



# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

July 2008

## Wind & Water at Woodward, 2008: Another Successful PY Invasion of the Sierra Foothills

reported by Jerry Kergan



Photo Don Person

We did it again! The weekend of May 31/June 1, the Potter Yachters descended in force once more, with 19 boats, two kayaks, and Steve Potter's sailboard, upon the campground of Woodward Reservoir. As is usually the case, the winds of Woodward were constant making for wonderful sailing for all skill levels.

The weekend started with a handful of stalwarts arriving Friday afternoon to stake out the piece of shoreline that has become our established weekend home at Woodward. When I arrived, Steve Potter and Mitch Carnes were fighting calm waters as they sailed their P-15s around the peninsula to the campsite; Dan and Gretchen Ricker were

### THE VESSELS & SKIPPERS

#### P-15 Skippers

- Don Person
- Steve Potter
- Harry Gordon
- Dave Myers
- Rich McDevitt
- Dave Kautz
- Ed Dove
- Terry Gotcher
- Mitch Carnes
- Jerry Kergan
- Don Bergst

#### P-19 Skippers

- Charlie Davison
- Bud Kerner
- Dave White
- Dan & Gretchen Ricker
- Eric Zilbert

#### Others

- Kevin Crowder  
(Com-Pac 19)
- Gwenn and Mahindra  
Singh (Kayaks)

### ALSO IN THIS ISSUE:

Commander's Log . . . . .	Page 2
The Recoverable Little Potter-15 by Steve Potter . . . .	Page 5
Event report: Eagle Lake campout . . . . .	Page 10
Mail Call . . . . .	Page 16
Club Event: Cruiser Challenge details . . . . .	Page 14
Club Event: Richmond to Loch Lomond day-sail . . . .	Page 16

(continued page 3: Woodward)



## The Commodore's Log

I didn't make Eagle Lake, but I wish I had. Not only is the sailing great, Dave White and family really lay on a super dinner. But something happened this year that makes me proud to be a Potter Yachter. One of our guys came down

with a staph-like infection, which is always worrisome. The way the Potters rallied around Don is what we are. Like I said last month, it's not about the boat.

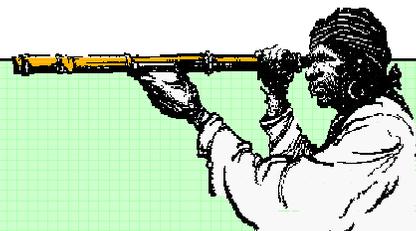
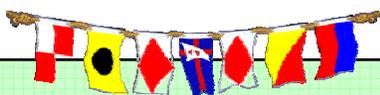
I've been kicking around the idea of a mission statement and floated the idea last month. The response was, well, Potter-like. Jerry Kergan's description of the Potter's in last month's newsletter was well-thought out and written, but Pat Brennan's reply said it all. "We don't need no stinking mission statement." Yep, that's us, disorganized, which is what we are, until it counts. See paragraph one above.

Perhaps Ed Whitehead, a non-member who is thinking about buying a Potter, summed it up best. He suggested we change our name to: "The Potter Yachters: A Northern California Small Boat Sailing Club." I like it. It is simple, elegant, and states what we do. Let me know your thoughts.

Cruiser Challenge IX is still on for July 26 at Monterey. Unfortunately, registrations have been very slow, probably due to the economy and gas prices. Also looming large is the 4th of July overnighter at Mandeville Island for the fireworks display. Don Person is bringing his houseboat and we can raft up. Now that should be fun. Check the Trailer Sailor West Wight Potter Forum for updates.

Finally, Wes Harrison and Bard Johnson are working with Capt. Howie, aka Harold Goldbrandsen, from the Southern California Potters on a joint get-together at Huntington Lake August 16-17. A few Potters are planning on arriving Wednesday, Aug 13, and staying a week. Think reservations.

See you on the water.



### EVENTS ON THE HORIZON:

#### Friday/Saturday, July 4 & 5:

4th of July overnighter at Mandeville Island in the Delta. **Sail Host:** Don Person  
—see last month's newsletter for details.

#### 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

#### Saturday/Sunday July 26-27:

Cruiser Challenge IX, Monterey. **Sail Host:** Race Committee..

#### Saturday August 2:

Richmond Day Sail to Loch Lomand. **Sail Hosts:** Dan Phy (Richmond side,) and Vince and Linda Henley (Loch Lomond.)

### SoCal Potter Events

#### Saturday July 11 to Sunday July 12:

Mission Bay Kick Back Cruise—see the SoCal Potters website for details—<http://www.howies.net/socalpotter/>

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P-19 #266 *Redwing*

(Woodward: continued from page 1)

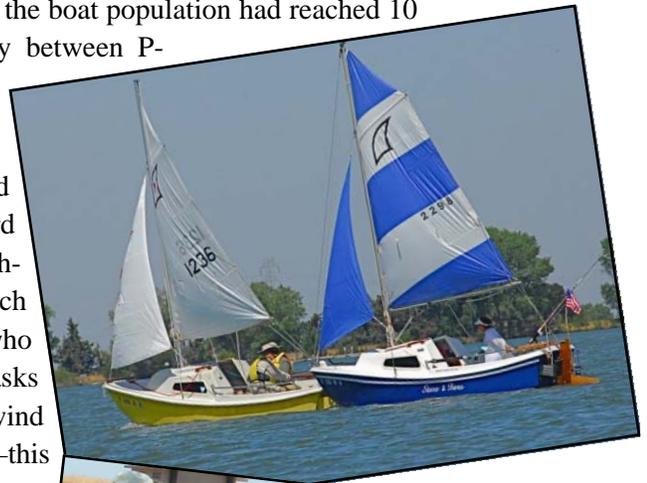


Photo Jerry Kergan

working out the kinks in rigging the new mast, purchased just days before, for their new (used) P-19—This is a different blue-hulled number than their first that kept them occupied during the annual meeting in January. (See Gretchen’s article in the February newsletter.) We commiserated with Charlie Davison, who had found the shallows off the peninsula head with his dagger-board locked down. Charlie is now planning to modify his factory tie-down system.

