



# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

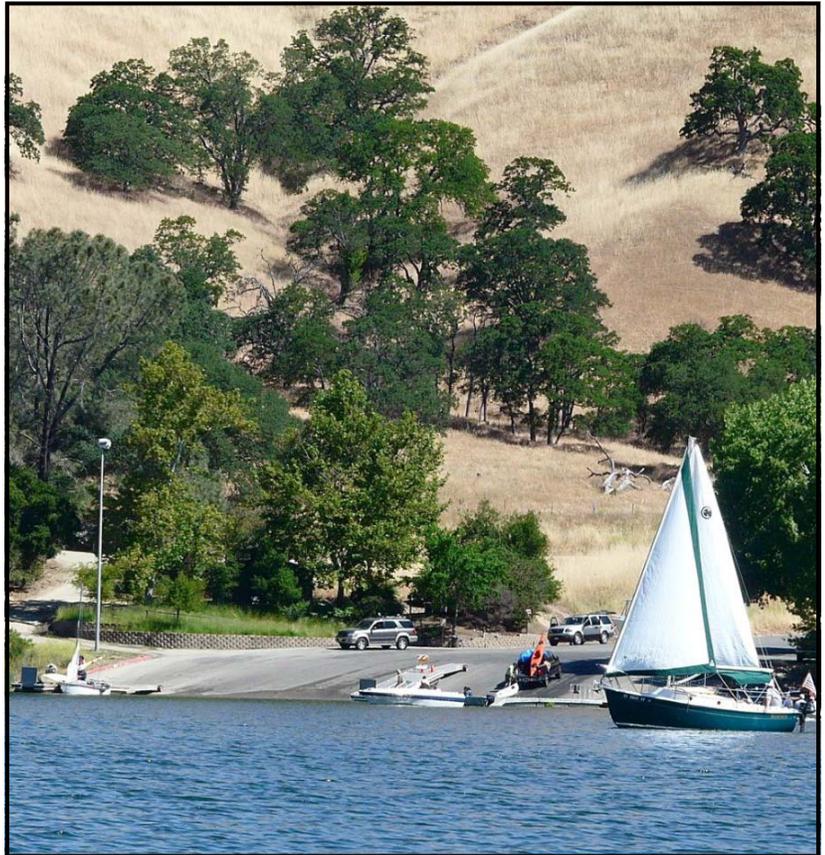
June 2008

## Potter Yachters Celebrate 30th Anniversary at Del Valle Regional Park!

Reported by Don Person

On the delightfully sunny Sunday morning of May 18th, seven P-15s, two P-14s, a Com-Pac 19 and a Com-Pac Suncat gathered at Del Valle Lake near Livermore, CA to reenact and celebrate the 30th anniversary of the first Potter Yachter sail.

Del Valle is a beautiful 5x1/2 mile lake in a valley of fairly steep grass covered hills shaded by stands of Valley Oak trees. It is part of the East Bay Regional Parks system; it is very well developed and maintained, and is very busy. The park has ample parking, campgrounds, sports fields, swimming areas, beaches and miles of hiking trails in the surrounding hills. There is a convenience store, and small motorboat and kayak rentals are available as well. As the fleet assembled we honed in on Kevin Crowder, our able host and skipper of a most beautiful Com-Pac 19 sloop. Ron Bell had arrived very early and was already on the water.



As is often the case with our Potter excursions, the day was not without mishap; the first of the day happened to Jerry Kergan. He lost a wheel bearing on his trailer, and spent two hours finding replacement parts. He had set out early; with the help of good Samaritan Steve Potter, getting the new bearings and hub back on went fast. In spite of the delay, they made the ramp by the appointed launch time.

The rest of us managed to get rigged between sessions of boat-talk with passers by. The parking area has plenty of double spaces for cars with trailers; the asphalt is rimed with concrete curbs, walks, and many shade trees. The launch area has four lanes and two docks. By the time we launched, most of the fishermen were out of the way so we didn't have to

wait. We launched into sparkling water and a five knot north-west breeze. The lake at the launch ramp is about 1x1 miles, the north end becoming a 1/4 mile or less wide channel for a mile which opens into wider areas for two miles north to the dam. Through the channel, the wind swirls over the hills and as Dave Kautz remarked "no matter which way I turned the wind was always on my bow". The wind through this area varies suddenly in

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*(continued page 3: Anniversary Sail)*



## The Commodore's Log

Sunday, May 18, was a great day to be on the water at Del Valle Reservoir for our 30<sup>th</sup> Anniversary sail. Eleven boats showed up with sixteen folks, and Kevin Crowder did a great job as sail host and organizing the apres-sail barbeque. David Meredith came along to help crew Kevin's green-hulled Com-Pac 19, and it was one of the prettiest boats on the lake; David also sails a Com-Pac 19, yet both are, at heart, dedicated Potterites. I also sail a Com-Pac, but that's because I love catboats.

I was ruminating on all this while sailing around Del Valle, when an old truth hit me – Being a Potter ain't about the boat! However, the intrepid West Wight Potter 15 certainly captures the spirit of what we are all about: sailing, and an irreverent attitude toward big and complicated things, like gold-plated mega yachts and fancy organizations. Let's face it, to be a Potter

takes a certain mindset, which is another way of saying "Pottering is a frame of mind."

After thirty years, maybe it's fair to ask who we are, and where we are headed. Please, don't get me wrong; I'm not advocating changing anything. I'd just like to make sure we keep doing whatever it is we do. It has served us well over the past thirty years. What's at the heart of our organization? Personally, I think it's a love of sailing and a loose comradery where friendships count more than the boat.

