



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

April 2009

Benicia to the Reserve Fleet



In the 9th Street Park lot at Benicia, while Keith Hubbard rigs, event Host, "Goose" Gossman, admires Keith's handy work on his vintage P-15.

by Jerry Kergan
Photos: Carl Sundholm,
Jerry Kergan

This event, only the second on the Potter Yachters ambitious 2009 schedule, has, in the minds of many, established a new benchmark for event hosting. From the cloudless skies and good breezes to the post-event gathering at the Gossman's home, we couldn't have had a better day.

The gathering of so many trailered sailboats drew much attention from neighborhood residents on their morning stroll through Benicia's 9th Street Park. It is a common sight to see local fishermen, who routinely put out into the Carquinez Strait in search of the world-class Sturgeon and other game fish in the sheltered waters of the south Solano County shoreline.

"Goose" seeded the morning's gathering with a pot of hot coffee baked goods, necessary to keep skipper's hands occupied while they trade tales of sailing adventure. Launch was preceded by a Skippers meeting where those familiar with the local waters shared their knowledge with the less experienced.

Sailing the Carquinez Strait is a new experience for most in attendance. At the annual meeting in January, "Goose" had offered Benicia as a good starting point for a day sail to the Reserve (aka Mothball) Fleet in Suisun Bay. There is something about sailing in the company of derelict and wrecked ships that our membership finds fascinating. Then there is the attraction of the battleship USS Iowa (BB-61,) one of the last of her kind to be built.

If the turnout of some of 20 vessels at Saturday's outing is any indication of enthusiasm for this event, we can expect to see it repeated in years to come.



Brad Evans, Dan Phy, Don Person, and Steve Potter enjoy morning conversation and coffee before the skipper's meeting.

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The Commodore's Log

Well, I am still sitting here waiting for the doctor to give me the OK to get back on the water. I have missed the first two sails of the season, and will miss the Santa Cruz to Moss Landing sail this weekend. The closest I have gotten to sailing is planning this years coastal cruise. I bring this up because I am using free software to plan and navigate my trip. The software is called *SeaClear II* and can be downloaded from:

<http://www.sping.com/seaclear/>

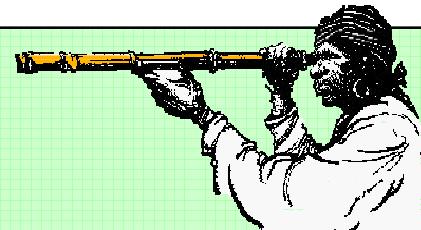
I download free raster charts from NOAA, store and use them in *SeaClear II*. I have almost a hundred current charts in my laptop. Of course I also have a set of paper charts and two GPS's for backup. The nice thing about this setup is I can go to NOAA and get updates to the electronic charts. My paper charts are quite old, however, I never sail on open water with out the paper charts for backup. Having an old chart is much better than a broken electronic device.

I gathered from communicating with folks the Benicia sail was a rousing success; more on that with pictures elsewhere in the newsletter.

Speaking of the newsletter we are very fortunate to have an outstanding editor who produces a pristine publication. However, as good as Jerry is, he has to rely on input from us. If you participate in one of our sails and document your experience, or take pictures please send them on to Jerry. If you have done something interesting to your Potter write it up and send it to Jerry.

Over the years Bill Nolen has done much for the Potter community. He was given a complementary membership in the Potter Yachters in 2004 for his work in publicizing the West Wight Potters. Bill has asked through the Trailer Sailor Forum for a write up of the Benicia sail. I would hope Bill would contribute to our newsletter rather than asking to dilute it.

See you on the water SOON . . . Bud



EVENTS ON THE HORIZON:

April 4 to 5 (Sat & Sun)

Overnight cruise, Santa Cruz to Moss Landing. Host: Mike Swartz

April 18 (Sat)

Oakland Estuary Day Sail. (Sail Show) Host: Katie Taylor

May 2 to 3 (Sat & Sun)

Overnight Delta Cruise.

Brannon Island State Park to Lundborg La Host: Jerry Barrilleaux

SoCal Potter Events

Saturday April 25:

Oceanside Day Sail—see the SoCal Potters website for details—<http://www.howies.net/socalpotter/>

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Some skippers drove a ways to sail with us; Dan Phy and Brad Evans came in from Ft Bragg and Redding Respectively, and new faces Ron and Mona Reno came

from Nevada, just east of lake Tahoe.

THE VESSELS & SKIPPERS

P-15 Skippers

Dave Bacon	Griggs
Ed Dove	Ron and Mona Reno
Rich McDevitt	
Jim "Goose" Gossman	
Steve Potter	
Don Person	
Dan Phy	
Keith Hubbard & the other Keith	
Pat Brannan & Bruce Hood	
Ron Bell	
Dave Myers	
Dave Candey & Pam	

P-19 Skippers

Jerry & Carol Barrileaux	
Eric Zilbert	
Carl Sundholm	
Dick Herman & Jerry Kergan	
Brad Evans	
Mike Truman	

Others

The first boats were away from the docks at 10:00 A.M., with others straggling as late as 11:00.

The incoming tide and a gentle

breeze out of the west allowed us to make 1-2 knots head-way under sail against the constant current that flows form the combined Sacramento/San Joaquin River systems through the strait, into San Francisco Bay. Skippers monitored channel 14 to stay informed of local shipping traffic. The inland cities of Sacramento and Stockton are both ports of call for ocean going ships that must pass through the Carquinez Strait to make the almost 100 mile voyage inland from the Golden Gate.