Saturday morning saw the early arrival of our event host, Rich McDevitt. Rich had his P-15, Minnow, launched and beached at the camp site by 8:00 AM. By 9:00 AM, the boat population had reached 10 vessels, divided equally between P-

15s and P-19s . . . It was beginning to look as if the big boats might outnumber the P-15 for the weekend.



Rich led the fleet onto the water 9:30-ish; those who followed were led for the obligatory sail around Gilligan’s Island, and windward toward the Dam. By 1:00 PM most all were back ashore for a leisurely lunch-break and a skippers meeting for the planned afternoon activities. Rich laid out a course designed to test the boat handling skills of all who wished to compete for his “prizes that you wouldn’t want to win.” Tasks included a man overboard drill; catching a mooring; sailing to the wind between two buoys, then sailing in reverse back between the buoys—this turned out to be the task that humbled even the best of us.



Photo Don Person

In the late afternoon, we were treated to Steve Potter’s stability demonstration with his P-15 Stars & Bars. I was amazed at how difficult it was for Steve to get his boat to turtle. The P-15 really wants to stay up-right! For more on Steve’s experiment, find his in-depth report elsewhere in this issue of the Potter Yachter.

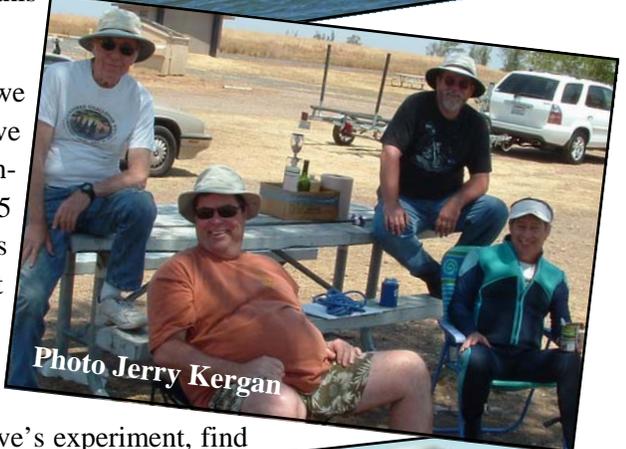


Photo Jerry Kergan

5:00 PM found most, circled ‘round in the shade of the camp-tree, scratching heads over Rich’s Potter History Quiz, enjoying generous servings of Mai Tais from his recent week in Hawaii, and trading stories. The stories seemed to grow in direct proportion to volume of Mai Tais consumed.



Photo Don Person

We did it again, our pot-luck dinners  
(continued page 4: Woodward)

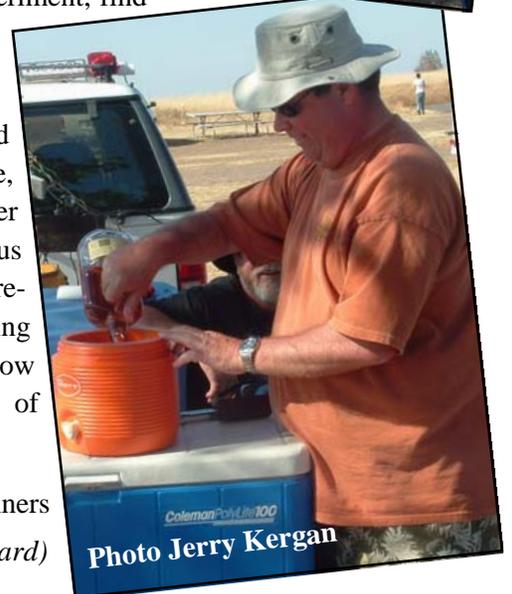


Photo Jerry Kergan

(Woodward: continued from page 3)



Photo Don Person

seem to improve each year. This year, Gretchen Ricker doubled the recipe for last years hit, her campfire chili. I smoked a turkey again, and added a tablecloth & flower centerpiece to bring an elevated bit of sophistication to the affair. Dave White contributed his lovingly grilled chicken and sausage to the selection of salads & deserts,

and of course the coup de gras, Don Person's traditional desert of ice cream cones.

Following the meal, most gathered around the warmth of the campfire, provided by Dave White, for more good social time.

Though Sunday was the day to return home, it seemed few were in any hurry to do so. Our numbers dwindled by a couple for their longer than average



journeys home, while the rest took to the water sailing well into the afternoon.

A good portion of our P-15 fleet followed Dave Kautz on a morning sail that took us up to the dam, while others explored the bays and inlets of the reservoir.



Later in the Afternoon, the man of many hidden talents, Eric Zilbert, borrowed Steve Potters sailboard, and entertained us while he tune up his other sailing skills.

By 5:00 PM, with the final camp chores finished, Steve and I packed for the road, we delayed our westward drive home until after sunset in order to prevent driving directly into the sun. The remaining campers, reduced to Ed Dove and guest, Steve Potter, and myself, lingered, not wanting to admit another great Woodward weekend was over.



photo Don Person



## THE RECOVERABLE ‘LITTLE’ POTTER-15

reported by Steve Potter

photos by Jerry Kergan unless otherwise indicated

I've told my story of single-handedly tipping over and recovering my flooded P-15 in the middle of Livermore's Lake Del Valle, sailing it to shore, bailing it



out and sailing away in less than an hour. Most folks to whom I've told the story simply stare with jaw slightly dropped, but I've noticed that some, within earshot, roll their eyes in disbelief and mumble "Ah Huh!"

At the Potter Yachters Annual Meeting and Planning Session at the Oakland Yacht Club in January, Rich McDevitt told us of his planned activities for the Woodward Reservoir campout in June. When he finished, I blurted out that I planned to tip over my Potter . . . No response!