Should we continue on the same course as now, or should we start honking our horn a little more to see if there are like-minded sailors out there who, while they don't sail Potters, would like to join us? We could do a little more advertising, encourage Jerry Kergan to expand the scope of the newsletter to increase the general interest, or approach the media. I'm not talking

*(continued page 3: Commodore's Log)*

### EVENTS ON THE HORIZON:

#### **Saturday/Sunday June 14-15:**

Eagle Lake Annual Campout. Sail Host: Dave White—details on page 11.

#### **Friday/Saturday, July 4-5:**

Overnighter at Mandeville Island in the Delta. Sail Host: Don Person—details on page 13.

#### **8th Annual Summer Sailstice:**

Saturday/Sunday, June 21-22; Clipper Cove, Treasure Island Yacht Club  
see <http://www.summersailstice.com/sf/> for details and LINKs.

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

Wednesday-Sunday, July 23-27; see <http://www.festivalofsail.org/ships.asp> for a list of participating vessels and event information.

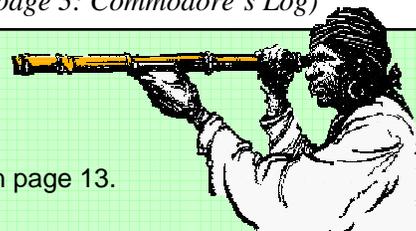
**SoCal Potter Events**—see the SoCal Potters website for more details—<http://www.howies.net/socalpotter/>

#### **Wednesday, June 18; return Saturday June 21:**

Catalina Cruise—Departs Alamos Bay (Davies Launch Ramp) 6:00 AM.

#### **Saturday June 21:**

Alamos Bay day sail—Davies Launch Ramp at 10:00 AM—Plan is to motor/sail out to hook up with the returning Catalina group.



## The Officer's Club

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(Commodore's Log: from page 2 )

about an expose on 60 Minutes, but maybe inviting a reporter along for a sail. Please let me know your thoughts. You can send your comments to the newsletter or E-mail me at [dickherman@comcast.net](mailto:dickherman@comcast.net).

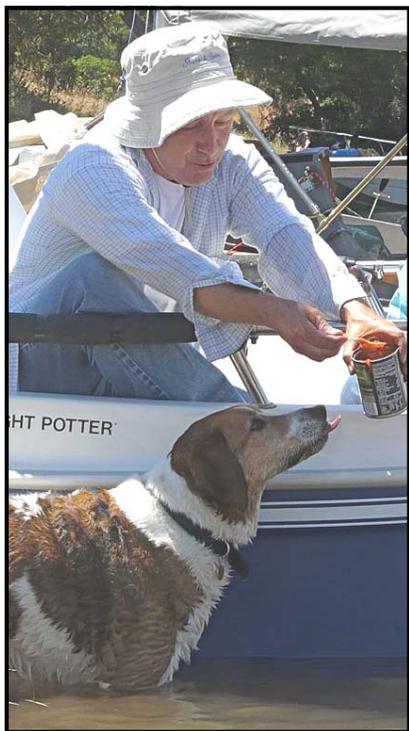
See you on the water.



(Anniversary Sail: from page 1 ) velocity as well as direction and is infamous for upsetting boats. We all stayed upright today. After transiting the channel the sailing was more straight forward although the wind, now blowing about 12 mph, continued to be erratic and cleating the mainsheet seemed like a poor idea.

The second mishap of the day was Jerry Barrilleaux. In reaction to the abundant Spring-time pollens, his allergies kicked up; his left eye swelled almost shut causing him to retire from the sail. He declined offers of assistance and returned to the ramp and home to mend.

The body of the fleet made landfall on a fine grassy beach around one o'clock. Ron Bell with his early start had heaved to and was taking a nap on the far side of the lake. Three late starters followed along bringing us to eleven boats. One was a white hull with tanbark sails, we all agreed was Rich McDe-



vitt. Not so—lacking was the full battened main—this one belonged to Carl and Loretta (last name?) who just happened to be out sailing their new P15. They were glad to join up and showed interest in becoming Potter Yachters.

Lunch was a relaxed affair on and off the boats. Jim "Goose" Gossman's fine dog Ginger mooched some of Steve Potter's chili. Steve also managed to lure two comely kayaking maidens in for a beer. Goose's boat, 15 hp outboard, twin rudders, composite mast, etc is still a work in progress but he says he is getting ahead of it. Even Host, Kevin Crowder and Dave Meredith in the Com-Pac 19 sailed



by. They decided beaching was too much trouble so taking host duties to heart Kevin sailed back to lay claim to a picnic table and BBQ pit. One by one we easily sailed off the beach and headed south. Now the fairly strong wind was at our backs and running with it was a treat. It still moved back and forth enough to keep our attention. Near the launch ramp it was pretty gusty, and wakes from the power boats made docking a little tough.

(continued page 4: Anniversary Sail)

(Anniversary Sail: from page 3)

Sure enough, after derigging, we found Kevin with a table in the shade and a ready to go BBQ pit. Before firing up the 'dogs and steaks we snacked a little and toasted the event a few times. Dessert, compliments of Dick Herman, was a highlight. It was a white cake with a blue icing inscription "Potter Yachters



30 Anniversary," And somehow the baker had printed a P15 photo on it. Good show, Commodore, Saving the best for last Harry Gordon had the honor of cutting the cake. Harry was present at the first PY sail 30 years ago and has been a constant



Potter Yachter mainstay ever since. He still sails his P14 Manatee either Gunter or lateen rigged. He is our authority on P14's, Potter history and lateen rigs. Harry, we salute you!



## View from the side of the Road

by Jerry Kergan

South of Livermore, most of the Potter Yachters making the trek to the anniversary sail at Del Valle Reservoir stumbled upon lonely Lazy Ka, sitting woefully on the shoulder of Mines Road, sans her left wheel. This ego bruising situation was the result of the disintegration of the bearings that make the thing go 'round smoothly.

