

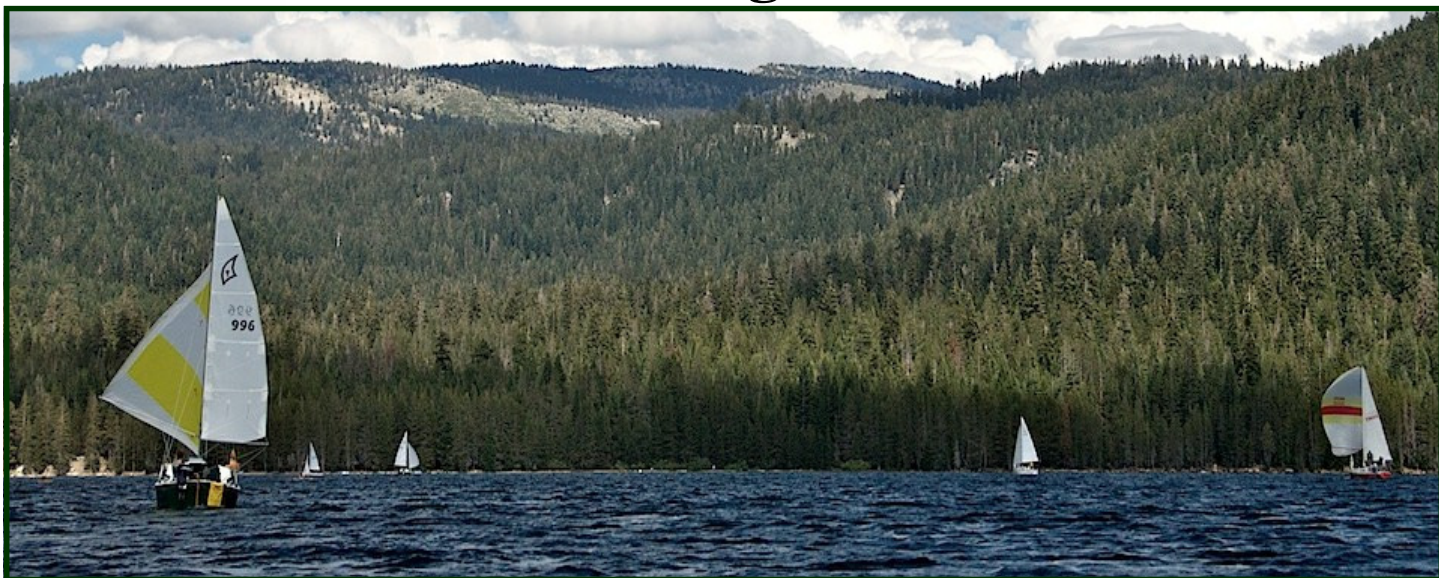


The Potter Yachter

Newsletter of the Potter Yachters

October, 2010

Huntington Lake 2010



Story: Don Person, Wes Harrison, and Bard Johnson
Photos: Don Person

There is no better place for summer sailing than Huntington Lake. Located high in the Sierra mountains it is a crystalline gem five miles long and from one-half to one mile wide. It is about a four hour drive from the bay area and easy driving. The last sixty miles are improved two lane highways with one looong up grade and some twisty spots in the higher areas. The reliable winds and beautiful scenery make it special. The winds almost always blow gently down the lake in the morning and more moderately back up in the afternoon.

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This year the fleet was hosts Wes Harrison and Bard Johnson sailing their P19s, two P 15s, Don Person and Paul Gregory, two Com-Pac 16s, Darrel Heinrendt and Gretchen and Dan Ricker, Dan Phy's Monty 17 and another P19 belonging to Tom, wife and daughter from Southern California. Wes was hosting a young couple from Belgium who crewed for him and Bard.

(continued page 3: Huntington



The Commodore's Log

While the ATUS were frolicking up north, and Eric and the gang were eating oysters at Tomales Bay I have been putting in 1300 square feet of hardwood flooring. This is my third and I hope last time. Even if my spirit was willing the body is saying no. The good news is we are moving and will be much closer to the grand girls, not to mention only 4 miles from a launch ramp on the Sacramento.

