



The Potter Yachter

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

October 2017



Report: Adventures in Travel The Tomales Bay Sail

by Eric Zilbert

This P-19 sails to the beach, finally earning its name, as kids lounge in the cockpit of *Family Time*.

Photos by Phil Marcelis

“How's your back, Eric?” These were the fateful words that introduced the “adventure” into the Tomales Bay trip this year. My wife, Lisa, and I arrived around 8:30 a.m. on Saturday and found the ramp at Nick’s Cove well populated with trailer sailors setting up for the trip. Most impressive among the boats on display was Judy Blumhorst’s new F-24 trimaran. We nodded our hellos and began to set up the boat.

(See Tomales continued on page 4)

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

Wow! Fall is here and we are nearing the end of our sailing calendar for the year.

Only two trips left, the Moss Landing to Monterey Sail on October 14th & 15th, and the Delta Bridges Sail on October 28th & 29th. The next order of business is to schedule the next annual meeting and so start the entire cycle again (please contact me if you are interested in volunteering to help with the next Cruiser Challenge).

As I mention in my report on the Tomales trip, later in this issue of the newsletter, we had a total of 3 past commodores present. This included Judy Blumhorst, Rich McDevitt, and Carl Sundholm. Their presence was, of course, a testimony to what a great sailing venue Tomales Bay is, but also a source of introspection for me. Mostly, I kept asking myself, "Why, why, did they stop being commodore?" Is there something about this job that I just don't get? Am I failing to attend to some dreary aspect of the job that caused the others to quit? Or is it that they just got worn down little by little, until Commodore burnout struck. It seems like a great job, and comes with some great perks, the best of which is working with the officers and members of the club to make great trips happen! Who could get tired of this?

I guess I should have asked one of them about it, but they will probably tell me now. In any event, I hope I have fulfilled my duties adequately thus far, and stand some chance of being re-elected in January!

Fair Winds

Eric — 



Photo: Phil Marcelis

Commodore Eric prepares the BBQ for oysters while wife, Lisa, dons a glove.

Club Sail Suggestions for the Event Calendar

Have a favorite sail to share with us? Send E-mail to *the editor* (editor@potter-yachters.org). We'll approve the official calendar at the annual meeting, but we need your info before then.

Club Events on the Horizon

[Event Calendar](#)

Sunday TBD in Jan. Potter Yachter Annual Meeting at the Oakland Yacht Club
Brunch around 9 am followed by the meeting around 10 am (Potter Time) in the Regatta Room.
We'll discuss next year's sailing schedule, review club finances, and nominate officers.
A limited number of Official Potter Yachter Calendars will be offered for sale at the meeting.
If you're inclined to take part in a gift exchange after the meeting, bring a small wrapped gift.

Upcoming: Launch in Rio Vista; Oct 28/29, 2017

Delta Bridges Sail and Overnight

Sailhost: Bud Kerner

Come join the Potter Yachters for the last Potter sail of the season. It is a two day Delta sail, Oct. 28/29.

We will launch at the Rio Vista City launch ramp. All boats should be on the water by 10AM. As a group, we will sail South to the Three Mile Slough Bridge and thru the slough to the San Joaquin River. At this point, we should have the beginning of a flood tide to help us sail towards Stockton. The wind should be favorable to either run or reach with. In about 10 nautical miles, we will leave the San Joaquin and enter the Mokelumne River. There we will take a short break at Moore's River Boat bar and restaurant. They have plenty of dock space. Once we are refreshed we will continue the sail up the Mokelumne River to the Mokelumne River Swing Bridge. Just after passing the bridge we will turn to port to enter the Georgiana Slough. A short distance into the slough we will come to Ox Bow Marina. That will be our overnight destination. The menu this year will be pizza and salad. If you care to bring some liquid refreshments they will be most welcome and consumed.