As the fleet neared the bridges, the two I-680 highway bridges, and the railroad bridge that they bracket, our destination came into view and the winds let up to near calm. Virtually all turned to outboard power for viewing of the Reserve Fleet, motoring the last mile or two on up into Suisun Bay. In an area that is well known for high winds through most of the Spring and Summer, being able to relax and enjoy the viewing of the ships was truly a pleasure.

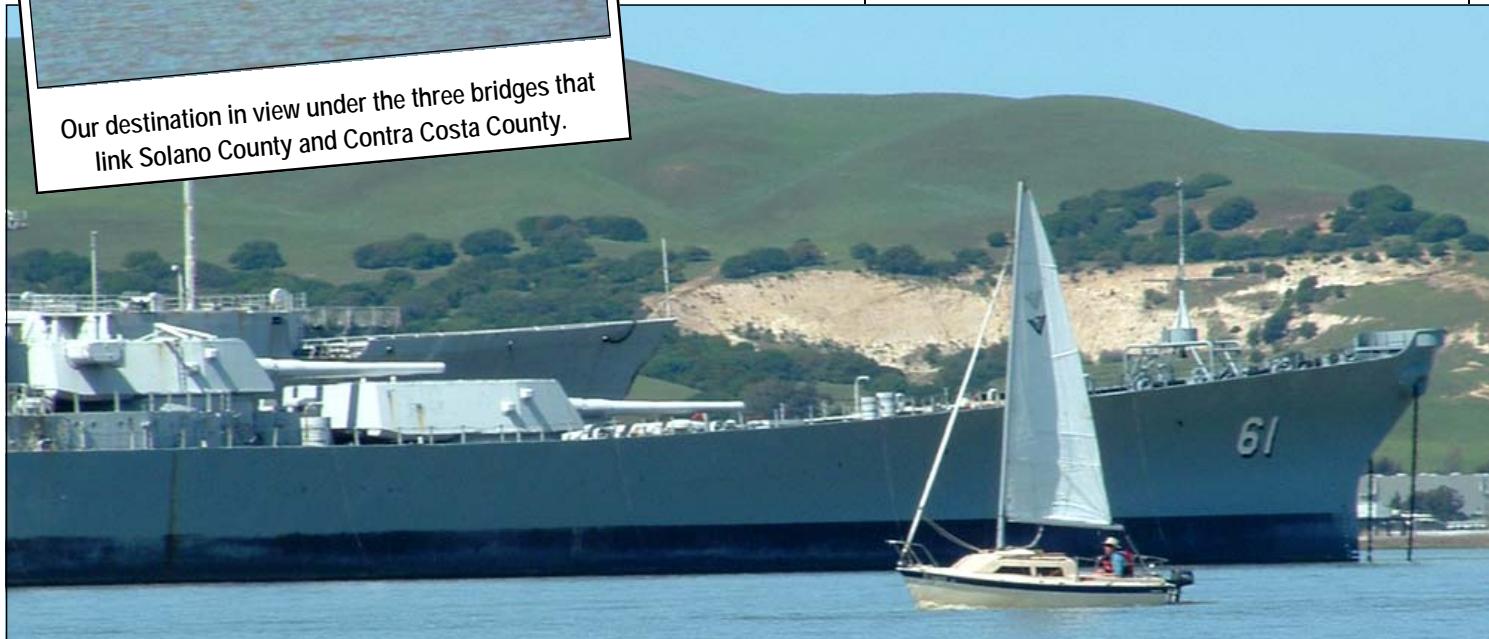
(continued page 4: Benicia)

An observation

Below: Brad Evans motors past USS Iowa (BB-61)



Our destination in view under the three bridges that link Solano County and Contra Costa County.



Some of the Potter Yachters fleet make way for heavy traffic inbound for Martinez Terminal (Shell Oil Co.)

The Potter Yachter

(Benicia: continued from page 3)

made by more than one of our number was how small Iowa appeared. The low profile of this purpose-built fighting ship amongst the much taller, more modern vessels that she is nested with, lend Iowa to a perception of smaller scale.

On the return passage, the winds kicked up significantly. Once below the maze of the bridge piers, and under sail again some had a real opportunity to show off. Eric Zilbert managed to expose Riptide's bottom to any who would look.

At a time when most club events are winding down, Goose's

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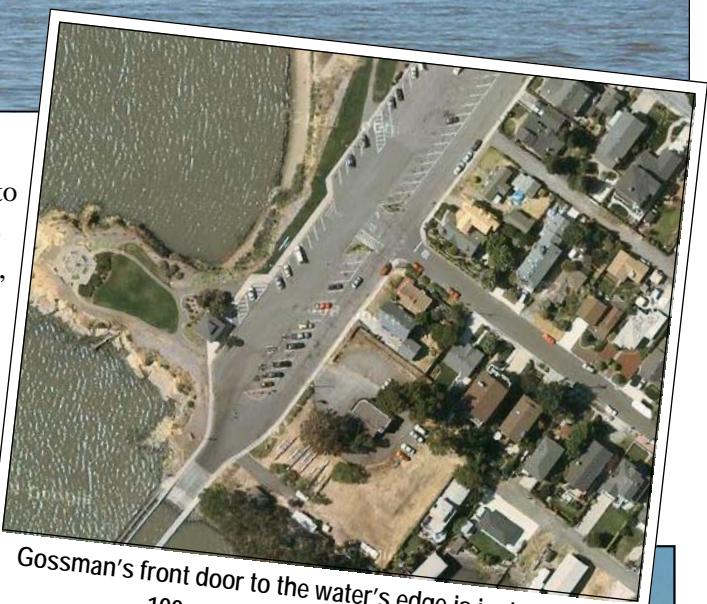


Don Person and Steve Potter becalmed on Suisun Bay



In contrast to Don and Steve above, Ron and Mona Reno power their P-15 along the Benicia waterfront.

