



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club Aug, Sept, Oct 2013

Newsletter Editor Report



After years of excellent service as Editor for the Potter Yachter Newsletter, Jerry Kergan is stepping down. We offer our sincere thanks to Jerry for all he has done for us. It is now time for someone new to step up to the plate and carry the torch for us by becoming Editor. The Potter Yachter Editor is a very important position for us. They carry the masthead of our group.

The Newsletter is essential to the past and future of the Potter Yachters. It documents the history of the longest lasting West Wight Potter Club in the world, and we have a complete searchable collection of Potter Yachter Newsletters dating back to April 1979, which is a tradition of 35 years of marvelous history. We need someone to help carry on that tradition for us. The Newsletter announces the details of our scheduled sails, provides an “after action” report on the sails with stories and photos, and reports stories on items of interest to our sailing community.

As Judy Blumhorst has said “This club runs on “Volunteer Power,” and many of our iconic personalities have served us well as editors: from Carol Mangels (who started it all), to Harry Gordon, Jerry Barrilleaux, Terry Gotcher, Bruce Hood, Rich McDevitt, Dory Taylor, and many others.

We are a wonderfully diverse group of members and the reason this all works is that when the need arises, people take responsibility for carrying on our great tradition. Your Commodore would be pleased to receive your application by email at Sundholm@att.net.

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The Potter Yachter

The Commodore's Log

Having been out of sailing from June through August per doctor's orders after my shoulder surgery, I was envious of those of you who were able to get out and enjoy some sailing.

Since I last wrote, we have had several great sails, all of which I was unable to sail at, but which others were able to enjoy. Kevin Crowder's new New Spicer Meadows sail was a clear success, being held at a beautiful Yosemite-like lake venue, and folks are still talking about how good it was. Jim "Goose" Gossman did an incredible job organizing Cruiser Challenge and, true to form, came up with several innovative racing challenges, and a Cruiser Challenge people are still talking about. Neil Dorf innovated as well and
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EVENTS ON THE HORIZON:

October 12 & 13 (Sat-Sun)

Moss Landing

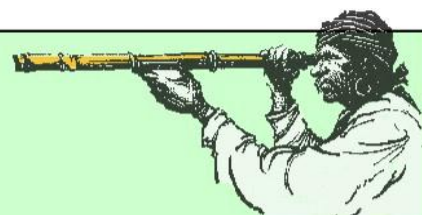
October 26 & 27 (Sat-Sun)

Six Bridges Delta Sail

SoCal Potter Events

October 26 (Sat)

Alamitos Bay— <http://howies.net/socalpotter/ramplosalamitos/>



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P-14 Targa: Gale

(Commodore's Corner from page 2)

re-structured the Richmond Day Sail to Paradise Beach County Park in San Rafael, which people really enjoyed. Rich McDevitt did a fine job getting the troops out for the sail at Del Valle Reservoir. After having been out of sailing for a couple of months and missing those sails, I was happy to get back out on the water with my fellow Potter Yachters for the Clipper Cove sail on September 14th.

A beautiful day for a sail. While the America's Cup Racers were nearly capsizing out by the slot, the weather was fine in the Oakland Estuary and leeward of Yerba Buena and Treasure Island. The fog of the morning sail out the Oakland Estuary, gave way to a wonderful sunny and breezy day of sailing. After crossing under the new Bay Bridge, I saw there was a major dragon boat rowing race going on in Clipper Cove. After a cop on a jet ski redirected us around the race, we beached out boats and had a relaxing picnic on the beach at Treasure Island in the warmth of the sun. The sail back was beautiful, especially the long and pleasant downwind run back to the Grand Street ramp. It was great to see Judy B run her new Sport Potter 19 through her paces, and watch how quickly she sailed back down the Oakland Estuary with a beautiful red spinnaker.

It has been a great year for Potter Yachter sailing, and there are still more great events on the horizon.

Best America's Cup Ever

By Carl Sundholm

Congrats to Oracle Team USA for one of the greatest comebacks ever, and we got to see it right here on San Francisco Bay!

A lackadaisical start in the early races by Defender Oracle Team USA, led Challenger Emirates New Zealand to an 8 to 1 lead.

With their backs to the wall in that losing only one more race to NZ would lead to a humiliating defeat and loss of the America's Cup, the "never say die" character of

skipper Jimmy Spithill and Team USA rose to the surface. It was thrilling to watch Oracle Team USA with everything to lose fight their way back to tie the New Zealanders at 8-8 for a final sudden death race.