Sunday morning the marina provides breakfast for us in the marina building right by the boats. The second day will start at 9:30am. We will continue up the slough past the Tyler Island Swing Bridge and the Georgiana Slough Swing Bridge onto the mighty Sacramento River. Entering the river we will turn to port leaving Walnut Grove to our starboard. On the Sacramento we will encounter our last two bridges, the Isleton Bascule Bridge and the Rio Vista Lift Bridge. For this portion of the sail we should have favorable tide. — 



Rio Vista launch ramp is \$10 to launch, parking is free. Motors are required and should be able to propel your boat at 3 knots or better. Ox Bow Marina charges \$.75/foot. Gas will be available at Ox Bow

Directions West on Route 12:
Just after crossing Sacramento River, immediately turn right toward Rio Vista. Make first right to go under Route 12. Just after first stop sign (Main St.), turn left into launch ramp parking.

Directions East on Route 12:
Before crossing the Sacramento River, turn right at Chevy Dealer (N. Front St.) Turn right at the stop sign (N. Front St.) Just after the next stop sign (Main St.), turn left into launch ramp parking.

Participation in Potter Yachter events is subject to the guidelines published in [March 2016 PYN](#), page 3.

Officer's Club

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fb.me/PotterYachters

(*Tomales* continued from page 1)

Then came those fateful words, "How's your back, Eric?" It was Judy, and she indicated she needed help with her mast. The question gave me to some trepidation regarding the possibility of heavy lifting, but it was not to be. It turned out that Judy and Dave had misapplied their lifting tackle with the result of breaking the gin pole used to get the mast up. The mast had fallen next to the crutch rather than on it, and we were able to move it back onto the crutch with little effort thanks to the ladder that they had on hand.



Location: Tomales Bay

Attendees (aka "The Suspects"):

- An F24, Blumhorst clan +1
- *Upbeat*, The Corrigan
- *Salty Dog*, David Myers
- *Jean Alden*, Mike Higgins
- *Family Time*, Marcelis clan
- *Minnow*, Rich McDevitt
- *Dagmar*, Sundholm clan
- *Parson's Ghost*, Hartman & crew
- *Riptide*, The Zilberts
- *Old 44*, The Barbers (sail-by)
- by kayak, Jon Barber's friend

I say this started the "adventure" for us, because I have gleaned from experience that "adventure in travel" is usually a situation in which one is waiting in an uncomfortable place, for an uncertain form of transportation, on an unknown schedule, or something similar. It was disappointing that we would not be able to see the tri strut its stuff; there was certainly going to be plenty of wind. Judy decided they would motor to *No Name Beach* with the mast down – adventure indeed.

For our part, Lisa and I rigged and launched the boat without incident, and had a very nice downwind sail to *Hearts Desire Beach*. Lisa drove the whole way downwind and thoroughly enjoyed herself. Floating



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downwind on Tomales Bay, with the brown hills to the east, and the deep green forest to the west is really pleasant. The brown hills undulate warm in the sun, while the forest is thick, and cool, and deep green with Spanish moss clinging to giant Cypress trees, ahead of you an expanse of sparkling sea.

As we passed *Hearts Desire Beach*, we saw two kinds of Pelicans; the first was a small flock of brown pelicans cruising low and fast over the surface of the water, the second, larger flock, were Pelican sailboats, about a dozen, racing just south of us, probably out of Inverness. We got to see them set spinnakers a couple of times, and went around their windward mark when they were well away from it. We turned around there and made our way north toward *No Name Beach* (aka *Potter Beach*).



We saw George and Rebecca Corrigan sailing their Monty 15, *Upbeat*, on the way back up. They were reefed and looking good, although, as George said over the radio, the ride was bumpy. We made a couple of long tacks, one going all the way into the anchorage at Marshall, but then decided to short tack along the western shore to stay out of the chop. It was blowing over 15 knots by then.

We made it to the beach at about 1:30, and managed to get the boat anchored after two attempts. Because I have a solid rudder that does not kick-up, I remove it, and then back into the beach under power. I set an anchor about 20 ft. out from shore, so I can anchor fore and aft and pull the boat in or out depending on the tide, which can be about 5 ft. at Tomales.