To set the stage for this piece, the following is an excerpt from my report of my knockdown at Del Valle Reservoir, May of 2005, that appeared in the Potter Yachter Newsletter, June 2005 :

*" . . . I lowered the jib . . . caught a nice breeze and was [sitting] on the high side of the cockpit. The mainsheet was in the cam cleat, and the tiller was locked in at a slightly windward position. As I was digging into my bag of corn chips, a large burst of wind came from a nearby canyon and hit me from the aft quarter with such force that the mast slapped the water. I've never experienced a micro burst before, but what else can you call it! I grabbed the rail and pulled myself up against the railing, and waited for the Potter to "pop" back up, but the downwind rail plunged deeper into the water. I had a great view of the water coming over the side and into the cockpit, and the roar of the water going into the cabin was like five toilets being flushed at the same time. I got on top of the railing then jumped to the side of the boat, which was now horizontal. I didn't attach the cabin door or close the hatch as I usually do when I'm in San Francisco Bay during rough conditions. In this case, I'm not sure this safety step would have made much difference."*

*"The boat was on its side, and the masthead was a few inches below the surface. I didn't want the boat to turtle, so I went over the side to get my 135 lbs. on the centerboard. To my surprise there was only about six inches of the end of the centerboard sticking out of the centerboard box. I've been told that you should tie down the centerboard after launching. I used a bungee cord to hold the centerboard in place. Apparently the bungee cord I used was not strong enough to hold the centerboard in place, or it came loose."*

*"With most of the weight of the centerboard against the cabin top, the boat was not going to "pop up." I knew I had to get the centerboard out where it belonged, so with one foot on the lower runner and the other on the inch-and-a-half keel, I grabbed hold of the now remaining few inches of centerboard and pulled it out so far that I saw the pivot notch. I looked in the centerboard box opening and saw the hinge bolt the notch is supposed to rest on. With a bit of wiggling I got the notch on the pin and then swung the centerboard to its full length. I got out on the centerboard but the mast wasn't coming up. The mast tip was about four feet under water and going down. I grabbed a jib sheet and leaned way out. Now the boat started slowly reversing its rotation."*

*"The mast tip broke the surface of the water and started coming up. I waited for the mast to get to about 60 de-*

*(continued page 6: turtle)*

(Turtle: continued from page 5) *grees then quickly jumped into the cockpit and threw all my weight to the far side of the boat. The rotation stopped just as the mast went vertical.*

*“By doing a little balancing, I was able to keep the mast nearly vertical. I pulled the mainsheet in and the Potter; with four inches of water above the centerboard box and the forward deck only two inches above the water, started moving forward. I moved the tiller, and the boat slowly turned. The Potter was very controllable in the 10 to 12 mph wind, but everything was moving in a dream-like slow motion manner . . . I saw a gentle sloping shore and sailed right to it.*

*“Before I hit the shore, I raised the centerboard and got as far to the stern as I could. After grounding, I jumped out and pull the boat up on the shore another foot . . . The water was still above the box, but flowing into the box like a sink drain. I emptied the cockpit, went to the bow and got the boat up on the shore another 6 inches.*

*“When I went back to look at the centerboard box, the water in the box was a half an inch below the top of the box. . . . No more water was going to be coming in.” . . . “I bailed for another 10 minutes until the Potter was bouncing off the shore . . . I used the paddle to push the bow out into the lake, lowered the centerboard and headed upwind in the direction of the dam. While sailing, I used a hand bilge pump to remove a few more gallons from the bilge, and into the cockpit, which then flowed out the stern cockpit drain”*

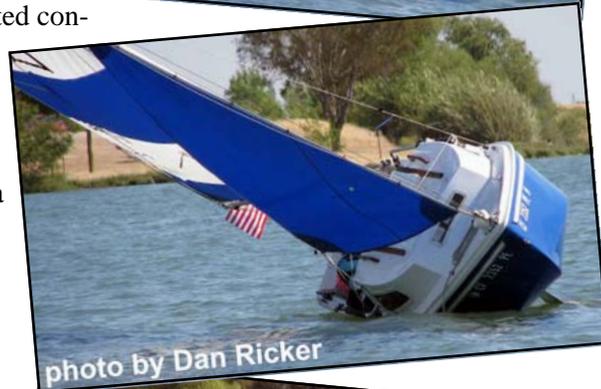
Now back to the present. I not on to take unnecessary risks. I'm 62 years of age, living the retired life. However, I do, from time to time push the envelope of risk just a bit. In this case I wanted to remove any doubt of the recoverability of the West Wight Potter 15, and further, that a P-15 can be sailed away from every sailor's nightmare, a turtle. In my 50 years of on and off sailing (mostly off), I've taken a lot of water over the rail, but I had never tipped a sailboat completely over, that is until my Del Valle experience in 2005. My plan for Woodward Reservoir was to do this, not once, but twice. Once with the hatch closed (with the cabin door in place.) This is the generally accepted configuration for the prudent sailor; and once with the door removed—the way most of us sail.

In preparation, I stripped *Stars & Bars* of all unneeded equipment; I removed the motor and all contents of the cabin with the exception of a paddle and a bailing bucket. The centerboard was tied in the down position to prevent a reoccurrence of my experience at De Valle.

**Demonstration #1**

On my first attempt at tipping the boat over, with hatch and door in place, I placed my foot on the downwind seat, pulled all the sails in as tight as I could. I took in about two gallons, before the boat rounded up. I had to keep the demonstration within visual range of the campsites, for the benefit of onlookers on shore; and in the vicinity of a known spot deep enough to prevent grounding of the mast with the vessel at full turtle, so I had to tack back into position.