I left my Concord home early, 6:00 AM, to allow for the drive, ample time to get Lazy Ka get rigged well ahead of the 10 o'clock launch hour, and to allow for lots of social and camera time before setting out on the water. All was going well until I pulled to the shoulder of the road to allow a little Honda to pass my slower moving rig. To my surprise, he pulled along side, and shouted something unintelligible at me as he pointed at my tow. I pulled over, and stopped for a closer inspection only to be greeted by a wheel sitting at an angle with the remnants of the bearing race smiling back at me—Not a pretty sight.

The next 10 minutes was spent gathering my thoughts, realizing that I'd left the needed spare parts at home in my garage, and determining that I had most of the needed tools on hand. The next step was to dismantle the affected wheel assembly so that I would have the parts on hand for confirmation should I find a trailer outlet open on a Sunday morning. By 8 o'clock I was on the road headed back toward Livermore in search of parts.

(continued page 5: Side of the Road)

(Side of the Road: from page 4 ) On my drive back to town, it struck me that it might be difficult to find a trailer outlet open on a Sunday morning in a town as small as Livermore. I remembered seeing small trailer parts at K-mart and Wal-Mart stores in the past, and these stores are usually open early, so they became the target of my initial search.

As luck would have it, I turned the wrong direction in the downtown business district. My blunder took me eastward, out to I-580 and the foot of Altamont Pass . . . There was nothing out that direction . . . Back through downtown, a half-hour's time, and circuits through a couple neighborhood shopping centers; I fall in behind Don Person coming in from Pleasanton. Without Lazy Ka in tow, Don is oblivious to me presence.

I sense that my luck is changing when I stumble upon a Kragen Auto Parts store; I recall that I had seen trailer parts at Kragen's in the past; I stop in to find a large trailer parts inventory, but no hubs . . . My search continues. Following up on the notion that where there's one auto parts store, there are others, I turned down the street continuing on. In not much more than two blocks, I've found a Monument Auto Parts . . . GOOD NEWS! . . . It doesn't open until 9:00 AM . . . BAD NEWS . . . I only have a 5 minute wait . . . More good news . . . They have the parts I need . . . Fantastic news!!

Parts in hand, I return to Lazy Ka to find Steve Potter camped out, standing watch over Lazy Ka. I have to tell you that when lady luck is casting obstacles in your path, it is a boost to the spirit to find good company waiving the welcome light at the door. With Steve's support and encouragement, the trailer was reassembled, and none the worse for wear, we were checked in at the gate to Del Valle at 9:48 AM.

### Lesson Learned . . .

To the benefit of other P-15 drivers, here are some things to keep in mind should a bearing failure be in your future:

- Carry spare parts with you—hub, bearing set, seal, and if you use them, a replacement Bearing Buddy: My spares did me absolutely no good sitting at home. My emergency purchase of hub, bearings, and seal, cost a squeak over \$50.00 on a Sunday morning . . . The same parts cost less than \$20.00 a year ago from a trailer service center in Martinez.
- Most auto parts stores carry standard small-trailer parts of the sort used on our P-15 trailers. Their inventories generally include replacement lights as well. Also, note that auto parts stores tend open early 7 days a week, and close late as well. West Marine also stocks a good inventory of trailer parts.
- Make sure that you have the right tools with you. When a bearing failure occurs, the inner race gets very hot, and expands—I received a blister when I touched the super-heated Spindle Nut. When the race cools, it shrinks a bit from it's original state, requiring considerable effort to remove. I've found a 2# or 3# Sledge Hammer (hand-held) and Cold Chisel best suited for the job. You will also need a wrench (or Channel Lock pliers) to remove the 1" Spindle Nut.



- Don't forget Grease (or 'loaded' grease-gun for Bearing Buddies.)

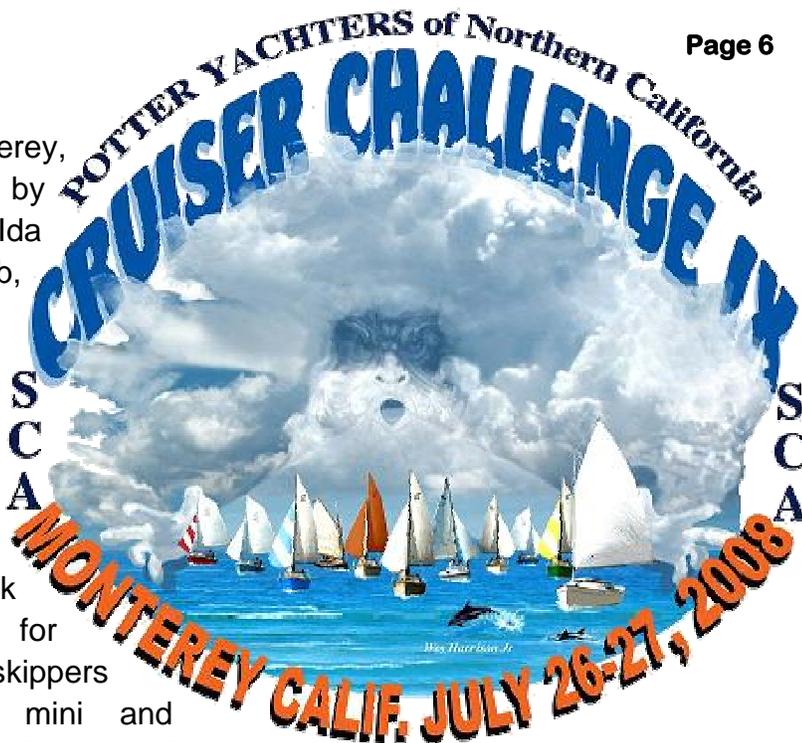
More information on trailer bearings, and how to change and service them, can be found by a Google search for *how to change Trailer Bearings* as your search string.