On shore we found a lively camp. Past Commodore Rich McDevitt was present with his P-15, *Minnow*. Past commodore Carl Sundholm was there with his children and *Dagmar*, his P-19. Also at the campsite were Phil Marcelis (the very capable editor of this journal) and his P-19, *Family Time*, with wife Kim and their daughters. Past commodore Judy made a successful passage under motor and, with her son and his friend, the campsite looked to be a real family affair. We were also joined by Mike Higgins in his homemade cat boat, and joining us by kayak was Jon Barber's friend. Jon and his wife sailed by on *Old 44*.



By the time Lisa and I arrived in my P-19, *Riptide*, the kids had managed to collect around a dozen small crabs and had prepared an arena for combat. After that, things turned to getting the fire area ready. Lisa provided instruction in pyrotechnics, and a very sizeable blaze was established, which led to coals, ribs, and barbecued oysters. The evening meal also benefitted from Steve Hartman who arrived with two friends on *Parson's Ghost* (a beautiful Marshall Sanderling). They proceeded to offload a giant propane burner, and prepared a steaming pot of Jambalaya. Accompanied by rice, various snacks, beer, wine and whisky it was a very enjoyable repast.



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In the end there were 9 sailboats, one kayak, and more than 20 mariners in attendance. After dinner there was a lot of story-telling and quite a bit of laughter (Rich is a great comedic story teller), accompanied by banjo (Phil), guitar (Carl), and even some trumpet playing (me).

The highlight of the evening, from my perspective, were the raccoons. In the early part of this century, I do not remember raccoons at Tomales at all. However, over the last several years they have become a growing problem. In the past they generally only would attack the camp after all had retired. Although last year, you saw them grouped outside of the perimeter fence, their eyes glowing in the light of the fire, anticipating their foray for anything remotely resembling food.



This year they were bolder than ever, running across the beach and checking things out before the party was over! We cleaned up the camp and went to bed around 9:30. I left some bags of dirty dishes and empty beer cans in the cockpit, not suspecting the devils would come aboard the boat. I pushed the boat off about 10 feet before bed, so I thought we were in good shape.

In the middle of the night, low tide arrived, and we were high and dry. I lay awake after having surveyed the scene (very pretty in the moonlight) when I heard something clamber on board! I heard little feet, like dogs paws, running around. I thumped on the hull, hoping to scare them away, but the patter of little paws continued. Lisa stuck her head out of the hatch and yelled at them, and they left. She brought the bags in and we had no further visits.



In the morning we were all treated to breakfast burritos produced by Kim, and hand delivered by Phil. They were delicious! Everyone's boat was floating at a reasonable hour, and we said our goodbyes, with some going out for more sailing, and others returning to the ramp. We

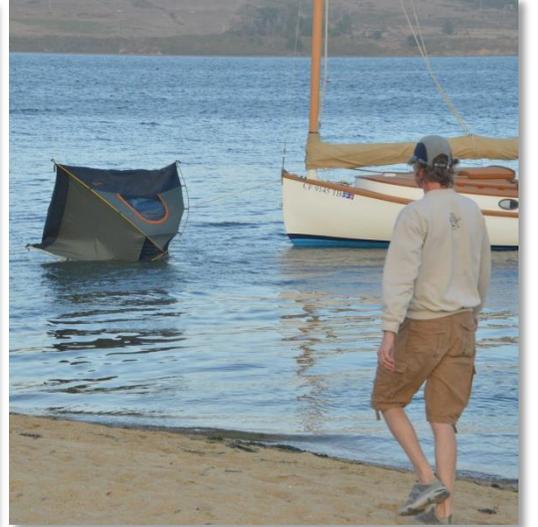


accompanied Judy back to the ramp, as she was unable to lower her rudder and wanted us along "just-in-case." There were many adventures that I did not relate, including recovery operations for a beautiful wooden dinghy and another for lost oars, but then I have already written too much. All in all, it was a great trip. — 