The second attempt was more successful, but did not come off exactly as I had planned. I was going to tip the boat over, jump to the high side, get over the rail and try to right it, much as I did at Del Valle—maybe even without getting wet. When the cockpit filled, the windward rail was beyond 90 degrees, and was coming down on me. The



(Turtle: continued from page 6)



most tip was four feet under water and going deeper. I swam and pulled my way around the back of the boat, getting fouled in the stern line along the way. By the time I got to where I intended to grab hold of the centerboard, (approximately 30 seconds) the boat was turtled completely.



Time was of the essence, because water was squirting into the cabin through the loose-fitting hatch and door. I tried to grab hold of the runner but my hands slipped. I moved to the rear of the boat where the bottom is narrower; where I could get hold of the keel. The boat started to move toward upright and I was able to see the only thing I could use as a handhold, the centerboard slot. After working my way up the keel, I got two fingers in the slot and was able to pull myself until I could get the fingers of both hands in the slot. The boat continued toward upright a little more. I grabbed the centerboard, got on it and walked out to the end. When the mast was horizontal to the water the rotation stopped.

I moved toward the hull and grabbed a jib sheet, went back to the end of



the centerboard, and this time, leaned out. The mast broke the surface and the rest went a lot as it did at Del Valle, but a lot faster.

When I opened the hatch, I found out why the mast had come upright so quickly. Looking at the inside the cabin, where access to the bilge is (on the port side), the bilge was only two thirds full of water. I had glued a 1/8th inch thick strip of foam insulation where the door makes contact

with the cabin to reduce rattling noises and to keep rainwater out. I think that may have slowed the flow of water into the cabin.

**Demonstration #2**

When Jerry Kergan's *Lazy Ka* came by (our camera boat,) I offloaded the paddle, bailing bucket, and hatch door. The hatch slide was pushed forward. I then sailed back to the deep demonstration area, and tipped the boat over as I did the first time. The boat quickly filled with water just as it had in my 2005 Del Valle experience.

My intent was to right the boat and sail it back to the shore. The recovery went about 40% faster this time, for three reasons:



(continued page 8: turtle)

## The Potter Yachter

(Turtle: continued from page 7)

1. From past experience, I knew to start swimming to the back of the boat immediately upon capsize.
2. The stern lines were coiled, so they were not in the way.
3. As the hull was lower in the water (cabin was totally flooded), it was much easier to reach the centerboard slot and centerboard.



The next challenge was sailing to shore, and what fun that was! The wind was blowing 8 to 10 MPH. The jib and main were up. I pulled in the sheets but nothing happened except the boat started tipping. Stability in a flooded Potter is very tricky. Once you step to one side, the boat takes a slow roll to that side and continues to go in that direction. You have to be quick on your feet to get to the other side and make it stable again. I got the boat to lean to windward, and then pulled in the sheets. The boat started moving. I pulled the sheets tighter to see how fast I could go, and the downwind rail went under water. The boat started to go over again, so I let the mainsheet out, moved to the windward rail and knelt on the side of the boat. The hull made a slow recovery. When I got close to shore, I raised the board and beached it exactly where I wanted it to be. Bailing 80% of the water took about a half hour. The last 20% took a little longer. A hand bilge pump with a low profile pickup that goes right in the bottom of the bilge would have been very helpful. I made one out of copper tubing yesterday.

### Conclusion:

- Lashing down the centerboard can prevent a lot of problems. I use a line with a snap-shackle. When I'm in unfamiliar shallow waters, I don't lash it down, in fact I retract it about 20% so that if I do hit something, it's more of a glancing blow than a sudden impact.
- To save a lot of time bailing (not to mention losing a lot of your goodies), keep the hatch and door closed and latched, not locked.
- Being on the windward side as the boat tips over is a definite advantage, unfortunately the reason most P-15's turtle is because the skipper, crewmember or both ended up on the leeward side.
- Wear your best nonskid shoes. Good footing is essential when it comes

(continued page 8: turtle)

*The Potter Yachter*

(Turtle: continued from page 8)

to recovering your capsized Potter.

- Keep a knife in your life jacket, or on your belt. I have a 3-inch, wide blade, locking pocketknife that can be opened with one hand. If a jib sheet wrapped around me, as the boat turtled . . .
- Last, but not least, keep the mainsheet in your hand. If you use a cam cleat, make sure you can pop it out in half a second, and the line won't foul. I prefer a cam cleat mounted below the mid-boom pulley. The cleat pivots from side to side and is adjustable fore and aft (mine is the one that used to be bolted to the entry way of the cabin).



The next challenge is to tip the boat over in San Francisco Bay in high winds and big waves. The plan is to deploy a sea anchor off the bow, lower the main and stow it in the cabin, get the boat upright, plug up the centerboard box with small towels, bail about half the water out of the cabin then sail with the jib to a downwind sheltered area where the majority of the water can be removed and the main sail raised again. Or . . . maybe I'll leave it to someone younger and stronger than I, who hasn't had a heart attack (on the way to the Monterey Cruiser Challenge in '04), an emergency triple bypass (at a Monterey area Hospital), and a second heart attack while recovering at home.

On second thought, I think I'll leave it to "Goose" Gossman!



In May, I photographed Eric Zilbert (left) in his P-19 and Dave Kautz (right) in his O'Day 19, from the Bethel Island levy, on their way to Lundborg Landing.



# Eagle Lake has Come and Gone for 2008

Reported by Dave White  
Fair Oaks, CA

Our Eagle Lake trip began at 4:30 a.m. June 11, when we left Sacramento. We stopped at the Copper Kettle in Chester for breakfast and arrived at Eagle Lake at 10 a.m. After setting up camp we launched Wee Boat, our P19. The weather was light jacket cool and breezy all day.



Photo: Dave White

### Sailing

Thursday and Friday winds were light to moderate, mostly out of the North. Saturday afternoon, winds began blowing from the South/Southwest at a consistent 12-15 mph, with gusts to 18 mph. Similar wind conditions continued Sunday. As usual for Eagle Lake, winds were light and breezy in the mornings, picking up in the afternoons.