Jim "Goose" Gossman and first Mate "Ginger" aboard the Sloop-Targa highbred "Gale" at Del Valle Reservoir.

Photo by Don Person

The Cruiser Challenge is on again at Monterey, CA, Saturday, July 26. This year Sponsored by Small Craft Advisor, International Marine, Ida Sailor, The Monterey Peninsula Yacht Club, and The Potter Yachters.



This 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 register and check out the details at: <https://home.comcast.net/~pat-brennan>.

### Come and join the fun!

The Cruiser Challenge IX logo gear pictured on this page (and more) is available online at:

<http://www.cafepress.com/potteryachters>,

or we can save attendees a few bucks on shipping and handling if you place your order with your online registration. Note that these orders must be received no later than June 14th.

Proceeds from the sales of logo gear underwrites the cost of Cruiser Challenge IX.

Thank you for your support.



## Delta Sail: Overnight, Brannan Island to Bethel Island

Reported by Carl Sundholm

On the morning of March 3, 2008, Potter-Yachters began appearing with their boats at the Brannan Island State Park for the overnight sail to Lundborg Landing on Bethel Island. After putting into the water, the boats gathered at the docks to the right of the ramp so that all could begin the voyage together.



No less than a dozen boats showed for the sail. Six big boat skippers included sail host Jerry Barrilleaux, Commodore Dick Herman, Dave Kautz, Carl Sundholm, Dave White, and Eric Zilbert. The captains of the small Potters included Ed Dove, Rich McDevitt, Dave Meyer, Don Person, Steve Potter, and Rob Sampson.



The fleet began a leisurely downwind sail down Three Mile Slough on a 5 to 10 knot breeze, with Twitchell Island to the left or east side and Sherman Island on the right or west side. I was lucky enough at the start to catch enough of a breeze in my genoa to stay in front of Jerry B. and Dave K., at least for a little while.

After reaching the broad expanse of the San Joaquin River flowing in from the left between Twitchell and Bradford Islands, the fleet continued on a relaxing downwind sail down the San Joaquin.

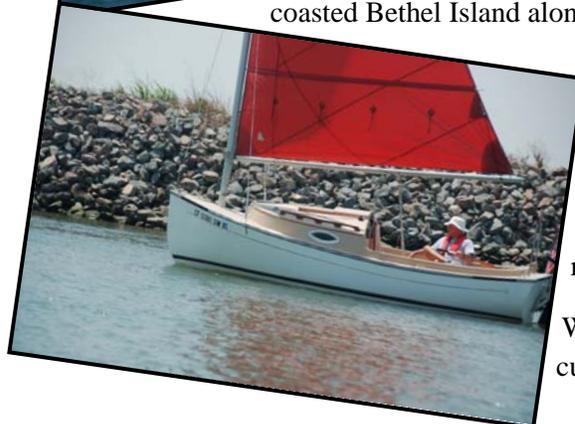


Steve Potter used his leisure time to get some fishing in, while Jerry Barrilleaux chatted with his friend Gene at the tiller. As you can see from the photos, this is where the fleeter of the fleet passed me by.



After experiencing the deeper channel and larger wakes from bigger boats in the San Joaquin River, the group took shelter by turning left into the serene narrows of False River between Bradford and Jersey Islands.

Turning left out of False River, we coasted Bethel Island along Piper Slough.



The shores of Bethel Island provided a change of scenery from levees lined with tules and cattails to quaint strips of shoreline houses, boat docks, floating garages, and commercial facilities.



When Lundborg Landing came into sight, the group began dousing sails, securing the boats to the docks, and headed for the restaurant for refreshments

*(continued page 8: Delta Sail)*

## The Potter Yachter

(Delta Sail: from page 7) and lunch.



Jerry Kergan was not able to join the sail because he was recovering from a case of the flu, but he did manage to drive up to Lundborg Landing to hang out with the group for lunch.

Then he and Jerry Barrilleaux took off for a daring sail of the submerged island of Frank's Tract and managed to return without getting stuck anywhere.



After Lunch, the heat of the day located most sailors in the shade until relief pulled into the docks in the form of Don Person's grand family houseboat "All the Usual Suspects" captained by his son in law Andy.



The "Mother Ship" provided shaded seating, refreshments, and snacks, and a splendid settling for relaxation and conversation that afternoon and the following morning. (Photo by Jerry Kergan)



The group later adjourned for dinner at the Lundborg Landing Restaurant, taking every available table for the banquet.

After a great dinner and a multiplicity of interesting conversations, we turned in for the night.

(Photo by Don Person)



In the morning, hot coffee greeted the waking sailors at the Mother Ship. Special commendations go to the Skipper Andy and Crew of All the Usual Suspects, Maxine, Duncan, Judy, and Don.



Contrasted with the previous day's leisurely downwind sail to Bethel Island, the return sail was totally different, being an upwind sail into increasingly strong winds. After motoring out of Piper Slough, the stiff breeze gave me a

little hesitation hoisting my sails. But, after watching Jerry Barrilleaux being the first to hoist his main (nonchalantly walking around the gunnels of his boat to check his stays), and then seeing Don Person wrestle his mainsail into shape, I went ahead and hoisted my mainsail as it whipped about in the wind. The sail back was rather exhilarating, with much tacking, mainsheet tightly in hand, and paying close attention to the sails and heeling angle. With my hands kept busy with tiller and sheets, the number of photos I was able to take drastically decreased and there were a few missed shots where I wished I had a hand free.

