



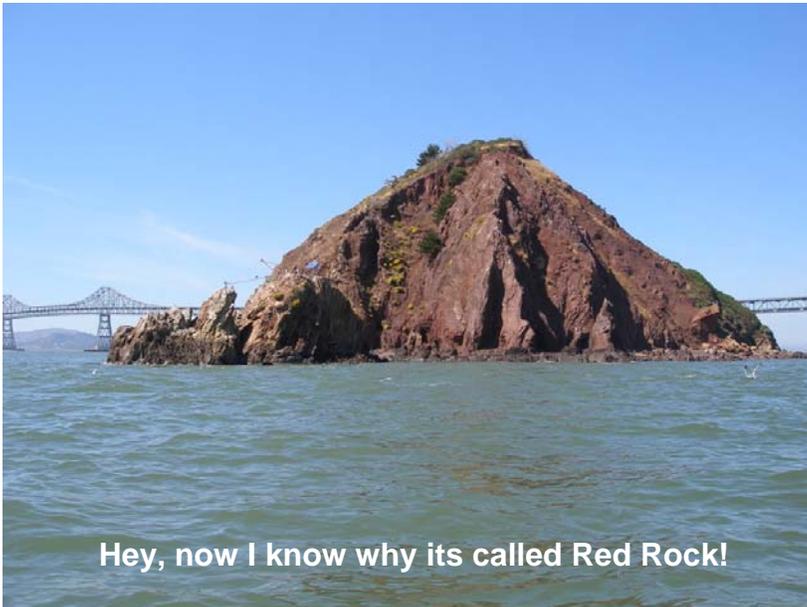
# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

May 2008

## Petit Liège circumnavigates Red Rock . . . . . . with a few minor obstacles

By Katie Lea



Hey, now I know why its called Red Rock!

Ok, I'm sure just about everyone has done that by now, but we just did. Dory is a wonderful instructor, showing me the "ropes," as it were.

Saturday, April 27. We left Richmond Marina, originally to go to Angel Island, but as we left the channel, Dory saw Red rock and wanted to go there. OK by me, let's go! As it is me that needs to learn, I had the helm the whole day, unless I had to take some pictures (and lunch, of course). The winds were extremely light, the only major puff we ever got was when I was trying to get the main raised. After that, we were ghosting all the way to the Richmond Bridge. After drifting through lunch, we had enough of waiting, and I was having a very hard time getting us on-course, so we fired up the outboard and motor-sailed to the rock.

We went around the big rock, and on the leeward side, we dropped the sails and furled them, as the wind never came back. Oh, it was out there by Angel Island, we could see boats heeled halfway over, but not here.

On the way back, the waves came up, and I started to have a lot of fun keeping her on-course. Still not enough wind, though. We were passing Chevron, and I was having a blast taking pictures of the giant tugs pulling and pushing humongous oil tankers all over the place. Just as we were broadsides to a tanker being moved,

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## The Commodore's Log

The reviews on Strictly Sail, the annual boat show held at Jack London Square in April, are in. Apparently, the organizers forgot about small boat sailors. That's too bad since the vast majority of boats sailing past the expo on Sunday were small boats, i.e. us. I loved it. The winds kicked up later in the afternoon and things did get a little sporting, especially when it came time to pull out.

I had to relearn an old lesson: plan ahead. I tied up on the upwind/current side of the dock and couldn't manhandle Muddy Duck's fifteen hundred pounds onto the trailer. That's when it's nice to be sailing with friends. Dave White, Mike Swartz, and his son, Russell, came to my rescue. They helped me get Muddy Duck onto the right side of the dock and onto the trailer. Thanks guys.

May is shaping up to be a great month for sailing. I plan on making the Delta Sail to Lundborg Landing and might attempt to sail across Frank's Tract, weeds

permitting. Then there's the thirtieth anniversary sail of the club on May 18<sup>th</sup> at Del Valle. Kevin Crowder, the sail host, is planning a barbeque in the evening, and there will be the appropriate toasts and cake.