I saw consistently 4½-5½ mph over ground on my GPS when I was sailing. At times I saw 6½.

Overall, great sailing conditions – enough chop to keep things interesting but not terrifying. As far as I know and heard, everyone enjoyed their sailing experience.

### 15 people and 8 boats

- Don Hunter, Wednesday afternoon with friend Dave McNulty and Don's P19 (Don's wife Lynn arrived on Friday).
- Don & Judy Person, Wednesday about 5:30 p.m., with grandchild Duncan and friend Russell (son of Mike Swartz) and their P15
- Kevin Crowder, Wednesday 9 p.m., with his Compac 19
- Dan Phy and Jim Kirwin, Thursday evening, both with their Montgomery 15's
- Newcomer Katy Lea and her dad Ron, Friday evening, with her new "day sailer."
- Brad Evans, Saturday morning with his fishing boat

### Socializing

Gatherings around the campfire alternated between campsites and offered lots of opportunity for camaraderie.



Photo: Dave White



Photo: Don Person

The Saturday night potluck was hosted by my wife Cheryl and I. There was lots of great food. Some highlights included Don & Lynn Hunter's cowboy beans, cobbler and fresh baked biscuits; Dan Phy's biscotti; Brad Evan's spaghetti with clam sauce; the Person's delicious vegetable medley; and Dave McNulty's Mexican lasagna that lit up our tasted buds. We added some pork ribs, fruit salad and the traditional shrimp kabobs to the mix. (If we forgot anyone's special dish, please e-mail and really let me have it.). After dinner we sang Happy Birthday to Katy Lea, celebrating her 27th. The Persons provided ice cream for birthday cobbler ala mode.

(continued page 11: Eagle Lake)

Some of the boats began departed Sunday. As usual, we all pitched in to help as needed. For those departing (and for anyone else who was hungry) we had a pancake breakfast, complete with bacon and sausage provided by Kevin Crowder, fresh strawberries and fruit salad.

Sunday evening the fisherman (Dan Phy and Brad Evans) had caught enough Eagle Lake trout to cook an appetizer for those of us still left to gather around the campfire. We'd never tasted such good fresh water fish. Thank you gentlemen. Later than evening we enjoyed gooey s'mores.

In summary, the sail/camp trip was enjoyed by all, with good sailing and grand socializing. The two young men with us, Duncan and Russell, were especially helpful and contributed to our good time. Thanks boys.

## Eagle Lake, Take II

Reported by Don Person

The Eagle Lake weekend was the same week end Tiger Woods won the U.S. Open playing with two stress fractures in his lower leg and a torn knee ligament. Heroic. Well we had our own hero at Eagle Lake. Don Hunter. Over the protests of his wife and doctor he showed up, sailed, worked wonders with his Dutch-ovens for the pot luck and was his usual calm, warm, friendly, helpful self. Why heroic? Don is getting maximum treatment for a very advanced cancer. The treatment weakens his immune system which leaves



him susceptible to

staph infections. Saturday morning he woke with a severely swollen and painful right wrist. His wife Lynn, a retired surgical nurse, recognized the possibility that he had a deep tissue infection. She took him to the Susanville Hospital where he spent the next seven hours being loaded with IV antibiotics. Returning to camp he insisted on coming to the pot luck where he cooked his delicious cowboy chili beans, light and fluffy baking powder biscuits and mouth watering Cherry kiafa cobbler. Never did he show a sign that he wasn't feeling fine and constantly blessed us with his open heart-warming smile. Thanks, Don. We are all praying for your speedy recovery.

Fourteen by three miles and about 90' in the deep spots Eagle Lake is a beautiful high, 5000', mountain lake. The southern half, where we camp and sail, lies in a hilly basin of pine and fir trees. There are lava rocks all around. They were deposited when nearby Mt. Lassen erupted in 1914. Our campground, Aspen, is restricted to tent campers. There are about thirty sites and there were only a few other campers until the weekend when about ten more sites were occupied. Piped in potable water and permanent restrooms with washbasins are within 150' of all the camps. The marina, gas pump and well stocked store with showers and laundry facilities are 300 yards from the camp. The launching area and ramp are excellent. The lake is quite low and care must be taken when launching and going to the slips to avoid the marked rocks. Other camps for RV's and motor-homes are about a mile away.

Two p 19's, Dave White and Don Hunter, one P15, Don Person, two Monty 15's, Dan Phy and James Kirwan, Kevin Crowder in his ComPac 19, and Katie Lea with her FJ made up our flotilla. Brad Evans arrived Saturday



*(continued page 11: Eagle Lake)*

with his 22' aluminum high powered outboard fishing boat. Cheryl White, Judy Person, Lynn Hunter, Judy's grandson Duncan, his friend Russell Swartz and Katie's father Ron completed the group.

The band began arriving Wednesday with the Whites first on the scene. The others arrived over the next day or two. Dave White had secured our favorite campsites, The ones with the beautiful lake views were available and our favorite camp hostess, Karen, was there to welcome us.



Photo: Don Person



Photo: Dave White

The weather was fine, It was chilly at night which made the warmth from the communal campfire most welcome. The early risers also gathered around a morning fire to gab and drink their coffee. The temperature rose with the sun and the days were quite warm. Every day the wind started to come up about 10 am, It increased to 12 to 15 mph with gusts to 20 mph in the afternoon and decreased as the sun went down. There was a forest fire burning 40 miles south of us and the smoke made a noticeable haze which cleared daily as

the fire was brought under control.

We sailed once or twice each day. When the generally southwest wind picked up in the afternoon we reefed and continued to enjoy the sailing. We had typical lake conditions in that the velocity and direction of the wind would change suddenly and erratically which kept us paying attention. With the afternoon wind there was a moderate 18" chop and occasional whitecaps. Once, in a gust, we saw most of Dave White's dagger board but no one reported taking on any water or getting knocked down. Around seven miles up the lake was the farthest anyone sailed this year. If you go that far when you turn around you are heading right into the wind and it is a very long slog back. Katie Lea took her FJ out for the first time. She sailed cautiously near the marina and stayed upright in spite of the gusty winds. Russell Swartz crewed for her and gave her ballast and morale support.