Benicia adventure was just beginning to come to life. Goose and his lovely wife, Gail, generously opened up their home and served up Pizza, Lasagna and beer. The Gossmans



Gossman's front door to the water's edge is just a bit over 100 yards . . . Eat your heart out.



The Potter Yachter

(Benicia: continued from page 4)

live just a short block from the boat ramp. It seems that almost every house on the block has some sort of vessel in the front yard . . . And many have two or three.

A little unfinished business from the January annual meeting saw Steve Potter receive his Potter Yachter of the Year award . . . It seemed well worth the wait.

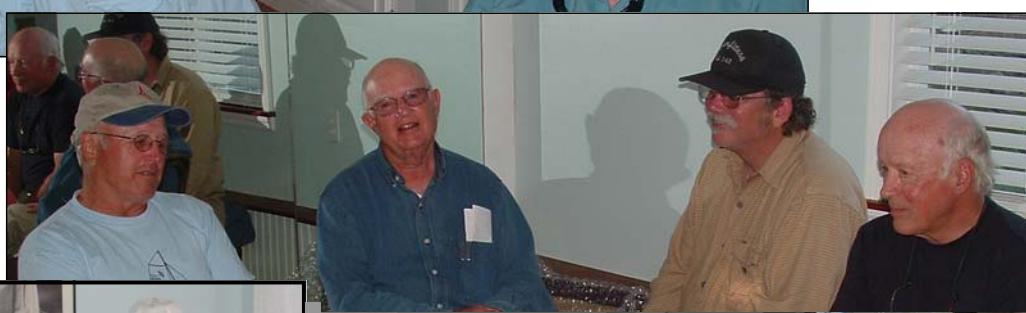
The one question that went unanswered this day: Why did we wait so long to discover Benicia the great sailing waters here? From all the smiling Yachters, I think it is safe to say, we will be back again next year.



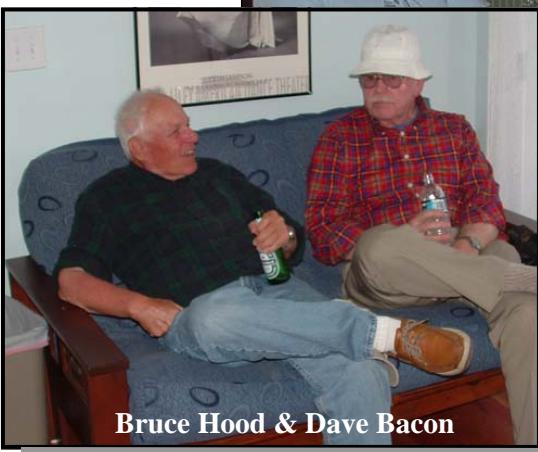
Relaxing at Gossman's

Left: Pat Brannan & Brad Evens

Below: Dan Phy, Don Person, Dave Myers, and Dick Herman



Bottom: Jerry & Carol Barrilleaux and Dave Candey & Pam Griggs.



East Long Island Pottering

by Linda Brown.

Photos: Linda Brown

My pottering actually started with going to a garage sale in the fall of 2006, when with the intention of looking for garden stuff, I ended up with a 12 ft AMF Puffer, that I dubbed the Passing Wind.

In the late spring of 2007 my first mate Chris Skirbe who had previous experience crewing on racers and I departed Corwin Ramp for Shinnecock Bay.