Planning for the Cruiser Challenge, July 26th, at Monterey is proceeding nicely. But finding sponsors has been difficult. I'm guessing it's the state of the economy. Regardless, the race is on, same format as last year.

The itinerary for the annual Messabout to the Pacific Northwest in September is set. We'll be launching out of Bellingham, Washington, and sailing through the San Juan Islands to Sidney on Vancouver Island, just north of Victoria, B.C. With a little luck, we should be tied up to a dock every night and will have to eat dinner on the boats three nights. So if the urge to spend ten nights on your boat, and get rained on a few times has ever possessed you, contact me. It's a long haul up there and back, but worth it.

See you on the water.

### EVENTS ON THE HORIZON:

#### **Sunday May 18:**

Day Sail Del Valle Regional Park Day Sail. Host: Kevin Crowder.  
(Very first Potter event held at Del Valle on Sunday, 5/21/78).

#### **Saturday May 31 & Sunday June 1:**

Woodward Annual Campout. Host: Rich McDevitt.

#### **Other events of interest . . . Tall Ships galore!**

The Privateer *Lynx* will visit northern California through the end of May: Pillar Point/Half Moon Bay; April 28-May 4, Oakland; May 5-13, Antioch; May 14-21, Rio Vista; May 22-27, Encinal Yacht Club.

#### **San Francisco Festival of Sail:**

Wednesday, July 23—Sunday, July 27; see <http://www.festivalofsail.org/ships.asp> for a list of participating vessels and event information. Vice Commodore Hood, a volunteer docent at the San Francisco Maritime Museum, points out that volunteer support for the event is still needed: <http://www.festivalofsail.org/NEWvolunteerSF.asp>

## The Officer's Club

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P-19 #266 *Redwing*

Petít Liége:(continued page 1)

the little outboard runs out of gas. Hey, no problem, we're far enough away, we can get it filled and running in no time. You know those darned CA mandated gas cans? Well, they don't work very well. Dory spilled gas everywhere except in tank. Well, not really. But it did get all over the insides, and outsides, and the carburetor got flooded. Ok, now I can worry, right? You bet'cha. OK, it's time to worry now. We were drifting right towards the big boats, and Dory still could not get that dang motor running. We were about a block away from the side of the tanker, when another giant tug comes zoooooming over, right at us. "Uh, Dory, there's another tug.... He's headed right at us!"

"Not now!"

"OK, but now they want to talk." Our ride

They came right over to us, and a crewman hollered something, while hefting a line big enough to swamp us if he even thought of tossing it over. At this point, Dory took a



break, and got a more suitable line ready, and threw it over to the tug. So far, so good, until the tug fired up that mighty engine, and Dory didn't get to tie down his line yet. Pop! bye bye line, right out of his hand. While this was happening, I would like to add that the wake around a tug is . . . interesting. We were being sucked right against the giant tires, bounced off, left behind, only to be sucked in again. And did I mention the whirlpool bigger around than we were long? Yipes! We weren't floating like a cork over that thing, we were sitting more like a soggy goose . . .

Well, the tug moved around to put us on his leeward side, and we had better luck getting us tied down, one line on the bow rail, No comment and one on the stern cleat. One of the crewmen hopped aboard to try and work out our trouble, while the tug started towing us out of the area, back in the general direction and "away from the tanker." Fortunately, that was the right direction for us, back to the truck! We must have been doing, I dunno, about 30 mph, or so. What a wake! NO idea how many knots that is, gimme credit, I'm still a novice! Watch the video on YouTube "Worlds fastest West Wight Potter," and judge for yourself.



About the only useful thing I could do at this point was keep the tiller steady—I don't know why I did it, but I thought it was a good idea, might keep us from bouncing around too much. Hope I was right.—and sometimes holding stuff as Dory was trying to find his Boat US membership card. The tug captain was on the radio with the Coast Guard, while

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Petít Liége:(continued page 3)

Dory was on "ignore" with Boat US, who couldn't decide if we were in Richmond, CA, or Richmond, VA! Communication was difficult between us and the tug, things were rather loud, and we, of course, had no radio. Sooo, what's a girl to do? Sit there and look pretty? No way, I'm a gonna take pictures! The crew thought it was funny, but I was having the best time out there, and I wanted to remember it! Besides, none of my buddies would ever believe me, without proof. I got a bunch of pictures, and three short movies.

