



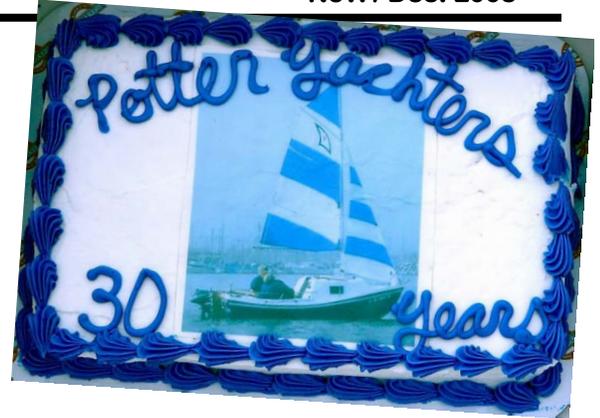
The Potter Yachter

Newsletter of the Northern California West

Nov. / Dec. 2008

2008: One Heck'a Season

by Jerry Kergan
Photos by Don Person, Dan Ricker,



This 30th anniversary season of the Potter Yachters proved eventful in many ways. The following is a good-times short-list teaser, intended to get the reader's mind set on the coming season 31 just around the corner.

- We experienced increased attendance at many of our regularly scheduled events.
- March through October saw two scheduled events per month; roughly one event every two weeks—lots of opportunity for sailing.
- The Potter attitude was expanded, albeit more clearly defined through the leadership of our com-

modore Dick Herman: 'it's not about the boat.'

- Steve Potter showed us how stable the P-15 really is with his demonstrations at Woodward Reservoir.
- New relationships were inaugurated with yacht clubs at Redwood City and Loch Lomond. The support of the Potter Yachters by these clubs opening their doors to us, goes a long way toward making our already good time together, off the water, all the better.
- A long over due event in cooperation with the SoCal Potters was held at Huntington Lake . . . Like Eagle Lake, but different . . . If you did-



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n't go, talk to someone who did, and you may just try all harder to make it next year. For Yachters living south of CoCo County, Huntington Lake shaves 50-80 miles off your drive.





The Commodore's Log

The Clipper Cove sail on Sunday, October 26, was truly memorable for many reasons.

Not only was it a great day for sailing on the Bay, but nineteen boats were out. It was also a learning experience when one of our boats capsized. It was a wake up call, and I hope you followed the discussion on the TSBB Potter Forum. Dave Kautz raised a very good point that we may be suffering a bit from our own success. In case you missed it, here's my reply, cleaned up and expanded a bit.

Why are we successful? From my point of view, it is because of the "Potter Attitude," which is hard to define. We are a loose-knit group of individuals who enjoy being on the water. Sailing a small sailboat is an individual endeavor where each sails to his own drummer. Further, each skipper is truly the captain of his boat. I sail my boat the way I want and make the decisions. And I respect that right in others. It's called personal responsibility.

Having said that, we need to get back to basics and inter-

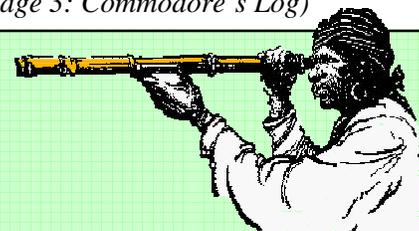
act more. We don't need more structure, we need more communication, especially before launching. We should always hold a skipper's meeting and go over the sail plan and basics like tide, weather, monitoring the radio, etc. We also need to welcome the new captains and offer help.

On the water, we need to adopt more of a pack mentality and keep an eye out for each other. It's called mutual support. We ought to be as inclusive as possible, but at the same time, allow for the skipper who is out there on his own sail plan.

If someone capsizes or gets in trouble, communicate your situation before you do anything else, since it may be your last chance to let others know if things go bad. No two emergencies are the same, so get as many folks involved as quickly as possible. That is why we have radios, flares, horns, and whistles. As for wearing a PFD, it's the right thing to do. On my boat, we wear them. What you do on your boat is your business.

Finally, being aware of the problem is half of the solution. The trick is staying aware.

(continued page 3: Commodore's Log)



EVENTS ON THE HORIZON:

Sunday January 18: Potter Yachters Annual Meeting.

Oakland Yacht Club, Alameda, CA—See page 3 for details.