Tomales Bay Photos



Tomales Bay Photos by Carl Sundholm



Report: Picnic at Treasure Island

Potter Yachters at Clipper Cove 2017

by: Carl Sundholm

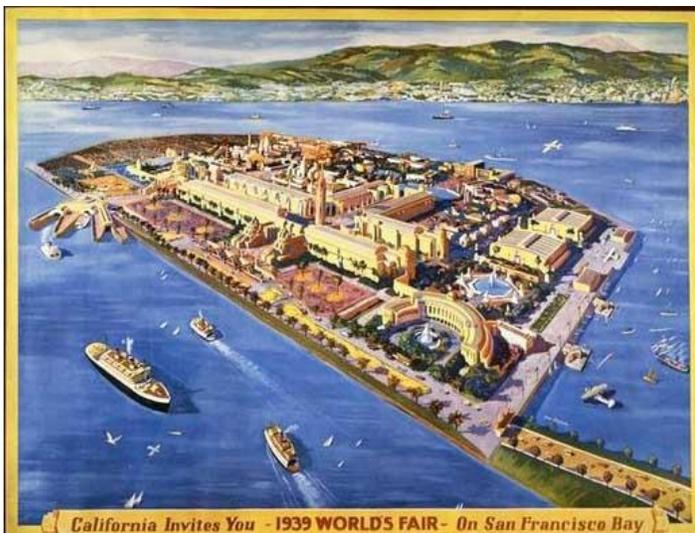
This year, in the days approaching the Clipper Cove sail, I did a little bit of historical research on Treasure Island, and this is what I discovered.

Clipper Cove and Treasure Island were created during the second half of the 1930s. This was a time when San Francisco was climbing out of the Great Depression by giving men jobs working on public projects such as the Golden Gate Bridge and the Bay Bridge.

A celebration of San Francisco's progress was planned by constructing the man-made Treasure Island for the 1939 Golden Gate International Exposition and World's Fair, featuring a protected cove taxiway for the China Clipper seaplanes headed for the Pacific Islands and the Far East.

This era was not long lived. By 1941, World War II transformed Treasure Island into an

induction center and active naval base. It continued to be a naval base until 1996, when it was decommissioned and opened to public use and City of San Francisco control, although it continues to be owned by the U.S. Navy.



Today, we are third party beneficiaries of this beneficence, for if not for the 1939 Exposition and World's Fair, there would have been no Potter Yachters' Clipper Cove sail, which has become an annual event on the event calendar.

The 2017 Potter Yachter sail carried on that tradition. Since several Potter Yachters had just returned from sailing with All the Usual Suspects, and since others were setting their sights on the Tomales Bay Overnight the following weekend, as I packed up the boat for the sail, a large turn-out was not expected.

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I pulled up to Grand Street Marina around 8:45 am, and was glad to see Larry Tkach setting up his very cool **Peep Hen sailboat**, *Groovin'* and old friend David Meyers and his P-15, *Salty Dog*, setting up in the lot. Phil Marcelis, being ahead of the game as usual, had already set-up *Family Time* and was in the water. As I was setting-up *Dagmar*, none other than Harry Gordon drives up with his ever resplendent craft, *Manatee*. We had also heard that Mark Sabin and Cynthia Shallit, from Lake Washington Sailing Club, were aiming their wonderfully monikered Sun Cat, *Half Fool*, at joining us at Clipper Cove Beach.



The morning weather was sunny and in the mid-70s as we started heading up the Oakland Estuary. As is the typical pattern, the morning breeze was blowing straight down the estuary, requiring us to resort to tacking up the estuary while motor sailing in order to make reasonable progress, which worked quite well.

