, we all motored the last mile or so. Some folks went across to the restaurant to have a yummy lunch while others gathered in the breezeway at Spindrift to gossip about sailing and magic tricks. We were joined there by Carl Sundholm who drove down for the afternoon and dinner.

After a while, we noticed the palm trees on the levee beginning to sway and heard the breeze calling us back out onto the river. Half a dozen of us headed out for a couple of hours of great afternoon sailing. David even brought out our spinnaker for the run back up the river.



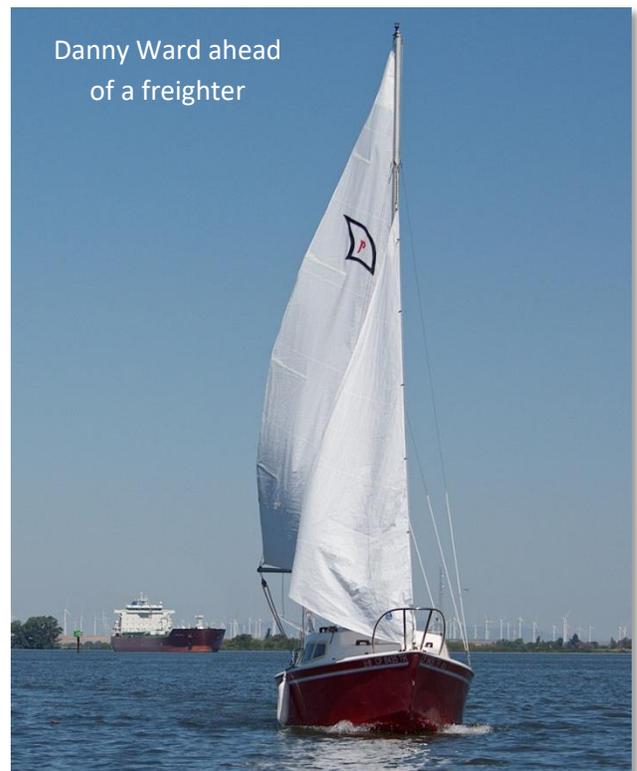
Herman and Danny Ward

After we all came back in, we were joined by Mary McDevitt and Bobbi Kerner for dinner at the restaurant. Sunday morning, we headed back to the restaurant for even more added ballast – steak and eggs! Yum!



Jerry B with a freighter

Around 10, it was time to say goodbye to Spindrift and start sailing. The wind was again pretty light out on the San Joaquin as we all reached up the channel. Then we heard five loud horn blasts from a freighter that was still several miles away. Bud radioed the Potter fleet to warn them as we saw him rounding the far bend in the river. He must have been a nervous nelly because he

Danny Ward ahead
of a freighter

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gave us one blast at the corner, then a few minutes later, he gave us five blasts on the horn. It should have been obvious by that point that we were all scurrying madly out of his way. The sight of 10 little boats in his channel must have been too much for his frayed nerves.

Sunshine and Nighthawk



Marilyn stays cool on Bonkers



As often happens, the wind quit completely as we entered the Mokelumne River so at that point, we all gave up and continued back to B&W under motor. Altogether, it was a typical Potter weekend; nice relaxed sailing with good company!



Ted and Joan

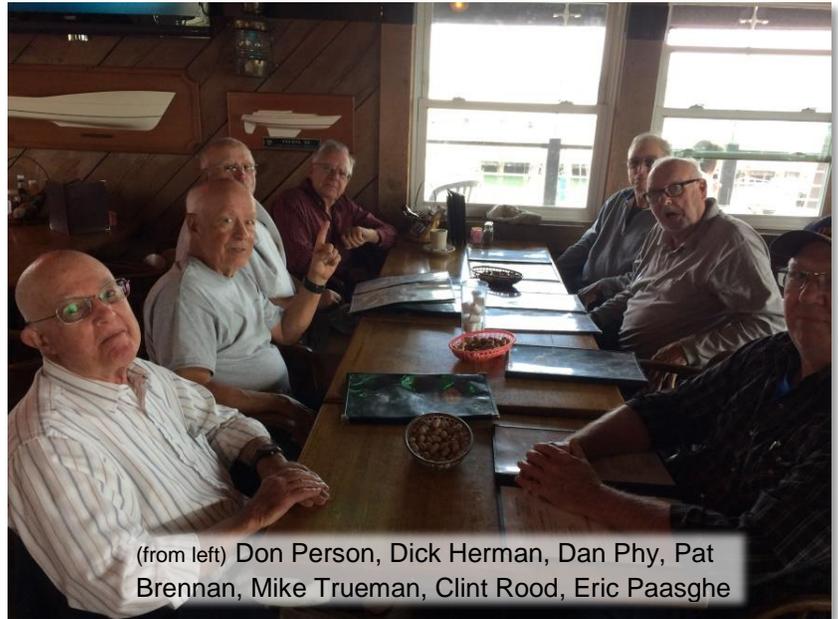
I wonder who won the bass tournament? — 



Nighthawk, Minnow, Sunshine, and Bonkers returning to B&W Marina



After assisting a boater emptying her garage with boat gear from a past 40-ft Carver and depositing the load at **The Blue Pelican** in Alameda for consignment this last Wednesday, I encountered the Usual Gang, or [ATUS](#) if that is more appropriate, at their regular watering hole, Quinn's Lighthouse. A great encounter!