The summer marched on with me learning

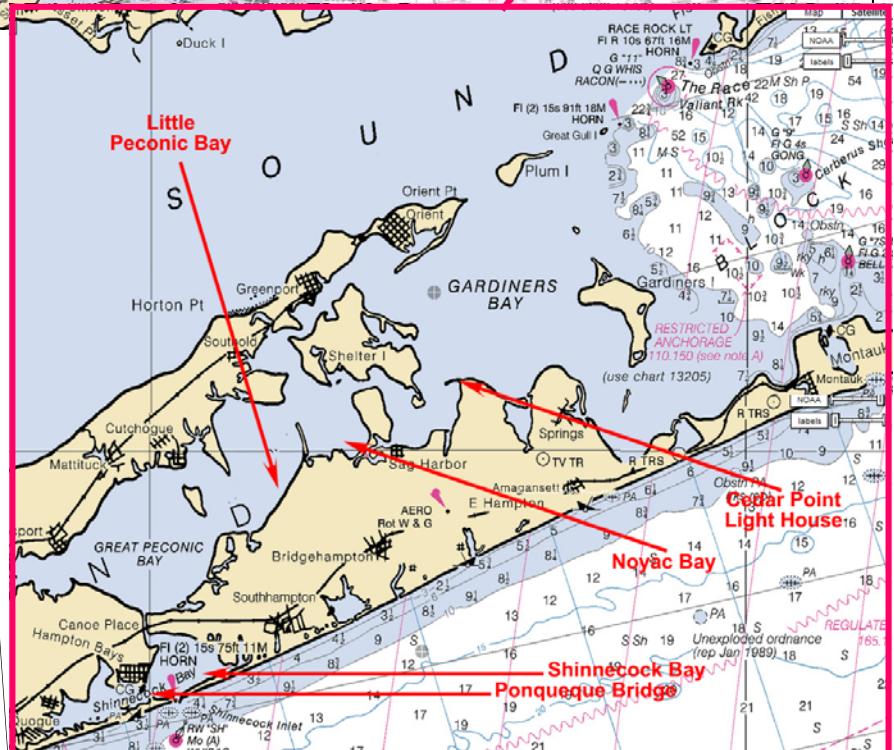
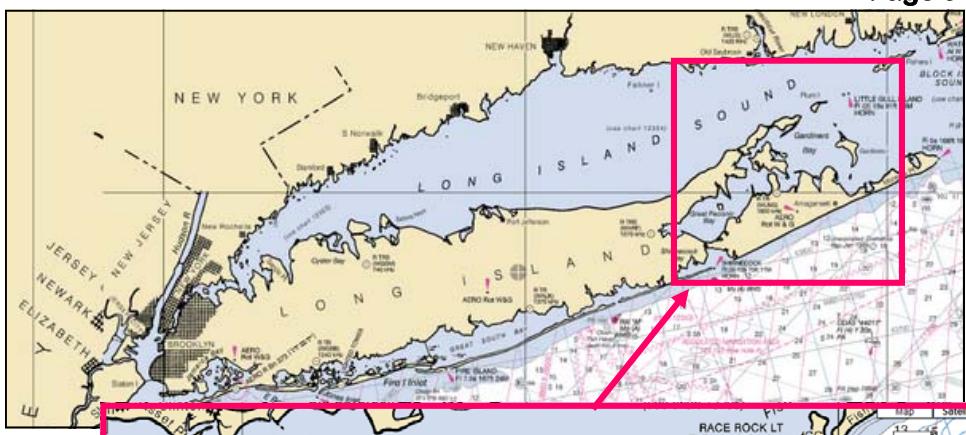


Bound for the Ponqueque Bridge at Hampton Bays

The only drawbacks were the oars, clam rake, cooler, extra cloths and anchor rode made it a gymnastic feat when changing tack, and no where to duck for shelter when it got too cool.

One day while sitting in my doctors waiting room I picked up a magazine named This Old Boat and after noting an ad for The Small Craft Advisor, a subscription was sent. After receipt of my first copy in September, I spotted the ad for the WWP 15.

Perfect I thought, not too big, not too small, easy to trailer and launch, able to do a lot more than my Puffer and the most important, SHELTER.



the ropes and feeling for wind. This was it, I was hooked.



Dinner from my secret clamping spot in Shinnecock Bay. (2 strips bacon chopped, Finely diced 2 cloves garlic,! onion saute add 1 cup white wine then clams).

(continued page 3: Long Island)

The Potter Yachter

(Long Island: continued from page 1)

After doing a bit of research I found a slightly used P 15 located in Maryland. The owner loved the boat, but had little time to sail. So off to Maryland we went.



Anchored out by Cedar Point Light House
and a dip at Noyac Bay

Upon seeing the boat, papers and a check with a case of local Long Island beer exchanged, my new boat began her journey to eastern Long Island.



Lunch at Little Peconic Bay.

She was dubbed The Puff Mama and taken out for a check out sail the middle of that October. The day was a bit gusty with those flip-floppy north winds.

Not knowing the boat we started out with a reefed sail and regular jib. Well she felt that a bit more sail was in order, so the main was extended and the jib exchanged for the lapper.

The Puff Mama handled like a charm on all points of sail, but sadly she would have to wait for next season to really strut her stuff.

May 2008 started the season, we sailed on Shinnecock, Peconic to Noyak Bays. No waiting time on ramps at low tide, able to skim through the shallows, great adventures were had. I even routinely sailed under the Ponquogue Bridge under sail power alone.

The last sail of the season was the highlight of the year. The skies were without a cloud, the weather was warm, with kind

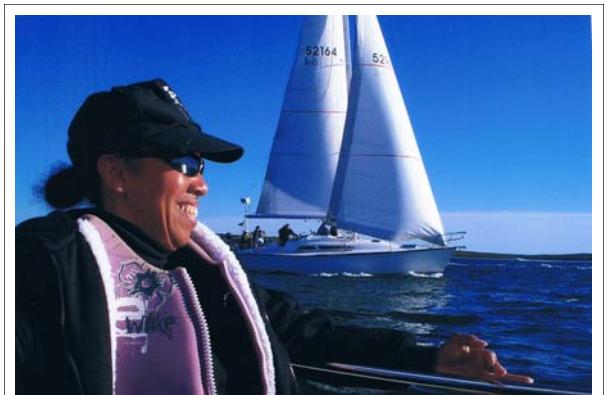


Leaving Cedar Point Light House

winds, sailing from Sag Harbor to the Cedar Point Light House in East Hampton.

On the return trip we were caught up in a regatta of about 80 of the big guys, with many waving, smiling and giving the thumbs up as they passed by The Puff Mama. Looking for more P 15 ad-

ventures this 2009 season with my newly acquired genny. Maybe Connecticut or Block Island.