After about half an hour, 40 minutes, or so, they did get the outboard running again. the crewman must have asked about ten times if Dory was SURE the motor was fine now, he assured him it was, and they turned us loose. Right about then, Boat US picked Dory off hold, and by that time, all he could say was "never mind, we're good now." Many thanks to the captain and crew of the Arthur Foss, biggest tug boat I have ever seen!



It was about three thirty, nearly four by then, and we had a long way to go to get back to the ramp. I still had the tiller, and I got us there without any more trouble, but it was LATE. Dory had one more trick up his sleeve. The waves were calm, wind still non-existent, so he grabbed the jib's sail bag, and sat up front, packing it away. We were still underway! No, he didn't fall in. After that, he came back, sat down, and started taking down the main. Hey, why not, it's stowed just as it comes off the mast, so all he had to do was un-tie the halyard and outhaul, un-clip the tack, and shove it all in the bag, without dropping anything overboard. That was entertaining to watch, because there is just no ROOM to do that comfortably in a Potter. While underway. Ford Richmond Plant, as seen through the now bare rigging.

We did get back to the ramp, somewhere nearing six o'clock, and back on the trailer without much more ado, except that the new rollers work a little too well, and Dory had to Jerry rig something to keep it from rolling right back into the water. While putting the boat away, I was having the Devil's time getting the "flag halyard" un-done off the cleat, so I finally gave up and un-screwed the whole cleat off. When I screwed it back on a minute later, I got it fouled with the jib halyard, so I just got mad, pulled the halyard all the way out of everything, and re-ran it. There, done!

The ride home was... Uneventful. Can you believe it?



NOTICE

Anyone ordering **Cruiser Challenge** logo gear - hats, tee shirts, mugs - who orders by June 14 using the registration form or directly through Pat Brennan will save about \$4. The price on the registration form includes tax and bulk shipping. The saving comes from the reduced shipping charges when your order is part of a batch shipment. If you wish to order Potter Yachter or Cruiser Challenge gear directly from Cafepress, Gretchen Ricker has set up our Potter Yachter "store" (<http://www.cafepress.com/potteryachters>) so you can do that.

Pat Brennan

The **Cruiser Challenge** is on again this year at Monterey, CA, Saturday, July 26. It is a laid-back regatta for cruising skippers who sail mini and pocket cruisers and don't race very often, not hard-core racers. We will be using ordinary "Rules of the Road," not racing rules, since most of us don't know what they are. Mini and pocket cruisers 25 feet LOA and under are eligible to compete. All boats must have a suitable cabin for accommodating two adults to sleep inside, equipped with an anchor and safety equipment, and the largest headsail permitted is a 155% genoa. You can check out the details and register at: <https://home.comcast.net/~pat-brennan>

Come and join the fun.

Dick Herman

# Del Valle 30th Anniversary Sail

**Host:** Kevin Crowder

**When:** Sunday, May 18th; 10:00 AM Launch Time

**Where:** Del Valle Regional Park, Livermore.

**Fees:** \$6 parking per day, \$4 per day trailered boat (Launch Fee)

**Meals:** Picnic lunch aboard your boat.

No-Host BBQ at picnic grounds following haul out.