(continued page 9: Delta Sail)

(Delta Sail: from page 8)



The fleet started tacking up Fisherman’s Cut between Bradford Island and Webb Tract, which was lined with a few abandoned boats. Seeing them makes you wonder about the stories behind them.

As I neared the end of Fisherman’s Cut, I saw Steve Potter coming back to me to warn me “it’s going to get real shallow.” So I started peering intently at my depth sounder: 6’ – 5’ – 4’ – 3’ (felt that one bounce off the bottom) – 4’ – 5’ – 6’, whew, that was close, but I made it! Then the channel opened up into increased depths and widths as we turned port onto the San Joaquin River. The trip “down” the San Joaquin River

seemed like an “uphill” climb, consisting of a series of many tacks into a challenging set of contrary forces of strong upstream currents and winds.

There were places where it seemed that no progress was being made and some decided to douse sails and motor.

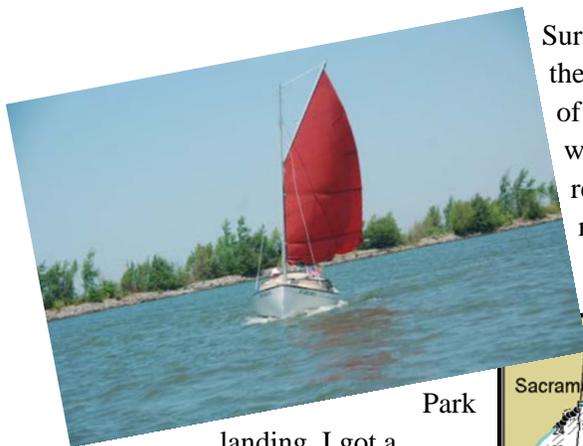
The winds were powerful and gusty on the San Joaquin River segment and I saw Dave White purposefully heeling to the point of my being able to see part of his rudder and daggerboard underneath his hull.

I also recall that tack after tack, I repeatedly approached the same red buoy on the short tack on the north side of the river no matter how much progress I thought I was making on the long tack. After the fourth set of tacks of this déjà vu red buoy, I was getting a little frustrated and as Dick Herman passed by I said “I’m getting nowhere fast, and thinking of starting up the motor” and he responded “give it at least another couple of tacks.”



Sure enough, the Commodore was right, with his encouragement I hung in there and after another two sets of tacks I was finally broke loose from the grip of the current and was able to sail past that nagging red buoy and sail all the way up to Three Mile Slough and head back to the ramp for the last leg of the return trip. It was a very invigorating return sail and made you feel like you really accomplished something.

As I made my final approach out of the slough to the Brannan Island State

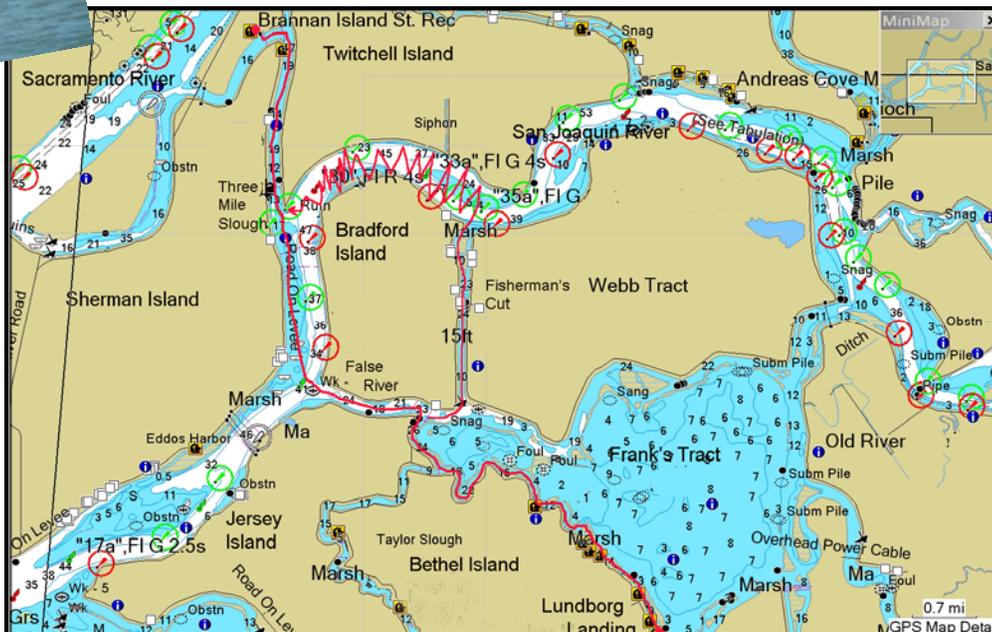


Park

landing, I got a “welcome back” reward when I saw a sea lion pop his head up out of the water shaking a big salmon in his mouth lie a pit bull, as the sea gulls dived in for the remnants. On packing up the boat at the ramp, I thought to myself: now THAT was fun!

**A Note on the Delta:**

The Delta is one of the best kept secrets of northern California sailing, being about an hour’s drive



(continued page 10: Delta Sail)

(Delta Sail: from page 9) northeast of San Francisco but a world apart. It is a wonderland mosaic of around 70 islands and over 700 miles of sloughs set in the framework of the convergence of the Sacramento and San Joaquin Rivers, which flow from the Central Valley into the Suisun Bay northern arm of San Francisco Bay. Just as water is channeled between the valley and the bay, so too winds are funneled through this area making for a reliable source of wind power for sailing. Geologists say it a rare example of an inland inverted delta, which differs from most river deltas which are coastal and diverge as they move downstream. Originally a broad expanse of over 500 acres of seasonally flooded marshland, the urge to use the rich underlying farmland led to the piecemeal creation of artificial "permanent" islands by over a half century of levee building which was begun in the 1850s using Chinese laborers and continued into the 1920s, including the carving of deep water shipping channels to Sacramento and Stockton. Many of these levee-protected islands are now 15-20 feet below sea level and sinking at the rate of between 1. to 3" per year, due to soil subsidence, pumping out underground water, and erosion, all of which increase the chances of levee failure and flooding. The flooding of major islands by levee breaks at least 18 times in the past 60 years, has resulted in some islands never being re-built, such as Frank's Tract which flooded in 1936 and 1938. The construction of numerous canals for the diversion of delta freshwater is causing destructive salt water intrusion into the Delta, in much the same way as it is occurring elsewhere in the world with the major river deltas, such as those of the Nile, Mekong, Indus, and Mississippi rivers.