Keeping pace with the big boys in Noyak Bay



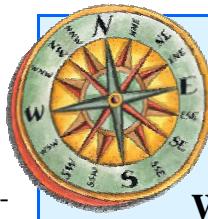
The Potter Yachter

Early last season (2008,) a handful of Potter Yachter stalwarts were kicking around the Idea of sailing Santa Cruz to Moss landing in a series of e-mails. What started as a possible fleet of four or five boats ended up in the neighborhood of a dozen by the time this unscheduled event came off. The cruise was so enjoyed by those who attended, that it made it to the calendar of events for 2009.

Maps are provided below for those unfamiliar with Santa Cruz harbor and marina.

Skippers Meeting

The passage to Moss Landing is 16 miles as



Santa Cruz to Moss Landing: Overnight

Host: Mike Swartz

When: Saturday/Sunday, April 4th & 5th (Away from the dock at 10:00 AM Saturday morning; please plan accordingly)

Where: Santa Cruz Marina

Fees: \$13.00 launch & parking per day.

Meals: See text

Distance: 16 miles from Santa Cruz Marina to Moss Land/
Elkhorn Slough.

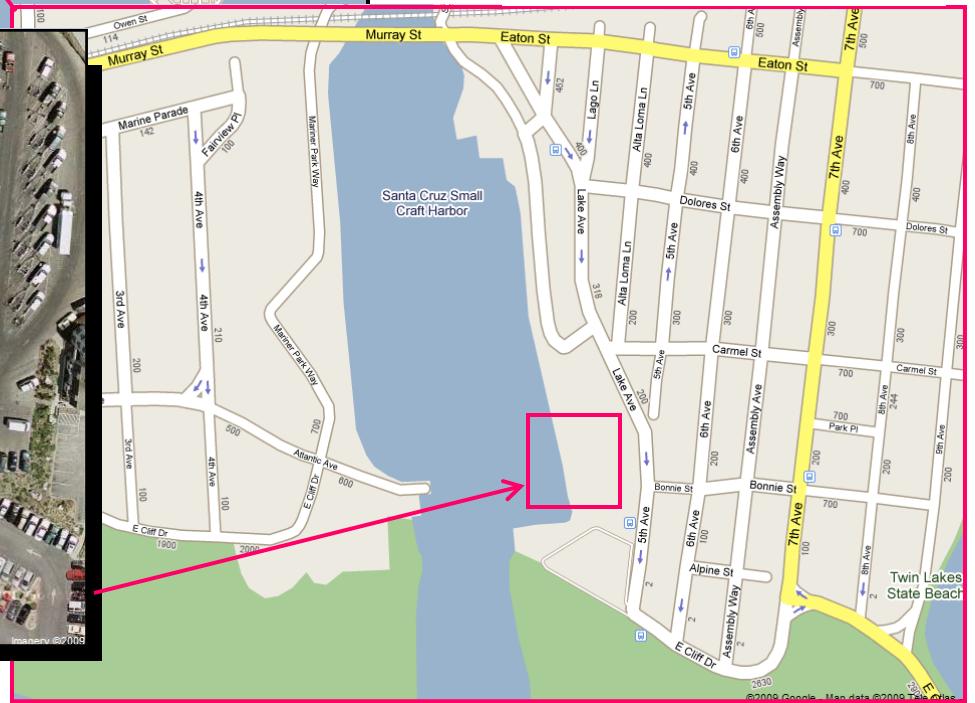
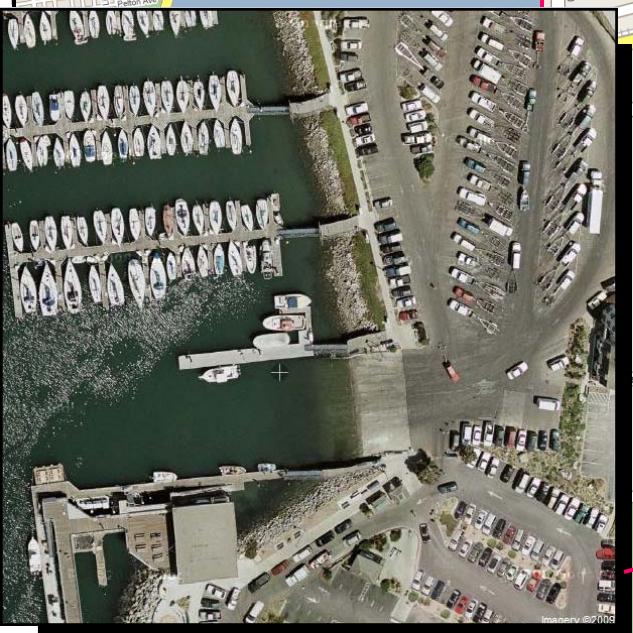
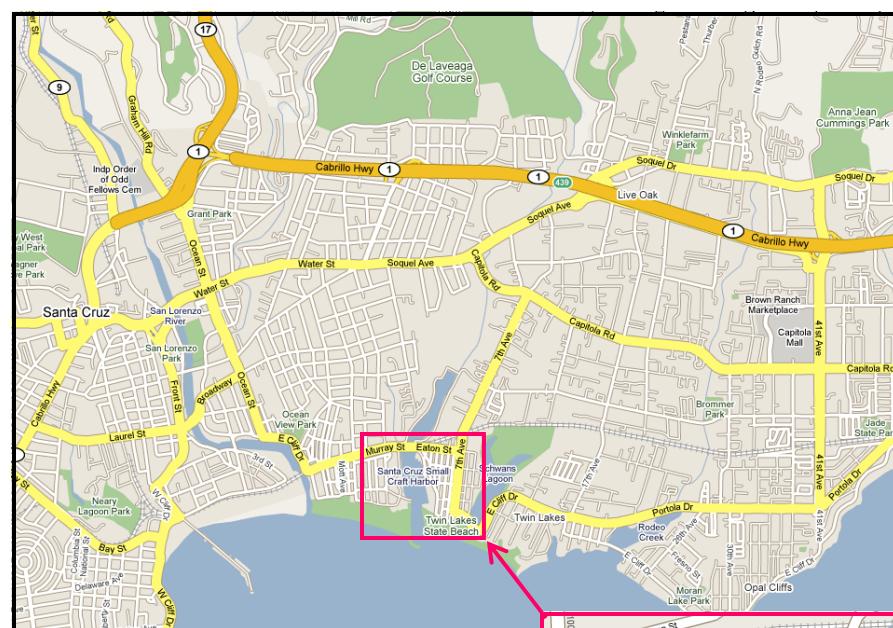
Phone #s: Mike Swartz (831) 801-1788
Santa Cruz Harbormaster (831) 475-6161
Mike Swartz (831) 724-3875