(from left) Don Person, Dick Herman, Dan Phy, Pat Brennan, Mike Trueman, Clint Rood, Eric Paasghe

Fair winds,
Dave Norris

HMSB P-19 #1004 *WightCap* 1999-2007
PCS PH-32 Cutter *Wings* 2007-2015
& present NWM 22-ft C-Dory *Atta Buoy* 1/2017

[Eric reportedly has a 34' sailboat and is planning to get a smaller one. Interested in joining the Potters, he sailed with Dick that day. -Ed.]



Guy Light is writing an article about trailer reliability. Please call him about any adventures you've had with broken springs on your trailers. Is there a correlation between age of the spring and when it breaks? Contact Guy Light at 775-882-2535.

You're Invited to Cruiser Challenge!

Registration is now OPEN!

Reserve your parking by June 30.

Register at: Potter-Yachters.org/challenge



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www.potter-yachters.org
fb.me/PotterYachters

The Potter Way

by Don Person

To finish off the Potter Delta Sail event, Larry Tkach lost a tussle to the mast eating tree at the B&W Marina. This isn't the first Potter Yachter mast it has attacked and probably won't be the last. Everyone launching a sailboat at B&W should watch out for this tree. It is sneaky and tough. The trailer parking area is an elongated "U" with a nice center divider planted with shade trees. Each of these is a potential mast grabber but the worst is the one at the far (eastern) end of the divider. It doesn't look particularly vicious but woe to the skipper who rounds the end of the "U" a little too closely. Larry did. The mast on his Peep Hen is not very tall but the tree reached down and grabbed it anyway. Now Peep Hen masts are not ordinary wimpy masts. They are unstayed and extra thick gauge to support a relatively large single sail. So let's say they are strong. Also the mast is hinged at a tabernacle which incorporates a collar which makes it even stronger. Regardless, the tree grabbed it, bent it and broke it off at the tabernacle. This bent the tabernacle collar and its two supporting rails. An ugly proposition.

Now what is "Pottering" about? Sailing our small sailboats, of course, but also the opportunity to interact with friendly, helpful, good and generous people. The word 'good' is used advisably. Each of us has our own definition but mine fits the Potters I know. Quick to lend a hand, free with offers of sailing advice, generous, empathetic and supportive when the occasion calls for it and by and large pretty open-minded. Personally I like the Boy Scout Oath, the A.A. creed and the parts of the major religions that advocate tolerance and respect for all, including this planet which is getting smaller all the time. OK. Preaching to the choir, but that's the page I'm on.

So, to the point of this text; Larry is there despondently eyeing his problem, not having much of an idea what to do. As an orthopedic surgeon he understands the situation but his instruments just aren't up to the task.

Enter the Wards, Danny and Herman. Herman is retired from metalworking now but passed on good genes for that to Danny, as well as the Potter-type helpfulness ones. Danny, still present at the Marina, checks out the bent piece and offers his assistance and that of a five ton press. He isn't sure it can be straightened without splitting but by supporting the collar with bolts through some serendipitously present holes in the collar, he feels it's worth a try. So the damaged part goes home with Danny who, using the press, straightens it (no splitting) to within, according to Herman, a 30,000 of an inch which is plenty straight enough.

Yee-Haw! Congratulations to Larry, who won't need to purchase a new and very expensive tabernacle. And, many thanks go to Danny and Herman, who really helped out a fellow Potter.

Finally, three cheers for the *Potter Yachters*, the best group of small sailboat sailors ever! — 

Potter Yachter Membership

Join the *Potter Yachters* – the club that has been around since 1978 and, with your participation, will continue to withstand the test of time. We're really a bunch of nice folks who would just love to have other nice folks join us. Your dues help support club activities and publish the newsletter, so you can join us on sails in person or vicariously through our stories. Annual dues are \$25 per family.

Make checks payable to "Pat Brennan", or use PayPal to pat-brennan@sbcglobal.net, or try this link: <http://www.paypal.me/WPatrickBrennan/25> and include "Potter Yachter Dues" in the notes.



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

Send your payment (with Pat Brennan
your name and address) to: 1305 Webster Street #C205
Alameda CA, 94501

Organized in Northern California in 1978, the *Potter Yachters* is the longest running West Wight Potter club. Membership is open to anyone interested in West Wight Potters and other trailerable microcruiser sailboats.



Patrick Brennan
1305 Webster St., C205
Alameda, CA 94501

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*