Why am I telling you all this? Because my P19 has been sitting on the hard for too long. That's why I am going to the Moss Landing to Monterey sail early. We are going to give the Elk Horn Yacht Club a Potter Burgee to hang from the bar and a contribution to their account. We usually do this by mail, but this time we are going to do it in person. Friday during the cocktail hour we are going to present to the Commodore of the Elk Horn Yacht Club a

Potter burgee and a check. It should be fun. I plan to trailer down to Moss Landing on Thursday and then sail on Friday. If you can make it on Friday that would be great, the more the merrier. They really do treat us royally. We have complete use of their facilities, free use of the guest dock, and even some vehicle parking.

Join me in welcoming new members Charles Pierce, Mike Corbit, and Mark Elkins . It's great to have you aboard. See you on the water,

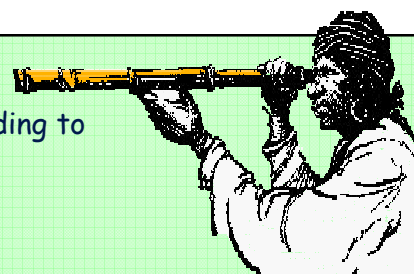
Bud

EVENTS ON THE HORIZON:

October 16 - 17 (Saturday-Sunday) Overnight cruise Moss Landing to Monterey . . . Host: Mike Swartz

October 23 (Saturday) . . . Richmond Day Sail . . . Host: Eric Zilbert

November 20 (Saturday) . . . Delta Day Sail: Buckley Cove to Windmill Cove . . . Host: Bud Kerner



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

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(Huntington: continued from page 1)

Wes and Bard had arrived early in the week and set up in a campground on the south east side of the lake. The rest of the group settled into slips at the Rancheria Marina at the north east end of the lake over the next few days.

There are several small marinas along the north shore of the lake. Rancheria Marina, where we stayed rents slips, kayaks, jet skis and small fishing boats. There is a small store at Rancheria Marina and a general store at Lakeshore plus a cafe and bar. Also, on the South West side there is the Spinnaker Restaurant at Huntington Lake Resort. The lake is primarily a sailing and fishing lake and motorized traffic was minimal. There were many sail boats from 15' to 30' to keep us company. One group of the larger boats was racing and a beautiful sight with spinnakers flying.



Huntington Lake marina at west end of the lake.

Saturday morning the wind was blowing from the west at 10 to 12 knots. Not the usual direction and rather sporting sailing. We had a great time tacking and chasing each other down the lake. We reached the Huntington Lake Resort Marina and Spinnaker Restaurant around noon, enjoyed excellent salads and sandwiches, hung out for a while then had a fine down wind sail back to Rancheria.



P15's Sarah Anne and Peanut in slips at Rancheria Marina, east end of the

Wes and Bard hosted a pot luck at their campsite Saturday evening. A problem with the delicious food was that there was way too much. We were all feeling very well fed and content by the time we headed back to our boats.

The sailing Sunday was a return to the more customary winds and we had another delightful sailing day. The Com-Pac group had to pull out Saturday and the rest of us, wishing we could stay longer, left Sunday.

(Huntington: continued from page 3)



Dan Phy and Bard Johnson



Dan Phy in his Monty 17 "Six"



Wes Harrison and Bard Johnson



The 2010 Tomales Bay Overnight

By Carl Sundholm



Because the Potter-Yachter Tomales Bay Overnight is one of the best sails of the year, many of us were looking forward to the event, which was hosted this year by Eric Zilbert and scheduled for September 25 and 25, 2010. Early birds reported there was some sort of race event occurring which would result in most of the overflow parking lot at Nick's Cove being roped off, so instead of the usual launch at Miller County Park, several people decided to put in at The Golden Hinde Inn, whose name has now changed to The Tomales Bay Resort after it was purchased by the owner of Nick's Cove Restaurant.

