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I sailed my Potter for almost four years and really enjoyed her sailing characteristics. Anybody who has sailed a Potter knows what I mean. A Potter, due to its aggressive chines is a stable boat and the cockpit keeps dry even in one to two foot swells. The shear line of the Potter 19 is unusual when compared to modern sail boats. The "look" gives a sense of "old tradition" that was very appealing to me. I cannot tell you how many comments I have had on how "cute" the Potter looked. The Potter 19 most certainly has a "uniqueness" about it that gets attention.

On 7/5/2015 1:38 PM, Mark Benton wrote:

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The sailing characteristics of the Potter 19 were sweet.....sailing the Voyager 20 is even sweeter. All I can say is "wow!". I looked over the statistics of the Voyager 20 and watched the videos and then watched them again.....and then sight unseen, having sold my Potter 19, I ordered a Voyager 20.

Voyager 20 number 008 was delivered to me a couple of weeks ago so this review is based on almost four years of Potter 19 sailing and a few days of Voyager 20 sailing. Ken Lange, on his own dime, came out to New Jersey to help me get the Voyager 20 set up.

My boat arrived after five days of traveling from Southern California to Northwest New Jersey neatly wrapped in white plastic. As soon as the driver left I tore into it like a five year old on Christmas day ripping off the plastic and then standing back to look at my new boat. What a beauty. The Voyager 20 maintains the same classic lines as the Potter 19 although there is a 20 inch keel that prevents a direct beach landing (advantage to the Potter 19) while still maintaining the ability to get into very shallow water. The trailer is the "Baja" and is perfect for the job. It has a telescoping tongue for those steep launch sites. I bought the trailer brake system which works quite nicely. This trailer also came with the singlehanded mast raising system. More on that later.

I climbed up into the boat. The cockpit is very similar to the Potter 19 except that there is a locker at the stern where the keel crank used to be on the Potter 19. This locker is big enough for two 3 gallon gas tanks with a thru hull for the gas line to the outboard motor and room left over for fenders, lines or spare life vests. A cushion goes over this which is something the Potter 19 did not have.

The rest of the boat's exterior is very much like the Potter 19. The Voyager 20 has enough deck space to go forward without worrying about falling off. The sight picture forward when at the tiller is good and there is easily enough room for four adults (and one dog) to sit in comfort while sailing. There are fair leads and clamps everywhere they are needed and then some. The Voyager 20 comes with winches for the Jib, Lapper or Genoa which gives the sailor the ability to tweak the foresail when needed. The mast is higher and it comes with a spreader that gives the Voyager 20 that "mini yacht" look.

I camped out on my lake quite a bit on the Potter 19 and it was a highly enjoyable experience. Enjoying a freshly brewed cup of coffee while sitting in the cockpit watching the sun come up was about as relaxing as it gets. Therefore, I was anxious to see the cabin of the Voyager 20. I stepped inside and again, all I can say is "wow!".....there is no keel boot.....the cabin is about as spacious as a 20 foot sailboat can be. The sink is now on the starboard side with the stove and

Porta Pottie leaving an 11 foot settee on the port side that seems to be wider than the one on the Potter 19 but I am not sure about that. The feeling you get is "openness".....There are four portals than can be opened for more ventilation and they snap shut with the secure feeling . Over the V-Berth is an openable hatch that is clear but tinted so you can see outside even when the hatch is closed and that adds to the openness.....the Potter 19 had a hatch but it was made of solid fiberglass. There is storage under the sink and stove and in that storage area is a bag that can be filled with 15 gallons of water which can be loaded outside the boat through a receptacle.

I ordered a two battery system and there is a nicely sized red switch on the starboard side so that the captain can choose which battery he wants to use. There is a voltmeter so you can immediately see how your batteries are doing. The electrical panel is well placed and includes heavy duty switches for all of the lights and the electric bilge pump (yes, the Voyager has an electric bilge pump).....there is also a hook up for dock power so that your better half can use the hair dryer at the dock. The panel for that is also located on the starboard side of the cabin. A 12 volt receptacle is installed in both the cabin and the cockpit for recharging of iPads etc.... The stairs into the cabin are solid and they serve a dual purpose as hidden within is the line for raising and lowering the keel.....very well thought out. The keel can be pulled up in two seconds with a line unlike the Potter 19 (with the heavy crank) as it only weighs a little over 50 pounds. On my lake with sometimes sudden shallow areas, this is a nice feature. On this subject.....the Voyager 20 has 550 pounds of lead ballast laminated into the keel so this boat is well balanced and even keeled.

The V-Berth is very much like the Potter 19 except for the fact that Ken Lange has figured out an ingenious way of moving the compression post for the mast back almost a foot aft so that it does not interfere with the sleeping area. There is one dome light that can either be set on white or red. I ordered an LED system that I really enjoy as it gives the cabin a very esthetic feel with its indirect lighting. The material for the cushions is very well thought out too.....very comfortable while at the same time easily cleaned for those "wine spills".

I ordered the VHF radio which was mounted just inside the companionway hatch so it is easily accessible from either the cockpit or the cabin. The Voyager 20 also comes equipped with a 25 Watt solar panel that fits on the companionway hatch with suction cups. From experience, this solar panel alone will charge the batteries enough so there should never be any fear of running out of battery power. Even so, I ordered the Tohatsu 9.8 outboard motor that goes through an alternator that also charges the batteries. Back up is a good thing. Speaking of the motor.....at less than half power it will give the Voyager 20 an almost 7 knot cruise speed sipping about 1/3rd gallon of gas an hour. Not bad considering there is room for six gallons on this "mini yacht". I also ordered the electric power tilt for the motor which, after having used it several times, is a must have item. When you are ready to sail simply press the switch which is on the throttle arm and the motor quickly comes out of the water and off you go.

Overall, this is a great boat for somebody who wants to sail with another couple, family and kids. The Voyager 20 is a great "weekend camper" with all the essentials for a comfortable night out on the water.

As far as sailing goes, Ken and I spent hours on this sail boat with less than three knots of wind and an occasional gust and we had a blast. Winds were picked up by this boat and we had a wake.....small, but....we were sailing. With a good wind of about 15 knots and really pushing it Ken and I had the gunnels almost in the water with an absolute confidence that heading up in a sudden gust brought us right around.....the tiller pressure is finger strength, perfectly balanced.....just enough pressure to give you a sense of what was happening but a light touch on the tiller directed the boat where you wanted it. The Voyager 20 heads up nicely.

Lastly, this boat is easily trailerable. The Voyager 20 comes with a Gin pole which is used to raise the mast when the boat is still on the trailer. Literally, this is a one man operation. The Gin Pole is attached to the mast with a bolt that is also utilized for the inner stays. This gin pole sticks up about 90 degrees from the mast. At the front of the trailer is an extension that sticks up about five feet. Attached to this is a 2,000 pound winch. The cable on this winch is attached to the gin pole on the mast and then the sailor simply stands in the cockpit and with a remote control in his hand, lifts the mast with the winch and bingo, the mast is set up with no sweat. A small motorcycle type battery powers the winch. The system is so well thought out that because there is no hassle, many Voyager 20 owners will routinely trailer their boat to other lakes, bays and waterways.

Finally, the West Wight Potter 19 was a fantastic boat for me. I loved sailing it and I was always confident that when I screwed up, she would take care of me.....and she did. The Voyager 20 is simply a West Wight Potter on steroids.....truly  
Ken Lange took the input from Potter 19 owners and presented a dream boat for guys like me.

Fair winds,

Mark R. Benton