In the deciding race, the Kiwis took the lead from the start and maintained an early seven-second lead at Mark 1, but after three lead changes in the third upwind leg, Oracle capped the grandest come-back of all by sailing away with a 44-second victory. At the victory celebration Skipper Spithill commented "It was a fantastic race. We wouldn't have had it any other way. To come from behind, these guys just showed so much heart."



The Clipper Cove Sail

By Dick Herman

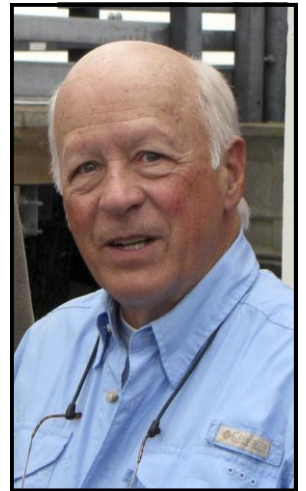
Photos by David Myers

The America's Cup was in progress, the weather perfect, and the Bay was calling. Muddy Duck was moaning quietly on her trailer, alone in storage, the forgotten love cast aside in favor of a younger, much smaller model. Amends had to be made and the Clipper Cove sail scheduled for Saturday, August 14, looked promising. A phone call to the Oakland Yacht Club insured there was room at the guest dock for Friday and Saturday night, and it was a go.

The drive to Alameda on Friday afternoon was uneventful and Muddy Duck was quickly launched at the Grand Street ramp. The sailing was perfect and the estuary all but deserted. Reluctantly, I docked at the OYC guest dock and tied up behind a forty-one foot sloop newly arrived from Vancouver, B.C. I met David and Michelle who were still in shellshock after weathering a 48-hour gale off the coast of Oregon and Northern California. They are newly retired and on the way to Mexico.

Dinner that night at the OYC held a special surprise. The guest speaker was Gary Dobson, one of the TV commentators for the America's Cup. He was entertaining, very knowledgeable, and offered an insider's view of the race.

After a leisurely coffee at the OYC Saturday morning, I motored down to Grand Street where the Potters were mustering for the sail. Dr. Judy Blumhorst was rigging her special-designed and developed P19, "Little Deuce Coupe." The boat is awesome and I have visions of Dr. Judy going head to head with a Sage 17, the wind over a forward quarter, the rigging howling as the bows cut into the waves.



Harry Gordon was there with "Manatee," Bud Kerner with "Cats Meow," Phil Marcelis with his recently acquired P19, Rich McDevitt in "Minnow," Dave Myers and "Salty Dog," and Commodore Carl Sundholm in "Dagmar." At the back of the parking lot, Jerry Kergan was helping Cal rig his P15. (My apologies as I didn't get Cal's details.)

Now Potters tend to sail on "Potter Standard Time," which is a polite way of saying a successful sail is when most of us go the same way the same day. This time, we were on schedule and seven boats, sans Judy B, and Cal and Jerry, headed for Clipper Cove at ten a.m.

Normally, it is a beat out of the estuary, but the wind had backed to more southerly and the intrepid Potters were picking up a good lift on a port tack.

That was fortunate as the traffic on the estuary heading for the America's Cup reviled the Bay Bridge interchange. Six tour boats loaded with spectators, and a few huge motor yachts paraded in stately majesty down the channel, defying anyone to challenge their right of way.

The Coast Guard was out in force, buzzing around in their



RIBs at a high rate of speed. One sped past with a heavy machine gun mounted at the bow. Now that got my attention and set me to wondering about the competition at the America's Cup. Out of the estuary, it was an easy sail over to

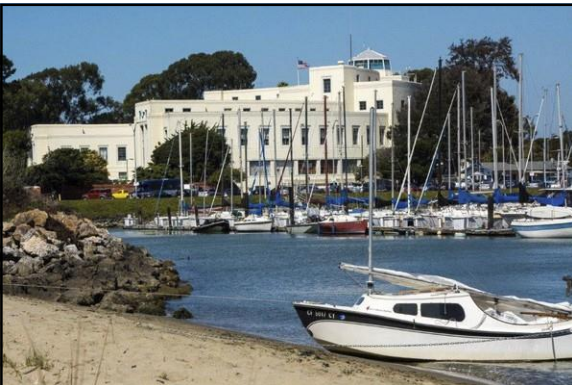


Clipper Cove. The wind set down and motors were started for the final leg into the Cove. The view of the new Bay Bridge from the water was spectacular. The big hangar with an ORACLE banner dominated the scene as a very patient announcer tried to organize six Dragon Boats into race heats. A large crowd on the shore was cheering them on.