## Potter Yachters: The New Era

With his Commodore's Log entry in this issue of the Potter Yachter, Dick Herman has challenged the membership to expand our thinking with regard to what defines us as a club. This moved me to exchange an e-mail or two, and a follow-up phone conversation to further discuss the idea. The thought crossed my mind that maybe it would be a good idea to adopt a Mission Statement. The purpose, to make it clear to prospective members what the Potter Yachters are all about. Almost 18 months ago, I wrote a few short paragraphs as an introduction to some Yachter stuff that I was working on at the time. I sent the following to Dick for consideration:

For over 30 years, International Marine of Inglewood, CA, has carried on a tradition, begun years earlier on the Isle of Wight, by manufacturing the West Wight Potter 15 (P-15) and West Wight Potter 19 (P-19.) Over the years these vessels have earned a large and enthusiastic following within the trailer sailing community.

The Potter Yachters is the West Wight Potter owners organization of the metropolitan San Francisco Bay Area, and greater Northern California. The group bears the distinction of being the first and oldest of all West Wight Potter clubs.

Friendly members of the Potter Yachters are quick to share their knowledge with new skippers; new sailors are encouraged to join, and avail themselves of the wealth of knowledge of our more experienced sailors in our community.

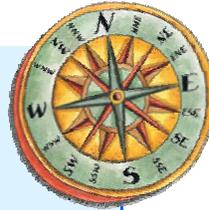
The Potter Yachters also welcome membership and participation at club events by owners of any "trailerable" sailboat or pocket cruiser. During the delightfully long California sailing season, our regularly scheduled events take us from Monterey in the South to beautiful Eagle Lake in the North, and from Tamales Bay in the Western Marin County to Woodward Reservoir in the Sierra foothills. The variety of sailing locations offers an excellent opportunity for prospective members to audition the benefits of joining the roll.

Come POTTER with us soon!

O.K., O.K., I know, it's a bit long . . . It needs a little editing . . . well, maybe a lot of editing, but you get the idea. Right? I do have a tendency ramble on well after I've made my point. After three paragraphs of introduction, I finally get around to the heart of the matter in the fourth paragraph.

I then thought, maybe it would be good to find out what goes into a well

*(continued page 15: Mission Statement)*



## July 4th fireworks on the delta

**Host:** Don Person

**When:** Friday, July 4th, Saturday, July 5th.

**Where:** North-East Mandeville Island (aka Mandeville Tip)

**Fees:** \$15.00 launch & parking at B&W

**Meals:** See text

**Distance:** 8 Miles — B&W to Mandeville Tip.

**Phone #s:** Host, Don Person . . . . . Home: 925-846-6972  
 Jerry Barrilleaux . . . . . 925-685-4577  
 B&W . . . . . 916-777-6161

Each year Barron Hilton gives a grand fireworks display at the northeast end of Mandeville Island in the San Joaquin River Delta.

This year Andrew Lees, Don Person's son, plans to have his blue and white houseboat available as a raft up base for any Potter Yachters who would like to attend. It will be available from Thursday afternoon, July 3rd until noon Saturday, July 5th .