Friday Feb 20-23 . . . Lake Havasu, AZ

2009 Havasu Pocket Cruiser's Poker Run—<http://havasumontgomerys.piczo.com/?g=40932457&cr=1>

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(continued page 3: Commodore's Log) On to other business. The annual meeting is scheduled for Sunday, January 18, 2009 at the Oakland Yacht Club. As always, the brunch starts at 9 A.M., and the meeting downstairs in the Regatta Room around 10:30. We will do the usual things: election of officers, Potter of the Year, and a gift exchange. Like last year, we will hold a scheduling meeting afterwards to plan the year's activities.

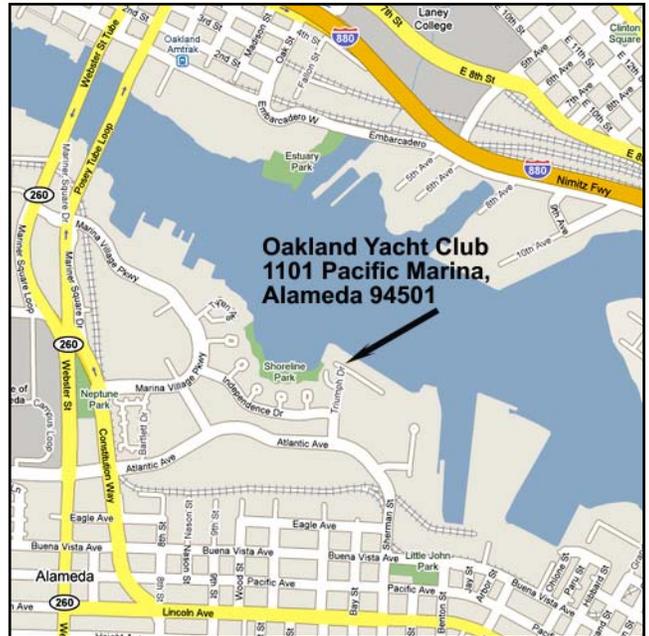
This year's schedule seemed to work very well, so I plan to use it as the model for next year's activities and will publish it in the next newsletter. Suggestions are always most welcome, so don't be shy.

Folks, it has been a great year sailing and I want to thank the sail hosts who made it happen. Many, many thanks to you all for making it happen.



ANNUAL MEETING

Once again, we will meet at the Oakland Yacht Club, (1101 Pacific Marina, Alameda 94501,) on Sunday, January 18, for our annual meeting. Brunch starts at 9 AM and the meeting at 10:30 in the Regatta Room downstairs. After a short break, we will hold a scheduling meeting for all interested. Any and all inputs are welcome.



The Potter Yachters will celebrate their 31st anniversary in 2009, which must count for something. As usual, we will be doing a gift exchange (optional) in a belated tribute to Father Christmas.

Finally, our webmaster, Mike Westfield, will be joining us. Here's your chance to meet Mike, and verify all the stories you have heard.

Breakfast Note:

Breakfast is no longer served buffet style at OYC . . . Instead, you order as you sign in, the "full" breakfast, and the plate is served to your table from the kitchen. Option #2 is a side-board with light "continental" items; you may order that as you sign in, if that is your preference.



Price List Effective 11/1/88

WEST WIGHT POTTER \$1,495.00
(White w/Red, Blue or Black Trim)

JIB & MAIN SAIL 100.00
(Boat is completely ready to sail as listed above)

OPTIONAL ACCESSORIES
(Installation Included)

W1	Whisker Pole & Mast Ring	10.00
W2	Genoa Jib & Hardware	85.00
W3	Spinnaker & Hardware	105.00
W4	Spinnaker Pole	26.00
W5	Bunk Cushions (2)	89.00
W6	Cockpit Cushions (3)	69.00
W7	Trailer — Tilt Type — Sealed Hubs	199.00
W8	Running Lights	15.00
W9	Special Colors	35.00
W10	Special Stripe	35.00
W11	Cockpit Tent	64.00
W12	Bow Rail	76.00
W13	Outboard Bracket (Demountable)	29.00
W14	Seagull Motor — 40 Plus — Standard Shaft	140.00
W15	Curtain Rods	8.00
W16	Forward Vent	13.00
W17	Front Window	25.00
W18	Commissioning Charge (Radius of 25 miles) (Not applicable if boat is picked up at factory)	25.00

FINANCING AVAILABLE:
5% - 3 Years (California only)