Muddy Duck was the last to beach and the Potters settled in for a leisurely lunch on the sand. Harry Gordon and Dave Myers wandered over to the Dragon Boat races to join the hot dog line. The conversation was up to the usual Potter standard and Carl strummed his ukulele. I am happy to report that no one broke out in song, singing some raucous sea chanty. Sam, Carl's son, rooted around for critters in the sand and was amazingly successful in finding small crusty-looking varmint. There was some speculation as to whether they were edible. At least they didn't munch on Sam.

Cal and Jerry never made it and later reported that they had spent four hours sailing on the estuary, building tiller time.

Judy B finally pulled in but didn't beach "Little Deuce Coup," probably a wise move considering how new it is.



It was time to go and the seven Potter's launched after pushing Muddy Duck free of the mud in the falling tide. The sail back was perfect and



Little Deuce Coupe showed her stuff, kicking up her heels. That is one fast P19. Judy reported that a go-faster RIB flying a New Zealand flag pulled along side and asked about her boat. He said, "Cool boat. We saw you out there



sailing." Now that's a compliment, coming from a Kiwi.

Two of the eagle-eyed Potters spotted three interesting command-post type RVs on a container ship, again causing some speculation. Jay Sparks checked in on the VHF. He had launched late from Berkeley South basin and made it

(Clipper Cove: continued from page 5)

as far as Emeryville. That made it ten boats on the water. Not bad.

The Potter's pulled out without incident, the end to a great day on the Bay



Is Your Camera Expendable?



NOTE: The following article is written from the perspective of a Canon fan and user of some 25 years. Much of what is discussed here applies to other premium marks, the likes of Nikon and Sony, as well.—Ed

By Jerry Kergan

NEWS FLASH!

. . . Commodore Carl had a camera failure while sailing the gathering of the tribe at Clipper Cove in September . . .
Condolences to Carl.

This is not a first, however. It is, in fact, part of the calculated cost of taking a quality camera into the harsh marine environment that attracts us. And for those of us who so enjoy pairing our sailing enjoyment with a love for photography, it's a price that we gladly pay. As well as Carl, Don Person and I have both suffered equipment losses from exposure to salt and water. I suspect there are others among us as well.

The Challenge

From the beginnings of this sailing adventure, I have always considered my on-the-water camera to be expendable. In doing so, I've had to get it clear in my mind just how many bucks I'm willing to write off when the camera fails--and know, it is just a matter of time before the elements will bring on that failure.

So how much is reasonable? If I had my druthers, I'd love to keep my costs under \$200.00, but that's really not very practical. In recent years camera makers haven't been too cooperative in making satisfactory cameras that would meet my budget. The number of cameras under the \$200.00 threshold, with the required viewfinder for bright-light outdoor use, are near nonexistent. Note that LCD only cameras, like most

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point-and-shoot models, are near impossible to use in outdoor environs . . . Old eyes just can't see the image displayed on the LCD under these conditions.

Examples of cameras suitable cameras in the \$250-\$350.00 range can be counted on one hand, and virtually all are of limited performance for the application in question here.

Four years ago, after suffering an environmentally induced camera failure, I had to throw out my \$350.00 budget. I had to belly up to the \$450.00 price-point for a Canon PowerShot SX10 IS. This is a great little camera for on-the-water photography. It's compact, lightweight, and focuses very fast. So successful that several camera makers are now producing similar cameras as well today. These are virtually all excellent performers . . . But they do exceed the budgetary limits being discussed here.



Return to SLR Photography

Eighteen months ago I decided that I was ready to return to SLR photography. With modern D-SLR cameras in the 12-18 megapixel neighborhood, D-SLR cameras finally reached resolutions that approached that of 35mm film.

I'm a Canon guy; I have been for 25 years. Since I bought my first Canon Electro-Optical System (EOS) film body, an EOS 650, in the Spring of 1988, just months after Canon introduced this revolutionary autofocus system. I own several vintage EOS lenses that continue to be compatible with today's D-SLR EOS bodies. With my existing inventory of lens, it only made sense to me to continue with Canon.