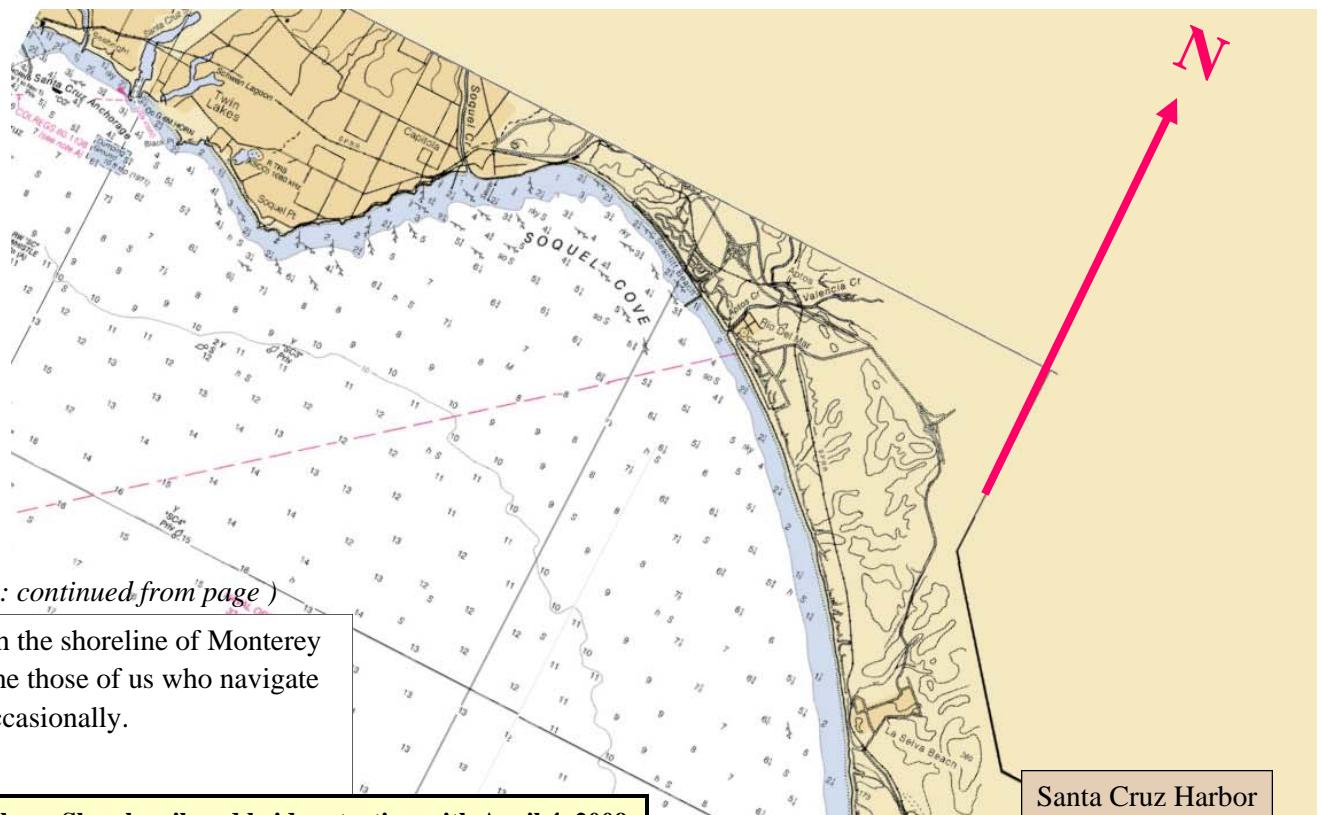
the crow flies, and could be longer should conditions dictate we seek the shelter of coastline to avoid swell mid-bay. A skippers meeting will be held at **9:30 A.M.**, and we plan to be underway at 10:00. Please try to be rigged and launched before the meeting.

Communication & Navigation

Last year fog was a problem. Skippers learned firsthand the importance of good communication by VHF radio. Cell phone coverage is very good on Monterey Bay. A cell phone, preprogrammed with the numbers of other skippers can be a good backup. GPS is also strongly recommended. Both Moss Landing and Santa Cruz are difficult to spot for those

(continued page 9: Moss Landing)





(Moss Landing: continued from page)

familiar with the shoreline of Monterey Bay, let alone those of us who navigate here only occasionally.

Tides for Elkhorn Slough railroad bridge starting with April 4, 2009.