The USUAL SUSPECTS at Lundborg Landing, Bethel Is, CA

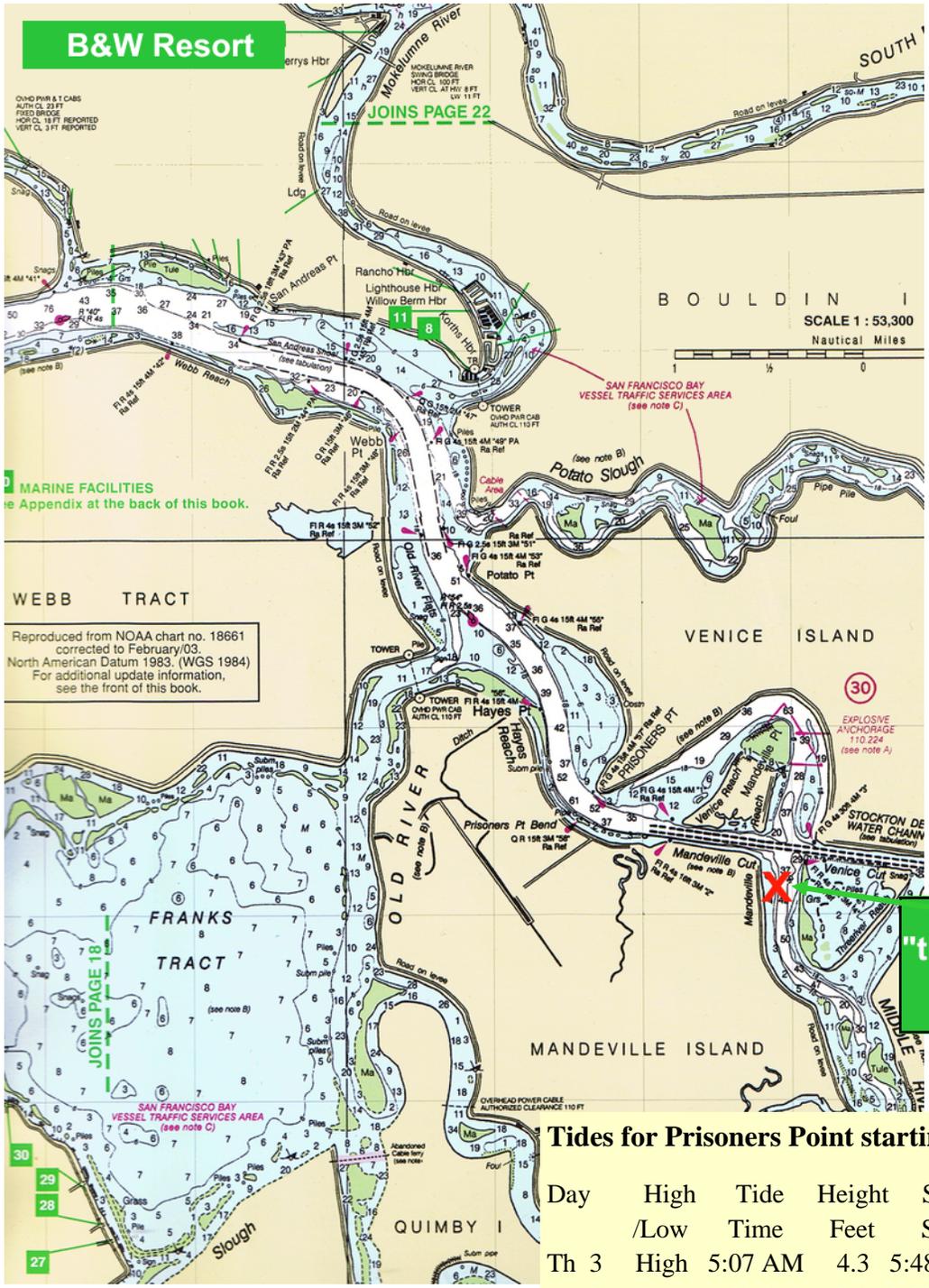
The Stockton ship channel separates Mandeville Tip from the north end of Mandeville Island. Three mile Reach is the slough that runs down the east side of Mandeville Island. The houseboat should be anchored about 100 yards south of the ship channel on the east bank of Mandeville Island. There are so many boats that finding a particular one may be difficult. The houseboat has a large sign on the stern that says "The Usual Suspects" and there will be an oversized Potter Yachter burgee flying from a pole on the bridge deck. Also Don plans to sail in Thursday afternoon and if it isn't too windy will leave his red and yellow mainsail up.

You are welcome to spend as much time as you wish hanging out on the houseboat. Sleeping space will be limited so plan to sleep on your boat. The toilet holding tank is also limited so bring your own porta-potty.

Friday evening, July 4th, a happy hour will be held aboard THE USUAL SUSPECTS. There will be soft drinks, beer, and snacks on the boat. If you have a favorite drink or dip bring it along. Hamburgers will then be served. Saturday morning early coffee and later breakfast will be offered. There will be plenty of food and drink on the houseboat but bring some snacks and water as your own back-up.

There are several possible launch sites for access Mandeville Island. Jerry Barrilleaux will lead a group from B&W Resort (964 Brannon Island Road, Isleton) which has a good ramp and good parking. They will enter the Mokelumne River and pass under the Hwy 12 bridge. Those planning to sail in Friday morning should meet at B&W for a launch time no later than 10:00 AM. If you would like a longer sail, Brannon Island, Herman and Helen's Resort,

*(continued page 12: July 4th sail)*



and Buckley Cove are possible launch sites as well.

The event is attended by hundreds of small boats and boaters. Most of them anchor on the east side of Mandeville Tip so the activity down Three Mile Reach is moderate. Almost all of the power boats leave after the fireworks. There has been lots of partying and there is always lots of confusion getting underway. Don't plan to depart Friday night, it wouldn't be safe in a little sailboat with all those high powered tipsy motorboats running around.

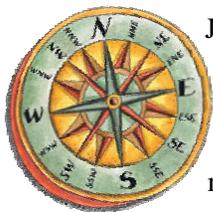
This should be a lot of fun so come on out!

Please contact me with any questions.  
 Don Person  
 925 846 6972

**Tides for Prisoners Point starting with July 3, 2008.**

Day	High /Low	Tide Time	Height Feet	Sunrise /Sunset	Moon Time	% Moon Visible
Th 3	High	5:07 AM	4.3	5:48 AM	Rise 6:16 AM	0
	Low	1:32 PM	-0.6	8:33 PM	Set 9:31 PM	
	High	7:38 PM	3.0			
F 4	Low	12:44 AM	1.5	5:49 AM	Rise 7:33 AM	0
	High	6:02 AM	4.2	8:32 PM	Set 10:10 PM	
	Low	2:17 PM	-0.6			
Sa 5	High	8:24 PM	3.1			
	Low	1:44 AM	1.4	5:49 AM	Rise 8:47 AM	4
	High	6:56 AM	3.9	8:32 PM	Set 10:41 PM	
5	Low	2:58 PM	-0.5			
	High	9:09 PM	3.1			





June 14-15 is the Potter Yachter gathering at the far northeast corner of California at Eagle Lake. This is an annual camp/sail that my family and I will be hosting.

Eagle Lake is just north of Susanville at about 5000ft elevation. You will need to climb to about 10000ft before dropping into the valley. This is a natural lake. with no river outlet, and it is fed by rain & runoff from the surrounding mountains. The winds are mostly out of the southwest, sometimes out of the north, calm in the a.m., but picking up in the afternoon & into the early evening, making for good sailing.