Prices subject to change without notice
All prices F.O.B. factory — Sales Tax where applicable
Manufactured and sold in the USA under Sole License by:
HMS MARINE, INC.
904 W. HYDE PARK BLVD. - INGLEWOOD, CALIF. 90302 - 574-1540

40 Years Ago . . .
Thank you Pat Brennan for sharing



Clipper Cove

By Jerry Kergan

Photos by Don Person & Jerry Kergan

THE VESSELS & SKIPPERS

P-15s

Dave Bacon
 Ron Bell
 Pat Brannan
 Dennis Greenwood
 Paul Gregory
 Harry Gordon
 Jim "Goose" Gossman
 Jerry Kergan (w/Dick Herman)
 Don Person
 Dan Phy
 Steve Potter
 Jim Smith
 Dory Taylor (w/Katie Lea)

P-19s

Eric Zilbert
 Mike & Russell Swartz
 Carl Sundholm
 Dave White (w/Bruce Hood)
Others
 Dave & Francesca Kautz (O'Day 192)
 Mike Higgins (Higgins-16)
 Jim Kirwan (Monty-15)
 Dave Myers (Drove in for the picnic)



In many ways, the October 25th Clipper Cove sail this year was a stand-out among Potter Yachter sailing events of the season: We had great weather, a big turn out, and some not so often seen faces, but paramount was the decision to sail for Yerba Buena Is. from two locations on opposite sides of the bay; the first group departed from Grand Street Ramp in Alameda; the second, comprised of peninsula skippers, chose the convenience of the new public ramp in San Francisco, just south of China Basin. The two fleets even managed to meet up mid-bay, south of Yerba Buena, and sail as one under the Bay bridge into Clipper Cove.



Upon arrival, the Potter Yachters seemed to own the beach, (pictured above) for the picnic and social time in the sun and shelter of the Treasure Island Causeway. The easy access to the beach allowed Dave Myers to drive in to join us as well. Dave's presence replaced Dennis Greenwood who chose to not sail out of the estuary.

Mike Higgins, whose Cat Boat is as much a work of art as it is a vessel, trailed his equally beautiful tender. Mike challenges the sailing skills of the best of us by venturing out without a motor. The often

(continued page 5: Clipper Cove)

The Potter Yachter

(Clipper Cove: continued from page 4:) irregular Fall winds, and the strong tides and currents of San Francisco Bay make Mike's sailing skills all the more remarkable in my view.



Congratulations were passed around when new Potter Yachter member Katie Lea (2008) and charter Yachter stalwart, Dory Taylor, announced that they have more in common than trying to corner the vintage P-15 market; and plan a Spring marriage.



The principle of 'one extreme to the other' was experienced, as some found their boats nearly stranded on the beach by the quickly reseeding tide. While Mike Swartz, who maliciously insured that 'Burgundy Splash' stayed afloat, found she floating better than intended . . .



Mike also discovered that he can't walk on water.

As afternoon winds began to build, all skippers set out for their respective home ports. It was while trying to exit the sometimes



'challenging-to-the-experienced' en-

trance to Clipper Cove, that new Potter sailor Paul Gregory got into trouble, capsized, and turned turtle. Salvaging what might have been a deadly alternative, was the always alert, Steve Potter. Steve rescued Paul, who was beginning to experience the effects of Hypothermia, from the near-sixty degree water; then entered the water himself to try to right Paul's vessel. With time limited by the effects of the cold water, Steve secured the boat, then returned to his 'Stars 'n' Bars' and sought assistance and treatment for their exposure at Treasure Island Marina.

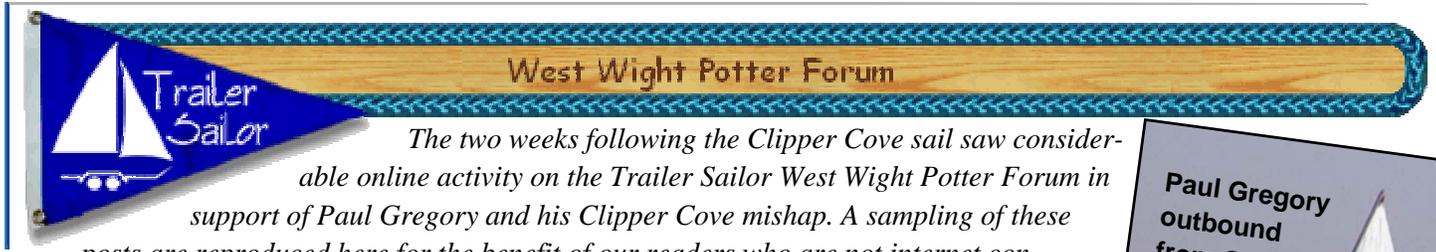


Marina staff should be commended for their exemplary assistance to Paul and Steve. Assistance that included not permitting them to return to Alameda by boat, rather providing a ride to Grand Street ramp. This meant that they could return the following day in better health and with clearer heads. In the best of the mariner's spirit, further assistance was provided by T.I. Marina on Monday by providing a salvage vessel, and lifting Paul's boat from the water to his trailer.