**Distance:** Launch ramp to the dam is about four miles.

**Phone #s:**

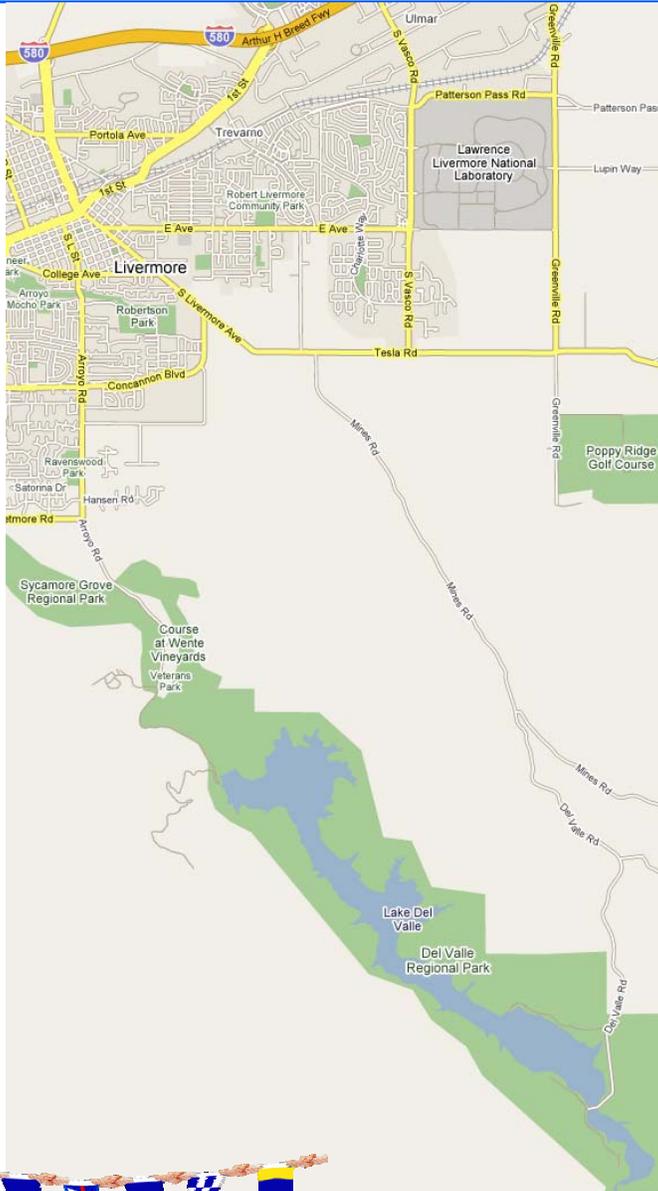
Host, Kevin Crowder ..... Cell: 925-519-4246  
 Home (After 6:00 PM) ..... 925-373-1621  
 Del Valle Regional Park (Gate) ..... 925-373-0332

Lets gather try to launch by about 10:00 am. At this time think it may be fun to motor down the narrow canyon to Swallow bay then sail down to the dam run back. Eat lunch on the boats or beach in Huron bay. Then when we get back to the launch ramp and get the boats loaded. We can gather at the nearby picnic ground and have a BBQ and celebrate 30 years of Potter Yachting. I will bring Charcoal and matches. Bring some dinner to grill and join us all.

## To Reach The Park

Del Valle Regional Park is located on Del Valle Road off Mines Road south of Livermore

(parking fee). Exit I-580 eastbound or westbound in Livermore at North Livermore Avenue. Head south and proceed through town (North Livermore Avenue will become South Livermore Avenue in town). About 1.5 miles outside town, turn right at Mines Road, go about 3.5 miles and continue straight on Del Valle Road (Mines Road turns left). The park entrance is about four miles ahead.



Come celebrate 30 years of Potter Yachting at Woodward Reservoir on May 31 - June 1. Bring boats, tents, RV's, water toys, what ever you like and you can camp on the shore or in the boat. This event will have a big turnout (20 boats) so you won't want to miss it. Early birds can arrive Friday or before to save us camping and shore space by Pelican Cove (See Map). Woodward Reservoir is located approximately 3.5 miles north of highway 120 between Escalon and Oakdale. From Hwy 99 in Manteca head east on hwy 120 for about 17.5 miles and turn north (left) onto J 14. Boats are \$7.00 per day, day use cars \$8.00 per day, camping is \$15.00 per night. Senior discounts are available for 62 and older, ask at the entrance kiosk. Woodward Reservoir is known for steady San Joaquin Valley 'trade winds' which provide some fantastic fresh water sailing and nice launch ramps (use the Bay View Boat Ramp, within walking distance of the camp site, look for the windmill).