This is not a deep lake, so not as cold as many mountain lakes (good for swimming.) When the wind does kick up in the afternoons, it can get rough, making for spirited sailing.

## Eagle Lake Camp-out/Sail

**Host:** Dave White

**When:** Saturday-Sunday, June 14th & 15th . . . Some plan to camp 6-12 to 6-20 . . . Stay if you can!

**Where:** Eagle Lake, CA (Lassen County)

**Fees:** Refer to text.

**Meals:** Refer to text.

**Distance:** N/A

**Phone #s:** Host Dave White. . . . . (916) 965-8404  
Eagle Lake Marina . . . . . (530) 825-3454



We will be camping at Aspen Grove up off the lake among tall pines, nicely shaded with views of the lake.

The camp is an easy walk to a nice swimming beach and to the Marina and store. However, if you are bringing back supplies, firewood, ice, drive the distance. There are good walking & biking trails, good fishing.

Campsites are clean & well cared-for, as are the bathrooms (just close enough). The campsites at Aspen Grove are first-come-first-served (no reservations). Tents only. The cost is \$18 per night per site, but up to 3 tents and about 8 people per site is O.K. Sites include tables & fire rings, with water close by. Like most high mountain camping, the evenings can be cool, so bring jackets and dress warm.



We will host the Saturday evening POTLUCK dinner. Bring your favorite dish. Like most Potter events, there's not much structure here. We have always had lots of good things to eat, and no one has gone to bed hungry. Time is usually around 6:30 pm.

If you are RV or trailer camping, there are RV sites available not far from Aspen Grove, but these must be reserved. Call Campground Reserve America (877)444 6777 or go to [www.reserveusa.com](http://www.reserveusa.com) .

What to do with your boat? You can reserve a slip at the Marina for \$13/day or \$78/week. You cannot sleep on your boat at the Marina. Call (530)825 3454 now to reserve, though the Marina will not be open for the "season" till 5/21. As of 5/6, the Marina depth was 6ft.

You can beach your boat for the night on each side of the swim area near Aspen Grove, or you can find a nice cove to anchor in for the night. This is not exactly approved but as long as you are not

*(continued page 14: Eagle Lake)*

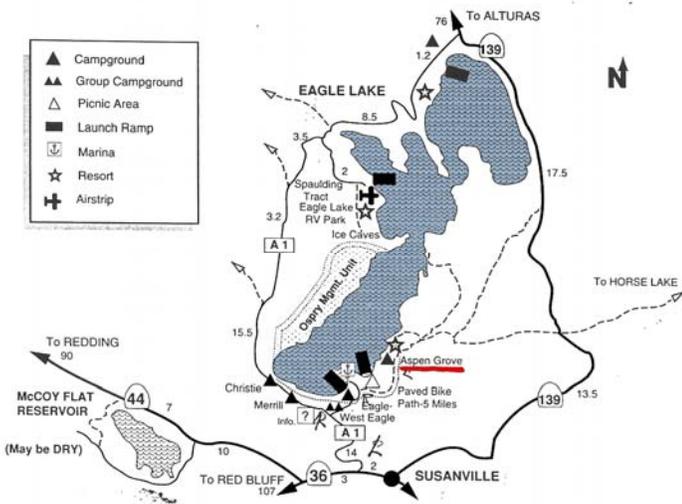
(Eagle Lake: from page 13)

sailing or creating a disturbance after dark, this is O.K.

May 1st I spoke with the new manager at the Marina and she said that they did not receive much rain this year, so the lake is fairly low. But the snow runoff has just begun and this should help. Also, we will be there early June before the lake can drop much. I will update everyone on this by email **Special Note:** Karen remains the camp host this year.

For most of us, the drive is a long one, so make a long weekend of it if you can. As it stands now, we will be going up on Wednesday, June 11th. There are a few somewhat steep climbs, so take your tow vehicle and trailer into consideration when planning the trip. There has been much talk and email about the trailer-sailors, specifically the Potter Yachters helping each other on the water. Why not caravan and do the same on the road to Eagle Lake.

There are several ways to arrive at Eagle Lake. Set your bearing for Susanville. You will reach Highway 36 and then Road A1. Turn north



on A1 and this will take you to the Lake.

If you have any questions, the telephone is the best way to reach me: (916)965 8404. We will be vacationing most of May, but will pick up messages periodically.

David White  
Wee Boat  
P-19 1099  
Fair Oaks CA.  
weeboat1@aol.com



## Eagle Lake Photo Gallery

See page 13 for details



written Mission Statement. One source offered: "The mission statement should be a clear and succinct representation of the enterprise's purpose for existence," and gave the following examples:

- 3M: "To solve unsolved problems innovatively"
- Mary Kay Cosmetics: "To give unlimited opportunity to women."
- Merck: "To preserve and improve human life."
- Wal-Mart: "To give ordinary folk the chance to buy the same thing as rich people."
- Walt Disney: "To make people happy."

Wouldn't you know it! I'm a long way from SUCCINCT.

Like a bolt from the heavens, it comes to me . . . A revelation. I first heard it at the annual meeting in January, again at Del Valle, and once more in my e-mail exchange with Commodore Herman . . . "It's NOT about the Boat!" . . . That's it. Plain; simple; straight forward; SUCCINCT.

So . . . Your mission, should you decide to accept it . . . is to give some thought to adopting a Mission Statement. If you have any thoughts on the subject, or have a statement to submit, please e-mail your editor [jerrykergan@comcast.net](mailto:jerrykergan@comcast.net), or the Commodore at [Commodore@potter-yachters.org](mailto:Commodore@potter-yachters.org) . Responses will be published in next month's newsletter.

— Ed.



Patrick Brennan  
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*