So . . . With the move to D-SLR cameras comes the added cost. D-SLR camera bodies can be expensive . . . VERY expensive. With professional camera bodies from the likes of Nikon and Canon costing several thousand dollars (without lens,) it goes without saying that D-SLR cameras can be expensive.

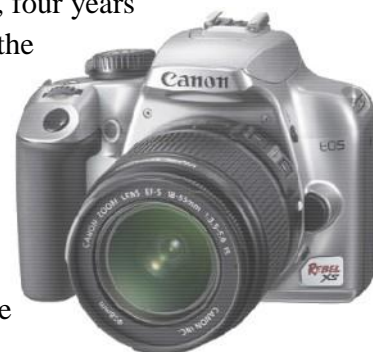
My Solution . . . Turn to Ebay!

First a word about used camera equipment. Photographers generally baby their equipment, This is especially true of armatures buying today's pricy D-SLR camera kits costing hundreds north of \$500.00 new. By my experience, these gently used cameras become an excellent value.

1. Buy a used camera . . . A 10-12 megapixel camera is sufficient resolution for our needs on the water. The latest consumer grade cameras are now in the 18-20 megapixel range. With many folks out there wanting the latest and greatest, that brings bunches of used cameras in the 10-15 megapixel range to the secondary market.

I landed a 12 megapixel Canon EOS Rebel XSI/450D (Body only) for just \$225.00, delivered. This particular model was offered in a less desirable silver finish. I benefitted by getting this body over \$100.00 less than black bodies being offered at the time. At the time I purchased this camera, April of 2012, four years had passed since its initial release. In that time Canon released no less than four At the time of initial release, the camera kit (with lens) had a street price just north of \$700.00, and an MSRP of almost \$1000.00. In the four years Canon had issued four more

2. Check out used lenses from third-party manufacturers. The likes of Sigma, Tamron, and Quantaray make very good consumer grade lenses that are often seen as not attractive to armature photographers. Some of these lenses are not as fast—have



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higher f-stops/smaller apertures—than the OEM versions of comparable lenses. But this is of little concern for on the water photography, or any outdoor shooting for that matter, as there is usually plenty of light. Pictured here are the results of three lenses that I bought from Ebay in the past month. The total . . . Pocket change over \$110.00 for all three.

- Shop film cameras. Film cameras have little resale value today. Canon, in their infinite wisdom, have maintained universal compatibility between film era lenses and modern digital bodies. On



the Nikon side, many film era lens are compatible with many D-SLR bodies, but compatibility is not universal. A little do-diligence on your brand before you buy would be a good idea.



The EOS 650 that I bought in 1987 will sell in the \$15-\$25.00 range today. Often folks selling these old cameras have no idea of the value of the lenses they include in their Ebay auctions. I bought the grouping pictured here for \$202.00, delivered.

My traveling companion, Garnet Richards, bought a camera and looking for some lenses to fill out her kit. She tried my push-pull one-touch EF 70-210MM zoom lens, and liked it. This lens typically sells for \$ 150-\$200.00 on Ebay. Also included, was an attractive 28-105mm

Zoom lens and a camera bag as well. The 2nd lens usually sells on Ebay in the neighborhood of \$125-\$175.00. The Speedlite 420EZ



flash unit pictured, sold new for over \$400.00. Today it is useless as it is not compatible with D-SLR cameras. Over all, we did good.



I hope the foregoing examples will prove helpful in filling your camera bag with equipment that will let you concentrate of taking more pictures with less worry about expensive equipment.



7 Bridges Weekend Sail

Host: Bud Kerner

When: Saturday & Sunday, Oct 26/27.
10:00 AM Launch Time

Where: Rio Vista Boat Ramp

Fees:

Meals:

Distance: 45-50 NM

Phone #s :

Bud Kerner..... Cell: (209) 815-4572
Ox Bow Marina..... (916) 777-6060



Come join the Potter Yachters for a sail thru the California East Delta. Besides raising, swinging, and lifting 7 bridges we will

also, with caution, pass a cable ferry on Steamboat slough. This is a two day sail with an overnight at the Oxbow Marina on Georgiana Slough.