## Woodward Campout and Sailfest

**Host:** Rich McDevit

**When:** Saturday-Sunday, May 31st & June 1st (overnight camping on shore; RVs & tents welcome)

**Where:** Woodward Reservoir Regional Park, 14528-26 Mile Rd, Oakdale, CA

**Fees:** launch \$7.00; day use \$8.00 per day; camping \$15.00 per night

**Meals:** Saturday Evening "Happy Hour" & Pot Luck

**Distance:** 2900 acres of reservoir to explore at your leisure.

**Phone #s:**

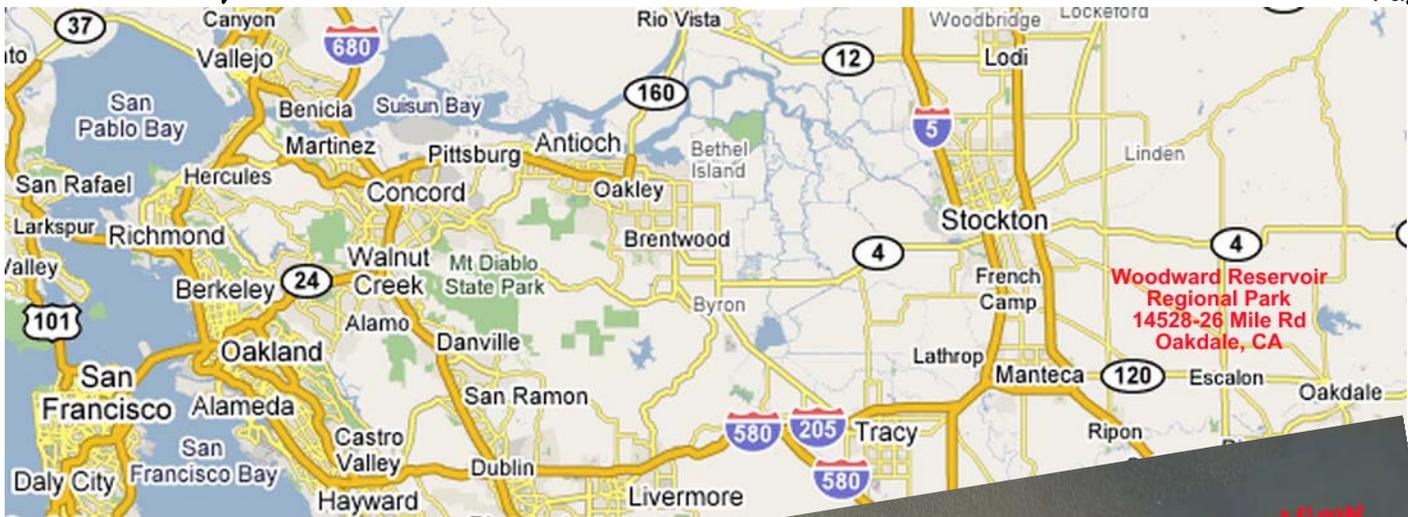
Host: Rich McDevit . . . . . (925) 719-4284  
 Woodward Res. Regional Park . . . . . (209) 847-3304



Events planned for Saturday, conditions permitting, include challenges to your thinking caps and sailing skills. A Potter Yachter trivia test will be given to anyone that wants to take a shot at it. All questions and answers are taken from 30 years of Potter Yachter newsletters. An obstacle course will be set up so you can test your sailing skills. It will include backing through the starting line under sail, sailing to a mooring ball and picking up the mooring under sail, then finishing with an under sail man overboard recovery. All of this will be visible by your friends and relatives "cheering" you on from the shore. Some folks are also planning on testing those boarding ladders we have on so many of our boats.



Happy hour starts at 5:00 with Mai' Tai's provided by the sail sponsor and the presentation of a few prizes to event participants. Last year we had the mother of all pot



lucks and this year looks to be as good or better so bring a dish to share. I'm looking for a volunteer or two that can arrive early to save our spot as there are no reservations allowed at Woodward. If you can take this on, call me at 925-719-4284 or email cad-cotsm@aol.com. See you at Woodward.

Rich McDevitt





~~Potter~~ Yachtsman  
1305 Webster St., C205  
Alameda, CA 94501

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## 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*