Following Saturday's sailing we had the potluck. Dave White presented perfectly cooked succulent shrimp kabobs, Brad brought clam spaghetti and together with Don Hunter's offerings we had a real feast. Early Sunday morning Brad Evans, Jim Kirwan and Dan Phy took Katie and went trolling. Katie had the only success, catching a two and a three pound Eagle Lake trout. Later in the day Brad served up very delicious bites of fried fish - too good! The fishermen planned to stay on a few more days hoping their luck would improve.

Later Sunday morning, with Dave White leading, the group got Don Hunter's P19 back on its trailer and derigged. This was kind of a Chinese fire drill but finally all the lines and stays were secured and the rig ready to roll. With Lynn driving she and Don took off for Minden, Nevada and the hospital there.

Except for the fishermen the rest of us left Monday . . . Leaving Eagle Lake is always sad for me. It is a beautiful, wonderful place. I hope to return next year.





# Mail Call

**From:** "Ed Whitehead"  
**Date:** June 17, 2008 7:34:35 PM PDT  
**To:** <Commodore@potter-yachters.org>  
**Subject:** club mission

Hello Dick,

We spoke some time ago on the phone. I've been thinking about buying a Potter and ask about your organization and suggestions. I have been reading your newsletter ever since and roaming the web for information. Your folks are doing an excellent job on your newsletter, by-the-way.

I see you are having some discussions about your *mission* since there are obviously boats other than Potters in your club now and you seem to want to get that point across. As an outsider who may or may not end up with a Potter, it seems to me a simple name change might do the trick. Why not change the name to *The Potter Yachters: A Northern California Small Boat Sailing Club*. The small boat addition broadens your mission and tells everybody right up-front without having to find and read your mission statement. Just a thought.

I think I've narrowed my choices down to the Potter 19 and the Com-Pac Sun Cat 17. I like the price, availability, and amenities of the Potter but I like the looks, ease of launching and quality of the Sun Cat. Nothing is ever easy.

Thanks for giving your time to such a great organization and Happy 30th anniversary.

Best Wishes-

**From:** Carl Haddick  
**Date:** May 28, 2008 7:49:08 AM PDT  
**To:** Dick Herman <dickherman@comcast.net>  
**Subject:** Looking for feedback?

Dick,

We've never met and I'm (sadly) not a Potter Yachter. If it's not an unwelcome intrusion into your inbox, I'd still like to respond to your request for comments. I downloaded your latest newsletter on returning from a Lion's Club presentation I gave yesterday on the value of informal sailing groups. Seemed like a sign I should write to you.

I can think of about six groups nationwide like your Potter Yachters, one of which (Hallelujah!) is here in Texas. There needs to be more. Imagine about two Potter Yachter-like groups per state and a couple of dozen BEER-sized events per year, each hosted by a few groups pitching in together.

Yep, that would be cool. Spread the word and encourage sailors to band together. Yacht clubs are fine things, I'm sure, but a handful of enthusiasts with boats on trailers will have more fun, see more places, sail more often, and probably spend less money to boot.

The group I found here, a band of merry misfits calling themselves The Geeziers, recently sailed Lake Palestine at the invitation of that lake's yacht club. We were greeted like explorers climbing up the horizon and I believe we made our mark at the club's monthly potluck supper. From our standpoint, the hospitality was overwhelming. I'd like some more of that, but I'd like to spend some time on both sides of the hospitality equation.

Come to think of it, there's an outfit in Houston called the Texas Mariner's Cruising Association, one of the groups that might be like the Potter Yachters. They're doing a cruise from Galveston to Magnolia Beach for the Messabout next month. I'm going to join The Geeziers for their cruise from Rockport to the Messabout, and the Texas 200 also ends up there.

Maybe I can do some evangelizing, and stir up interest for more fleet events. I'll try.

Good luck to the Potter Yachters! Safe harbor, fair winds, and barring kind fortune campfire lies the size of legends,

:-) Carl (Mexina TX)



# Cruiser Challenge IX (Monterey)

**Host:** Monterey Peninsula Yacht Club, Cruiser Challenge Race Committee.

**When:** Saturday/Sunday, July 26th & 27 (Overnight on our boats and day sail on Sunday)

**Where:** Monterey Peninsula Yacht Club & Municipal Marina

**Fees:** See <https://home.comcast.net/~pat-brennan> For event fees; Parking-\$8.00 per day, single space and \$12.00 per day double space; Berth: under 20'-\$15.00 per night

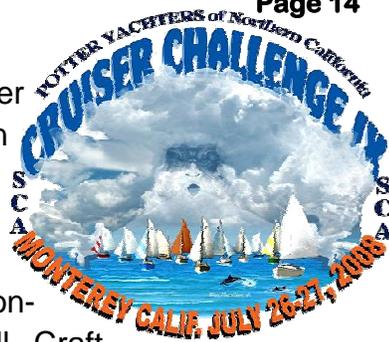
**Meals:** Sat: Continental Breakfast at MPYC; No-host dinner with friends at a local restaurant.

**Distance:** Whatever you make it.

**Phone #s:**  
Monterey Harbor & Marina (Harbormaster) . . . . . 831-646-3950

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 in-



side, 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>.