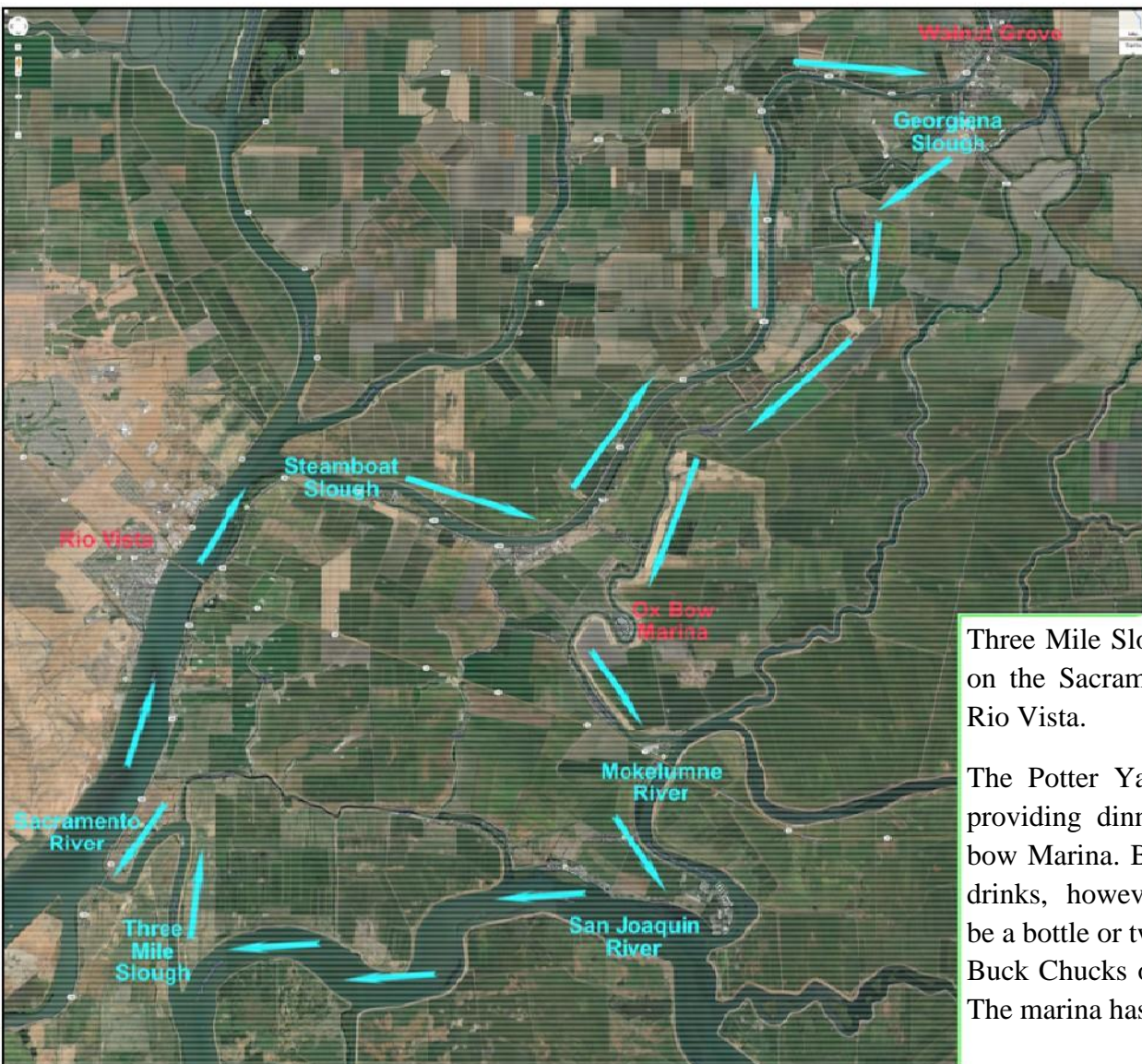
The first day we will start in Rio Vista sail North up the Sacramento River to Steamboat Slough. This slough will take us back to the Sacramento River North of

Walnut Grove. We will take the Sacramento River South to Georgiana Slough to our overnight.