I invited my good friend (and vitner/wine supplier) Rick Keith along for the adventure and brought a humungous car

camping tent (which the folks on Tomales Beach later dubbed "The Taj Mahal") for which I dutifully picked up the beach camping permit for at the Point Reyes Ranger Station. At Miller County Park I was able to find a spot and was glad to see Jerry and Marty Higgins setting up Lia, Neil and Becky Dorf setting up their Monty, and Goose with Gale along the dock. We saw Steve Potter and several other friends sailing out in the Bay.

A fine breeze and a sunny day made for some wonderful sailing to be had on Saturday. The heat was mild, in the mid 70 degree range, while we heard on the radio that people in the inland valleys were experiencing 100 degree temperatures; so we felt lucky.

We sailed until about 2:30pm and then headed for Tomales Beach and ran Dagmar up on the beach.

We were pleased to find that the recent Federal economic stimulus grants and resulted in new toilets and camping tables at the beach, and quickly secured one of these picnic tables for our group. We set up our tent nearby and wondered why the new bathrooms were constructed to be wheelchair accessible yet no one in a wheelchair could possibly get to this campsite. Go figure! There was a group of Kayak campers from Stanford situated on our northern exposure and another group of kayak campers to the south of the beach; all very friendly folk

Goose had set up an inventive taxi service to those Potters who were anchoring out, which involved the use of a portable sail.



(Continued page 6: Tomales)



As more and more of our group landed, I became lost in conversation and didn't notice the extent to which Dagmar was beginning to crawl up the beach with the falling tide. By this time we were all looking forward to dinner, including salmon steaks, hot dogs, and of course Rich McDevitt's barbequing 50 oysters to perfection in record time.

By that time, the falling tide had left Dagmar was pretty much fully on the beach

So I began to peruse the tide tables to find that if I wanted to re-launch Dagmar earlier than Sunday afternoon, I would have to do some serious grunt-work to push Dagmar back into the water with the next not-so-high tide,

which turned out to be at the ungodly hour of around 3:00 in the morning. At that point I learned how to set my I phone alarm and set it for around 2 am, resolving to relocate Dagmar at that time.

The sunset was spectacular and gave everything purple colored light.

We set up a beautiful campfire and the conversation continued until late that night. At the end, I indicated I was going to get up around 2am and push Dagmar back and Rich McDevitt indicated that he needed to do the same with Minnow.

So after falling fast asleep, the next thing I hear is the beeping of my alarm at 2:15am. So Rick and I dutifully work up, found the flashlights, and walked down to the beach to push Dagmar's still beached bow back into the water.

All this took considerable effort and grunting, which we figured would wake Rich McDevitt who was slumbering away in his boat Minnow, which was similarly beached and needed to be liberated. But Rich was sleeping pretty soundly. Rich did wake up sometime during the time



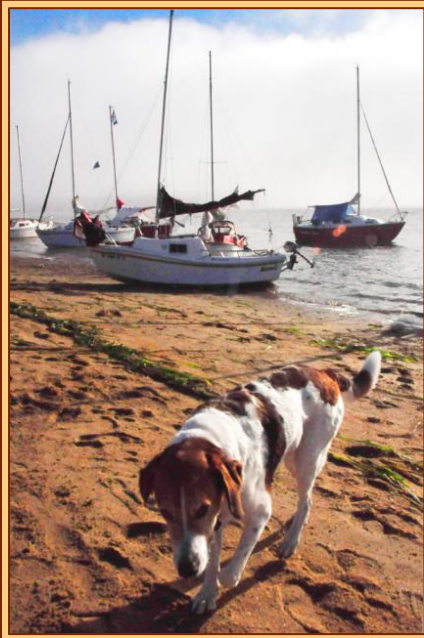
that we were pushing his boat Minnow back into the bay, just in time to adjust his anchor line to keep it off the beach with the continuing fall of the tide, after which everybody went back to sleep, thinking "problem solved." Around 4:00am I was awakened when Steve Potter and David Meyers, not knowing that we had already pushed Dagmar back once, kindly offered to help me push her back into the water again, since the tide had fallen considerably leaving her bow again beached. How many people are lucky enough to have such good friends? So we pushed Dagmar back again and even though Steve pushed her way into the water, we still had to give her another little shove the next morning.