Day	High Tide /Low	Height Feet	Sunrise Time	Moon Set	Time 3:56 AM	% Moon Visible
Sa 4	Low	12:47 AM	2.5	6:48 AM	Set 3:56 AM	64
4	High	7:01 AM	5.1	7:32 PM	Rise 2:36 PM	
4	Low	1:50 PM	-0.4			
4	High	9:03 PM	4.4			
Su 5	Low	1:58 AM	1.9	6:46 AM	Set 4:29 AM	75
5	High	8:12 AM	5.0	7:33 PM	Rise 3:46 PM	
5	Low	2:36 PM	-0.2			
5	High	9:36 PM	4.7			

Santa Cruz Harbor
N36° 57.667'
W122° 00.063'

Moss Beach
N36° 48.424'
W121° 47.385'

Meals

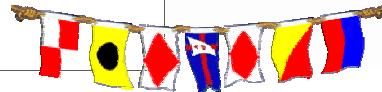
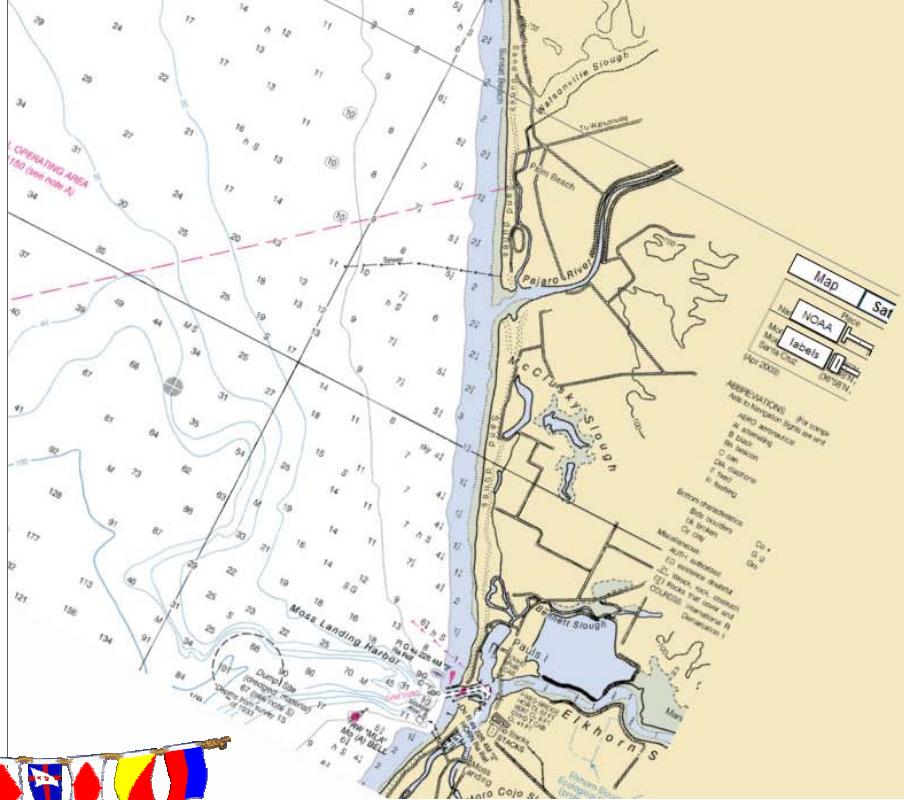
Bring lots of snacks!

Saturday, plan on lunch under way; and the same for the return to Santa Cruz on Sunday.

The Elkhorn Yacht Club posts hours for Saturday of Noon to 10:00 P.M. It's a half mile or more from the club to the nearest restaurant. Saturday evening we may consolidate interested folks into a P-19 or two, and motor over to one of the restaurants that have boat access.

Sunday breakfast will probably be a light affair at the Elkhorn Yacht Club guest docks.

Bring plenty of nibbles, be flexible, and have a GREAT thme!





Strictly Sail Boat Show gathering of Potter Yachters

Host: Katie Taylor

When: Saturday, April 18 (10:00 AM Launch Time morning.)

Where: Grand Street ramp, Alameda

Fees: Free launch & parking

Meals: Picnic on our boats, or local restaurants.

Distance: 1.5-2 miles from the Grand Street ramp to boat show central at Jack London Square.