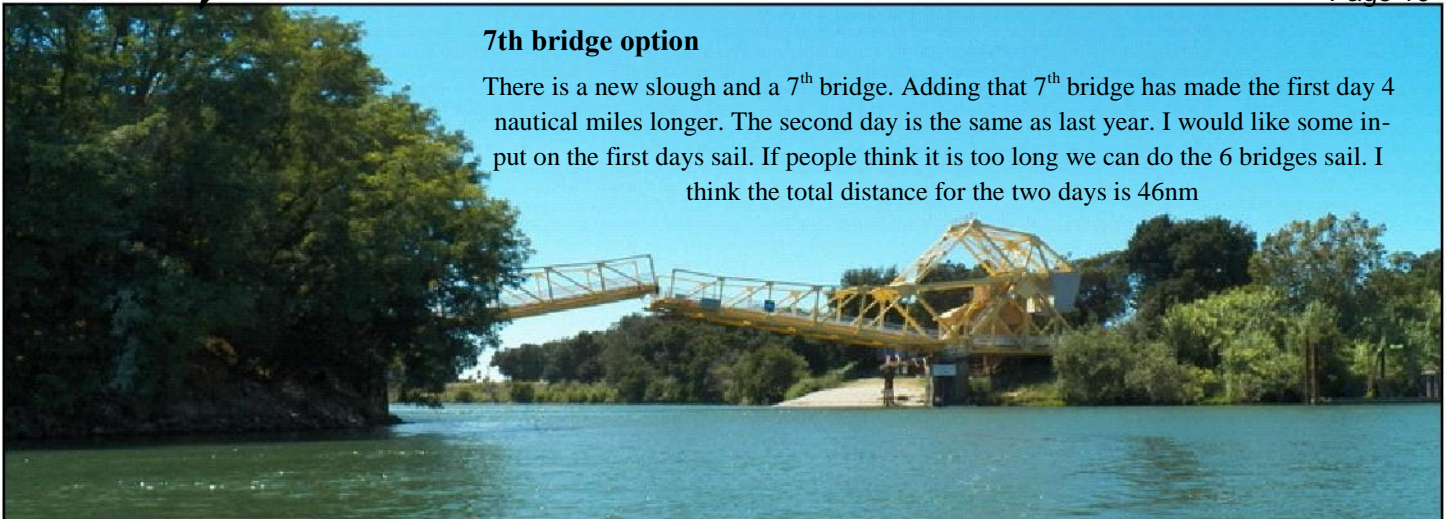
The second day we will continue down the slough to the Mokelumne River to

Three Mile Slough and back on the Sacramento River to Rio Vista.

The Potter Yachters will be providing dinner at the Oxbow Marina. Bring your own drinks, however, there may be a bottle or two of Two Buck Chucks on Cats Meow. The marina has a general



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7th bridge option

There is a new slough and a 7th bridge. Adding that 7th bridge has made the first day 4 nautical miles longer. The second day is the same as last year. I would like some input on the first days sail. If people think it is too long we can do the 6 bridges sail. I think the total distance for the two days is 46nm

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store that closes at 5 pm, but will be open Sunday morning if you need anything. The marina also provides us with a continental breakfast Sunday morning. Slip fees are \$.75/ foot.

It will be very helpful, since we have to plan for food, to know in advance how many people are going to attend. You can shoot me an email bizmodel@frontier.com if you are coming.

The two day sail is approximately 45 nautical miles. Some of the sloughs are narrow and will require your engine. Gas is available at the Oxbow Marina. Last year I ran out of gas. Like any sail on the Delta, winds could be nonexistent to 20 plus.

Since the first day is a fairly long sail we will leave the Rio Vista launch ramp at promptly at 10AM. It is advisable for all of us to sail under the Rio Vista Bridge together. They will only open that bridge every 20 minutes for recreational traffic.

Tides for Delta 6 Bridges (Rio Vista) October 26-27, 2013.

Day	High /Low	Tide Time	Height Feet	Sunrise Sunset	Moon	Time
Sa 26	Low	4:28 AM	0.2	7:27 AM	Set	1:45 PM
	High	11:08 AM	3.3	6:14 PM		
	Low	4:26 PM	1.4			
	High	9:20 PM	3.3			
Su 27	Low	5:22 AM	0.2	7:28 AM	Rise	12:36 AM
	High	11:58 AM	3.3	6:13 PM	Set	2:19 PM
	Low	5:36 PM	1.2			
	High	10:46 PM	3.1			

Directions:

Traveling West on Highway 12 cross the Rio Vista Bridge and take the first right (River Road) towards downtown Rio Vista. Turn right to go under highway 12 (N. Front Street.) Just past the stop sign turn left (Montezuma Street) into the launch ramp parking lot.

Traveling East on highway 12 turn right just before the Rio Vista Bridge at Able Chevrolet (N. Front Street.) Right at the stop sign (Continue on N. Front Street.) Just past the stop sign on Main St. turn Left (Montezuma Street) into the launch ramp parking lot.



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*