The morning fog was thick. The sun's rays battling to break through created an interesting light as the sun rose over the fog bank. We restarted the campfire and had hot coffee and a wonderful breakfast, including scrambled eggs and potatoes. Goose's dog Ginger was following me around for a reason I didn't figure out until I put my eggs down on the park bench and they suddenly disappeared. But no matter, there was plenty of food for everyone.

We packed up camp and then enjoyed a little more sailing on Tomales Bay before finally heading home.



The Clipper Cove 2010 Sail and Seal

Story and photos by Carl Sundholm

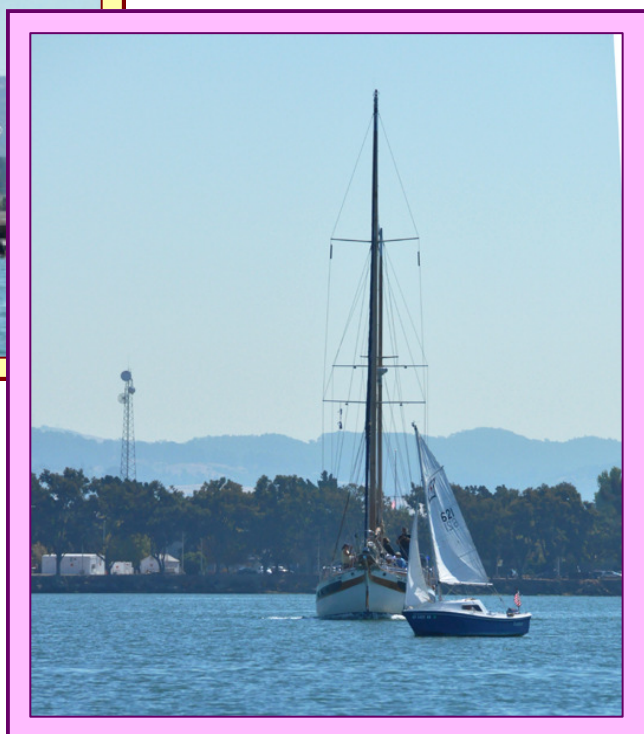
Although the 9/11 date has some negative associations, it was to be a propitious date for the Potter Yachter association to have a fun sail to Clipper Cove. I arrived early (very unusual for me, since Dagmar is *not* an early riser and I typically have to drag her out of bed for these events) at the Grand Street Ramp in Alameda, and was happy to find other Potters already being set up for the sail: there was Pat Brennan with his P-15 Eaglet, Bud Kerner with his p19 Cat's Meow, Mike Swartz and P-19 Burgundy Splash, Keith Hubbard with P-14 Triple Deuce, and Goose (sans wonderdog Ginger) with his P-14 Gale, which incidentally has a really cool decal of a goose on her sail. It was really good to see some Potters we haven't seen for a long time show up with their sons this great sail too: Potter stalwart Greg Yu with his HMS 18 Saipan, and Manny Sorensen in his P15.



My son Sam came along too and I was really looking forward to an interesting day of sailing conversation with Bruce Hood as crew, but unfortunately he was feeling a bit too under the weather for the sail, but still made a point of bringing sandwiches and drinks for us. That's the kind of classy and considerate guy that

Bruce is. Also not feeling well enough to attend was Harry Gordon, whose company on the water is always conspicuous in its absence. We would later be joined by others at Clipper Cove who sailed from Richmond, Dave White with P-19 Wee Boat and David Myers in P15 Salty Dog, and David Meredith in his C19 Archimedes from Emeryville.

(continued page 3: Clipper)



(continued from page 3: Clipper)

The morning weather was bright and sunny with light to moderate west by northwest winds, which provided for some leisurely sailing tacking out of the estuary, albeit against the tide and wind.