(Monterey: continued from page 14)

## Come and join the fun!

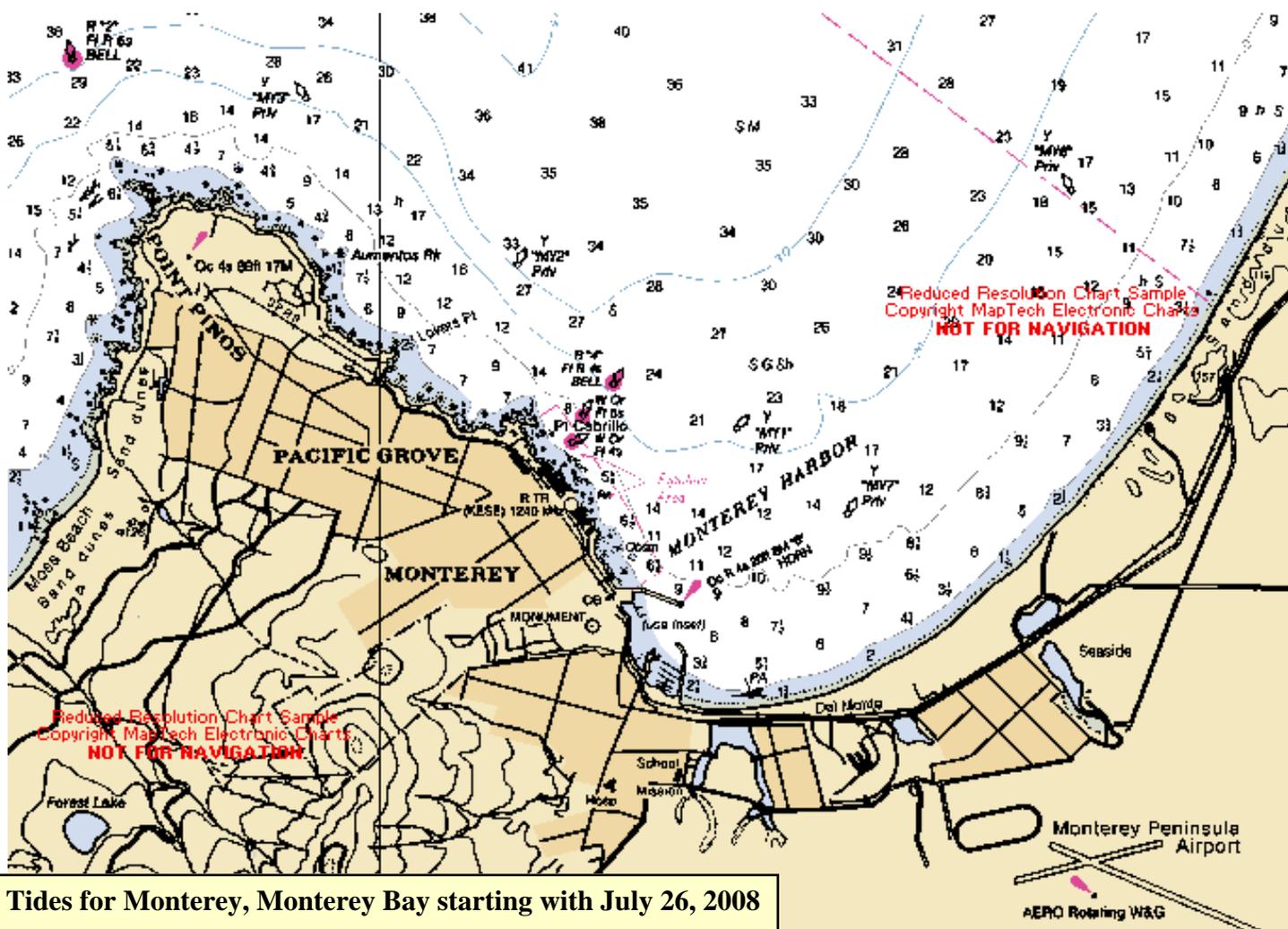
The Cruiser Challenge IX logo gear pictured on this page (and more) is available online at:

<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.



### Tides for Monterey, Monterey Bay starting with July 26, 2008

Day	High /Low	Tide Time	Height Feet	Sunrise /Sunset	Moon Time	% Moon Visible
Sa 26	Low	12:02 AM	0.9	6:09 AM	Rise 12:14 AM	48
26	High	6:11 AM	3.0	8:18 PM	Set 3:00 PM	
26	Low	10:18 AM	2.3			
26	High	5:23 PM	5.8			
Su 27	Low	1:13 AM	0.2	6:10 AM	Rise 12:55 AM	37
27	High	7:58 AM	3.1	8:18 PM	Set 4:13 PM	
27	Low	11:21 AM	2.7			
27	High	6:20 PM	6.1			



The Northern California Potters are scheduled to cruise from Richmond into the Loch Lomond Yacht Club at the Loch Lomond Marina in San Rafael on the morning of Saturday, August 2nd, 2008. As you can see from the photo at least some of the locals are excited about the event.

*The Potters Are Coming!  
The Potters Are Coming!*



Since the marina no longer has a restaurant on site and any eating establishments are quite a long distance away, the Loch Lomond Yacht Club will have lunch available for the Potters

and the bar will be open. The club plans to have hamburgers, hot-dogs and similar fare plus accompaniments available for a cost of \$6.50, not including bar beverages. The guest dock at the club should accommodate all the Potters and if not the marina has ample space available near the fuel dock and elsewhere in the marina. The following photo shows the club's guest dock area which is next to the launch ramp and to one's starboard on arrival from the entrance channel.



**Tides for Richmond Inner Harbor starting with August 2, 2008.**

Day	High /Low	Tide Time	Height Feet	Sunrise /Sunset	Moon Time	% Moon Visible
Sa	2 High	12:30 AM	7.0	6:14 AM	Rise 7:39 AM	0
	2 Low	7:24 AM	-0.9	8:17 PM	Set 9:10 PM	
	2 High	2:15 PM	5.7			
	2 Low	7:26 PM	2.1			
Su	3 High	1:20 AM	6.6	6:15 AM	Rise 8:48 AM	2
	3 Low	8:03 AM	-0.5	8:16 PM	Set 9:36 PM	
	3 High	2:50 PM	5.8			
	3 Low	8:18 PM	1.9			

**Richmond to Loch Lomond Yacht Club**

**Host:** Richmond–Dan Phy; Loch Lomond–Vince & Linda Henley

**When:** Saturday, Aug. 2nd; Launch 9:00 AM-Depart 10:00 AM

**Where:** Richmond Municipal Boat Ramp to Loch Lomond Marina and dock at the Loch Lomond Yacht Club guest docks.

**Fees:** launch \$10.00 (parking included) Fees are paid by machine that will make change for a \$20 bill)

**Meals:** Lunch served at Loch Lomond Yacht Club for \$6.50. A no-host bar will also be open for your favorite beverages.