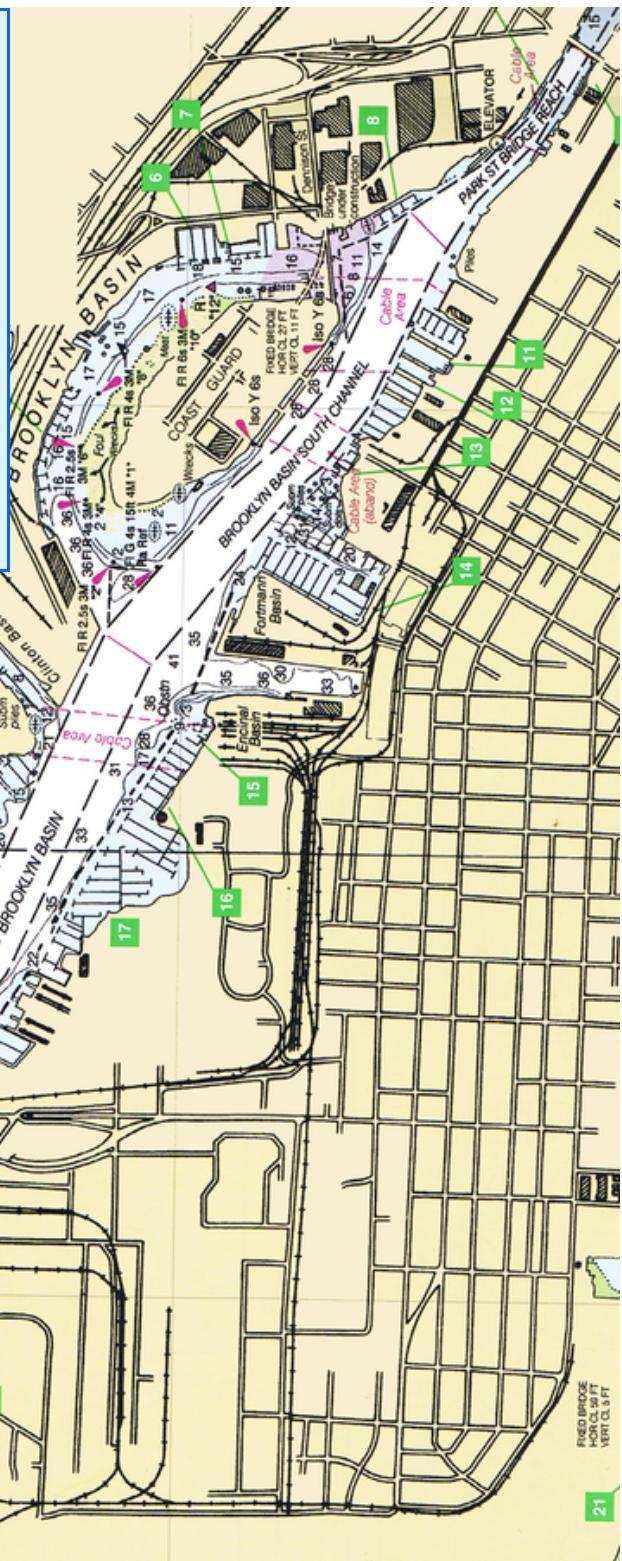
Phone #s: Host

The 2008 Strictly Sail Boat Show, held at Oakland's Jack London Square, is scheduled for April 15th through 19th. But this year there is a change . . . The show is now "**Strictly Sail Pacific® & Power Boat Expo**" . . . It seems power boats are included. This seems a first for a sailboat show.

Sadly, International Marine will not be attending, if the SSP exhibitors list is accurate, so it is again up to US to plug for Potters.

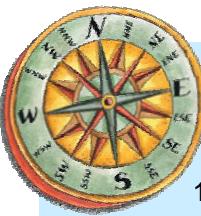
We launch out of Grand Street in Alameda at 10:00 am sharp, and we'll parade up to Jack London Square, where the party's at. Pack a bag lunch; the local eateries in the area are bound to be packed. We can tie up at the aquatic center for lunch. Speaking of the aquatic center, I checked their website, and there are NO races planned for Saturday. That means we will not be dodging rowing teams all day, just the usual mess of power boats, sailboats of all sizes, canoes & kayaks, barges, tugs, USCG patrols, ancient square-riggers and ferries.

I am sure most folks know how to get to the Grand Street launch, but just in case, I'll add these directions. Get on 880 and go toward Oakland. Exit on 23rd street, and get into the left-hand lane immediately. There is a light there to make it easy. At the next light (very short distance) make a U-turn. Stay left until you see the big green bridge, then stay right. After the bridge make a right at the second light, Clement Ave. Follow your nose until the road ends, then turn right. Pick a spot and rig up!



Tides for Oakland Harbor, Grove Street starting with April 18, 2009.

Day	High /Low	Tide Time	Height Feet	Sunrise Sunset	Moon Time	% Moon Visible
Sa 18	Low	2:05 AM	2.9	6:29 AM	Rise 3:02 AM	47
18	High	7:03 AM	4.8	7:48 PM	Set 1:28 PM	
18	Low	2:09 PM	0.6			



Delta Overnight

Host: Jerry Barrilleaux

When: Saturday/Sunday, May 2nd & 3rd,
10:00 AM Launch Time

Where: Brannan Island SRA

Fees: \$5.00 Launch fee; \$6.00 Day Use/Parking fee per day. *Exact change is recommended.* (at age 62 you get \$1.00 off parking)

Meals: Lunch & Dinner Saturday; Breakfast Sunday at the Rusty Porthole.

Distance: Brannan Island SRA to the Rusty Porthole: 9 miles.

Phone #s:

Jerry Barrilleaux. 925-685-4577

Brannan Is. SRA 916-777-6671 / 916-777-7701

Rusty Porthole 925-684-

May 2 & 3 We are having our annual overnight Delta Cruise. Our traditional Bethel Island destination, Lundborg Landing, is CLOSED. Our destination this year is the Rusty Porthole.



ON DEEP WATER CHANNEL					
PS OF ENGINEERS - SURVEYS TO APR 2006		PROJECT DIMENSIONS			
YEAR	STATE OF SURVEY	WIDTH	LENGTH	DEPTH	WATER
2003	400 ft	400	2.0	30	
A					
2004	400 ft	400	1.5	35	
B					
2005	400 ft	285	1.0	35	
C					
2006	400 ft	285	2.0	35	
D					

SUBSEQUENT TO THE ABOVE INFORMATION

abbreviations, see Chart No. 1.)

ad: Admiral's

dist: Distance

dist: Distances



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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*