As time went on, with more and more larger less patient non-Potter sailboats motoring straight out the estuary through our zig-zagging sailing fleet, an occasional close call would bring the image to mind of those little floating ducks that go back and forth in carnival shooting galleries. One such bee-line traveler was an unusual man standing on a piece of floating dock that was being transported



from Alameda to Jack London Square in Oakland, who looked rather self conscious with his hands in his pockets just standing there. I asked him if we could tie up to the dock, for a free ride, but he ignored me.

After several hours of increasingly leisurely sailing up the estuary against the tide and the wind, and after people started eating their lunches in their boats, it became evident that we would have to start up the motors if we were to get to Clipper Cove with enough time to eat what remained of our lunches, so we all motored up and headed for the Cove.

This little harbor seal served as our “entertainment committee” at Clipper Cove. She was a real character, first adopting Dave White’s red Wee Boat.... and then shifting her affections to Pat Brennan’s blue Eaglet.



The seal show continued until it was time to go, and then it was a contest of wills between Pat Brennan and the seal over possession of Eaglet. Pat approached and the seal protested. . . . But with the greater determination spurred by the realization that it was getting late, Pat and Manny Soren-

As we approached Yerba Buena Island and attempted to take a short cut under the left of the span where a giant crane stood in the water ready to add more chunks of roadway to the new bridge being constructed, a Coast Guard boat came out and waived us off, so we took the long way around the right to the cove. On the way in we saw Salty Dog and Archimedes, who had already been in the Cove for quite a while. On the beach we could see Dave White’s beautiful red Wee Boat waiting for us. And although Dave was nowhere to be seen, there was a greeting party in the form of a harbor seal, which appeared to be guard-

ing Dave’s boat. The cute little seal guarded the mooring anchor lines of the boats from their owners. We ate what remained of our lunches while enjoying the seal show and walked around to take some pictures.

It was a really fun and entertaining sail (and seal) at Clipper Cove.



A little Potter-Yachter History of the Clipper Cove Sail

By Carl Sundholm

From doing the Potter Yachter Newsletter project assembling all past issues into searchable PDF format, we now have a searchable database for Potter-Yachter history. I used that database to trace the history of the Clipper Cove sail in past Potter-Yachter Newsletters ("PYN"), and the origins of the Clipper Cove sail appear as follows.

Like so many other ideas for Potter-Yachter adventures, the Clipper Cove sail looks to have been first suggested by Jerry Barrilleaux as an overnighter at a January 9, 1983 lunch at Victoria Station during an Oakland Estuary sail (PYN Jan 1983:1).

The next month, editor Terry Gotcher announced the overnight Treasure Island Cove sail was to take place on March 5 & 6 "This sail will involve an overnight raft-up at Treasure Island cove . . . This overnighter will be a first time at this location for the Potters" and Terry goes on to state it would be a Potter-Yachter "first" for a raft-up overnight (because TI cove is day use only) and a first for a rendezvous sail where people start in different locations. PYN Feb 1983:2):

Unfortunately, the weather did not cooperate and the first Clipper Cove sail was cancelled twice before finally being rescheduled to May 14 and 15, 1983, when it finally took place despite a forecast of 25 knot winds (PYN Apr 1983:1; May 1983:3). Bill Wight anchored his 32' sloop "Forever" in the cove and all the Potters rafted up to it for the overnight. The overnights were Bill and Joyce Wight, Frank Winans, Don Bergst, Gwen and Tina Singh, Bill Sprietsma, Terry Gotcher and Jim Kato, and the day trippers were John Graham, Barbara Simpson, Stan Butler, Fred Richter, and Mike Bartunek. (PYN May 1983:3-4).

After that first one, the TI/Clipper Cove overnight repeated intermittently until 1989, when it appears that a less than pleasant episode resulted in the overnight not being repeated. The review read: "May 6-7: Treasure Island Cove. Don Bergst, #797; Richard McDevitt, P- 19 #468; Wendell Spence, Montgomery 15, #119; Cy Eaton, #629. Sticky mud anchoring, soggy cockpits, 20 knot winds, pretty good sized waves." (PYN Jan 1989:1). Jerry Barrilleaux mentioned it as a possible overnight option to the "Chicken Bay" sail in the June 1993 PYN at pg. 1, but it is not clear whether it ever actually occurred.