**Distance:** 8 miles, Richmond to Loch Lomond.

**Phone #s:**

- Henley Home . . . . . 415-451-1952
- Henley Cell . . . . . 408-605-0622
- Dan Phy Home. . . . . 707-961-1257

The club monitors VHF channel 68 and I will be taking Ithuriel's Spear out to meet the fleet before arrival and will be on VHF channel 16 when sailing. I can also be reached via cell phone at 408-605-0622. — Vince Henley

**Co-Host Dan Phy adds:**

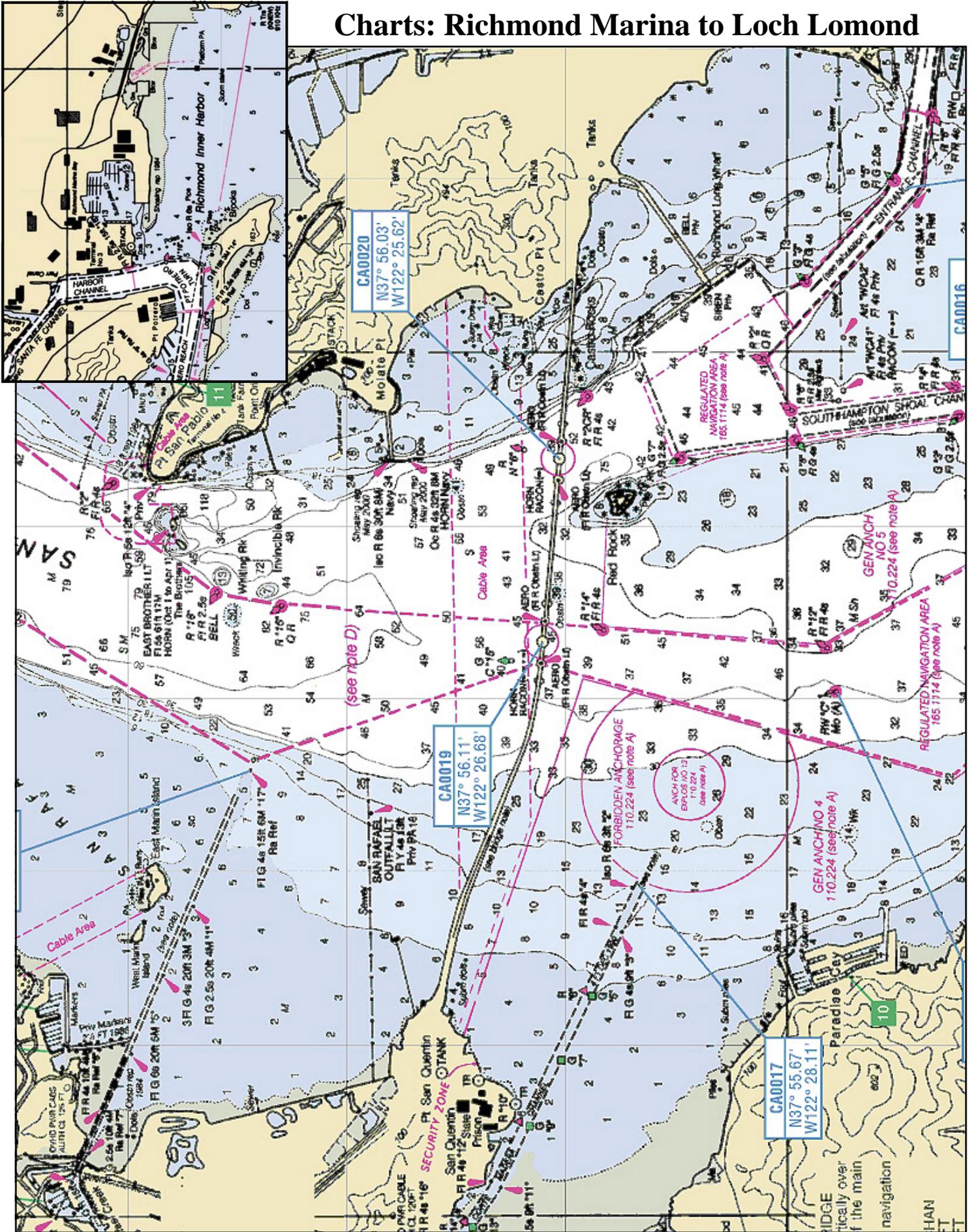
Hear Ye, Hear Ye, all "swabs, & swabets!" . . . A grand time is to be had by all Saturday August 2nd at the Richmond to Loch Lomond sail. We will launch at the public ramp in Richmond at about 0900 and LEAVE at 1000 sharp!! . . . Don't be late, indeed, show up early and "schmooze, kibitz, or drink coffee at the ramp" . . .

Now the really good part . . . we will sail over to Loch Lomond, and thank you very much to Vince & Linda Henley the Loch Lomond Yacht Club will host us for BBQ hot dogs, burgers, and trimmings! . . . And you thought there was no free lunch!! . . . After, we will sail back to Richmond

A couple of us will show up early . . . I will be at Richmond Aug. 1 thru Aug. 4 . . . I hear rumors that the Commodore may also show up a day ahead . . . Any & All are invited to extend their stay to day sail out of Richmond before & after the "BIG EVENT . . . AUG. 2!"



# Charts: Richmond Marina to Loch Lomond





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*