As we sailed out the channel, we were surprised to see a familiar square rigged steel-hulled sailing ship docked on the Alameda side of the estuary, the *Balclutha*. The *Balclutha*, built in Scotland in 1886, graced the San Francisco Maritime National Historical Park near Fisherman's Wharf for more than 50 years, as a National Historical Monument. During that time, the wooden decks and portholes had developed leaks and the spars needed to be taken down and refurbished, so she was moved to the Bay Ship and Yacht Co. in Alameda for an overhaul and \$1.3 million in repairs funded by the National Park Service, which will add years to her life. Her namesake



is said to be the eponymous town of *Balclutha*, New Zealand, but her name also refers to her first homeport, Glasgow, Scotland, which is a "City on the Clyde" - the meaning of her name derived from the Gaelic *Baile Chluaidh*. (Wikipedia, *The Balclutha*). Designed as a general trader, the *Balclutha* rounded Cape Horn 17 times in thirteen years and carried cargoes between Europe and the East Coast of the United States and various ports in the Pacific, including Alaska, Hawaii, Australia, and New Zealand. *Id.* After her



shipping career, she became an exhibition ship, appeared in the Clark Gable and Charles Laughton movie *Mutiny on the Bounty*, and was eventually acquired by the San Francisco Maritime Museum in 1954, which restored her and ended up mooring her at the Hyde Street Pier, where she will be returned after refurbishment.

We sailed in a line past the gigantic shipping cranes that look like creatures out of a Star Wars movie.



Sailing further out the estuary, we saw the beautiful colorful mosaic of shipping containers sitting atop large container ship, ready to depart across the Pacific Ocean to deliver its cargo.

As we reached the end of the estuary, we were rewarded with spectacular views of San Francisco.



Then we headed for Clipper Cove under the new part of the Bay Bridge.

Then we hit the beach at Clipper Cove and set up camp for a relaxing picnic.

Phil Marcelis, Dave Meyers, and Larry Tkach were the first to pull up, followed by myself, Harry Gordon, and Mark and Cynthia.



After breaking out sandwiches and refreshments, Phil with his banjo and I with my ukulele provided some musical accompaniment for our beach party, and enjoyed the wonderfully interesting and relaxing conversations that ensued. We also discovered that the multi-talented Harry Gordon has hitherto undiscovered musical talents, as he played Misty on the ukulele. A fantastic time was had by all. — 🚤

Clipper Cove Sail Photos by Phil Marcelis



From Jason; 1967 P14 for sale:

Selling my 1967 Potter, Hull number 222 (was Keith Hubbard's *Triple Deuce*) It's been converted to a Lateen rig but I have sourced a Gunter rig to go with it. If you're interested, look for "number 222" on the [Boats for Sale](http://www.potter-yachters.org/forsale/boats.html) webpage: <http://www.potter-yachters.org/forsale/boats.html> If you don't find it there, then it's already found a new home.



From Dick; Meet *Banjo!*:

After a year of yacking about it, here's *Banjo*. Sam Devlin ran sea trials yesterday and she performed well. With five aboard, she cruised at ten mph, top speed fifteen miles per hour. The attached photos may explain why I have gone over to the dark side. I can hardly wait to pick her up.



From Alex; want to learn about the history of this P14:

I was born on the Isle of Wight in 1964 and know the heritage of the original West Wight Potters built by Stanley Smith. My dad never stopped going on about them and dreamed of owning one RiP.

I recently bought a "barn find" 14-ft fixer-upper. The hull is made exclusively of plywood. I believe it is an original made by Stanley, on the low, before HMS marine took the mould and started to make them out of GRP in California in 1966.

I am trying to find out more about its heritage. My good friend in Santa Cruz suggested the Potter Yachters may know. That's why I contacted your club to find out if any members own similar craft or have any further info on the original plywood hull craft? I can't find out anything else here in the UK.

Any help, pics or info would be much appreciated. [Forward comments to PYN Editor: editor@potter-yachters.org]



**Send photos for the
*2018 Potter Yachter Calendar***

We need photos for the Potter Yachter Calendar! E-mail Don or the editor (editor@potter-yachters.org)

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 your name and address) to: Pat Brennan
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*