The next time I found the Clipper Cove sail mentioned was in the September 2005 PYN at pg. 1, but this time as a day sail from Grand Street Alameda to beach on Clipper Cove for a lunch picnic to observe the jet aerobatics during the October 8th Fleet Week. It received a quite favorable review in the Potter-Yachter (PYN Nov 2005:4) and appears to have become a staple sail independent of Fleet Week after that.

Comment by Rich McDevitt:

I remember the 1989 event. It was a raft up but not much sleeping took place. Cy spent the night sewing his sails by candlelight. The following day conditions were forecast to be worse with a small craft advisory and 25 + winds. I headed back to the Alameda Grand Avenue ramp early the next morning. Others had launched from Berkeley and Emeryville and headed off there also.

Back then Clipper was under Navy control. They had a skeet range out over the water for USN folks to use. Not being so smart I happened to motor right into it, not noticing the penants. Once they hailed me on a PA and I figured out on the chart what I had done, I moved out post haste with much embarrassment but happy to not be picking buck shot out of my topsides.



Moss Landing to Monterey

Saturday and Sunday, October 16 & 17 2010

The Moss landing to Monterey sail is taking place on October 16 and 17th, we will be launching in Moss Landing around 10 o'clock on the 16th and coming back to Moss Landing on Sunday the 17th. For anyone that wants to come down early we have secured the guest dock at Elkhorn Yacht Club for Friday the 15th. This from Moss Landing to Monterey is approximately 12 nautical miles and should take between four and five hours. The parking in Moss Landing, I believe is \$12 a day for truck and trailer. They have an envelope system so try to bring exact change. Also, one of the great things about this sail is its versatility, depending on wind weather sea state etc. we have the option of launching in Monterey and is spending the weekend there, so for anyone that would like to do that that can also be a fun sail with the option of meeting up with the fleet or tooling around in Monterey. So far we have had a good early autumn with really nice weather, if the weather holds it should be a nice weekend sail. if anyone needs more info they can call me @831-801-1788.

Mike Swartz



Dan and Gretchen Ricker's Com-Pac 19



Richmond Day Sail, Saturday October 23rd

Host: Eric Zilbert

Richmond is a great place from which to access the San Francisco Bay. Possible destinations include Angel Island, Alcatraz, the Golden Gate, and points north including China Beach and Loch Lomond Marina in San Rafael. The tides on this particular Saturday favor a northerly sail, as the tide will be coming in most of the morning. We will be leaving from the Marina Bay launch ramp. Launching and parking is \$10. One can stay overnight for \$12. There is good dining in the area, and some nice parks. The Liberty Ship memorial is nearby and worth a visit.

Address and Directions:**Marina Bay Yacht Harbor:** 1340 Marina Way South, Marina Bay, CA 94804**Phone:** (510) 236-1013**Fax:** (510) 236-1957**Hours:** Monday - Sunday 9am to 5pm**From Marin:**

I-580 E across the Richmond/San Rafael Bridge
(towards Richmond/Oakland)

Exit at Marina Bay Parkway

Turn Right onto Marina Bay Parkway

Turn Right onto Regatta Blvd.

Turn Left onto Marina Way South

From San Francisco/Oakland:

I-80 E/I-580 W

Take the Pt. Richmond/San Rafael Exit onto I-580 W

Exit at Marina Bay Parkway.

Take the Marina Bay Pkwy/S 23rd St exit

Turn left at Marina Bay Pkwy

Turn Right onto Regatta Blvd.

Turn Left onto Marina Way South

From Sacramento:

I-80 W towards Oakland/San Francisco

Exit at Central Ave.

Turn Right on Central and Merge onto I-580 W toward
San Rafael

Take the Marina Bay Pkwy/S 23rd St exit

Turn left at Marina Bay Pkwy

Turn Right onto Regatta Blvd.

Turn Left onto Marina Way South

Tides for Richmond:

Date	Day	Time	Height
10/23	Sat	01:08 AM	4.91 H
10/23	Sat	06:12 AM	2.3 L
10/23	Sat	12:13 PM	6.17 H
10/23	Sat	07:03 PM	-0.12 L

Currents at the Golden Gate:

Slack	Max Flood/Ebb	Velocity in Knots
0202	0433	-2.0
1043	0742	+3.0
1318	1600	-3.1
2043	2337	+2.9



The Potter Yachter

Now has a dedicated e-mail address!

Send in your photos, articles and adventures! I have created an easy-to-remember address, just for the newsletter: PYnewsletter@hotmail.com. Use this one when sending in submissions— I keep them sorted by sender, and it doesn't work if they are all FWDs from my home account.

This news letter is read and enjoyed by Potter enthusiasts from coast to coast. It reflects what the Potter experience is, and is a wonderful conduit through which to share your perspective on the Potter experience. Any and all submissions are welcome. Tell us about that recent solo sail, where you scouted new territory. How about your latest mod? Articles don't have to be long . . . Much can be said in three or four paragraphs. Maybe you have some great photographs to share. But you may find when you set out to write a short piece, once you get rolling you can't stop. Try to send in your submissions as soon as you can, so I can find the best arrangement and the best pictures to go with it.

Your Photos Are Needed:

This is not a call for everyone to sail with a hand on the tiller and a camera in the other, like Don, Carl and I, but rather an encouragement to contribute the pictures that you do take to what we hope will become an annual season review. You don't take picture on the water? How about those great people pix taken ashore before and after the sail.

A non-techie guide: How to send batches of photos

- Step 1: Take Lots of digital photos!
- Step 2: Gather the photos that you wish to send into a single folder on your computer.
- Step 3: Zip the entire folder into a compressed Zip file using a Zip utility like JustZipIt available free at <http://free-backup.info/justzipit.html>
- Step 4: Send your Zip file to littlegreennut@pacbell.net using the free online service, YouSendIt.com (<http://www.yousendit.com/>) NOTE: There is a 100 MB limit to your file size when using the free version of YouSendIt.

That's it. It's just that easy.

One last little lesson. Many email servers limit their accounts to 5-10 MB in size. This makes it impossible to send very large files as attachments (I haven't had one rejected yet). Know too that you can use the above instructions to send any large files or group of files. On the other hand, please don't send images one or two at a time! If you think your inbox looks crowded after a busy weekend, try mine after a week-long event with a dozen skippers armed with digital cameras and infinite memory.

~Ed





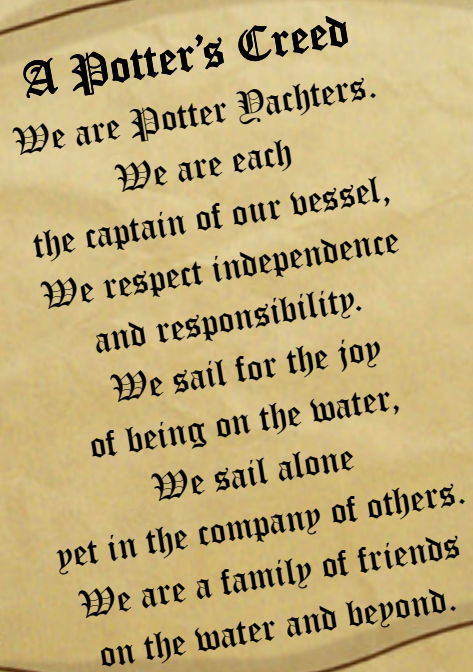
Patrick Brennan
1305 Webster St., C205
Alameda, CA 94501

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*



A Potter's Creed
We are Potter Yachters.
We are each
the captain of our vessel,
We respect independence
and responsibility.
We sail for the joy
of being on the water,
We sail alone
yet in the company of others.
We are a family of friends
on the water and beyond.