(*Clipper Cove: continued from page 5:*) When all was said and done, the head-count of vessels and skippers at day's end matched the count departing in the morning. All were home safe from one more glorious day on the bay. We couldn't ask for more.



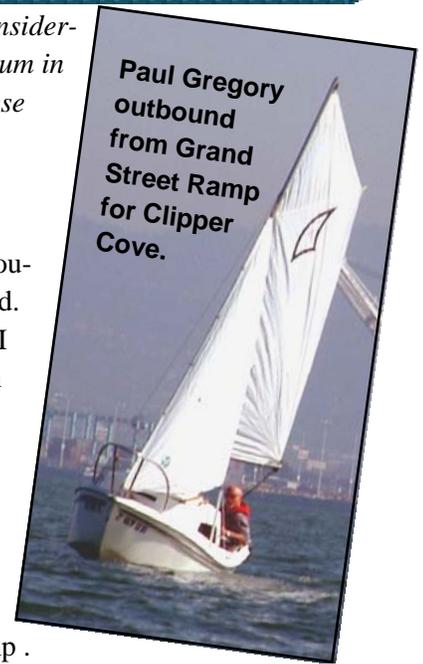
The foregoing was a significantly abridged version of the days events at Clipper Cove. Steve Potter's impressions of the incident at Clipper Cove are expected in a full article that has been submitted, and is being seriously considered for publication in the March-April edition of Small Craft Advisor. Your newsletter editor has agreed to defer to SCA on the bet that Steve's article is worthy of the national exposure availed by this publication. — Ed.



The two weeks following the Clipper Cove sail saw considerable online activity on the Trailer Sailor West Wight Potter Forum in support of Paul Gregory and his Clipper Cove mishap. A sampling of these posts are reproduced here for the benefit of our readers who are not internet connected, and to archive some of insightful comments contained therein. — ed.

Posted By: Goose p14#164 Date: 10/27/08 8:22a.m.

It was almost a perfect Sunday outing . . . until a newer potterer [Paul Gregory] ran into trouble with his sails leaving Clipper Cove, and an emergency, life threatening situation ensued. Steve Potter headed over to help...honoring the Mariner's Code to help vessels in distress. I regrettably chose to continue on (having just recovered from the frustrations of a lost main halyard shackle), seeing that Steve had it handled. But, by the time Steve got there, and I long gone, [Paul] had CAPSIZED, and was in the water WITHOUT A LIFEJACKET! Steve managed to heroically muscle him aboard, and proceeded to attempt to right the boat . . . going into the water himself. When this didn't work out, and Steve showing signs of hypothermia (violently shaking and stiff) they tied the now turtled boat to a mooring line . . . and proceeded to the dock at Clipper Cove where they were helped by some good folks who warmed them up, fed them, and drove them back to the Alameda launching ramp .



**Paul Gregory
outbound
from Grand
Street Ramp
for Clipper
Cove.**

. . . where most were already gone, and I a little ashamed, but so relieved to see them. It wasn't just Steve P. deciding

Posted By: Mike Higgins Date: 10/27/08 9:05a.m.

Bad things do happen and a group as organized as the Potters should be able to minimize the consequences when they do.

San Francisco Bay is a serious body of water with strong winds, complex currents and indifferent traffic. Many sailors believe that boats our size do not even belong on the Bay. While I don't share that belief I do believe that sailing as a group is the obvious way to minimize the risks.

Goose's proposal that the group establish a buddy system is an excellent idea. In the case of the boats sailing from Pier 54, we let one of our foursome disappear "over the horizon" as we made our way to Clipper Cove. That lone sailor is highly competent. Still the unexpected does happen. If it had we could easily have lost a friend.

Monitoring Channel 16 is another practice everyone should adopt. I suspect that this was not the case yesterday because I tried unsuccessfully to hale two different boats. On a typical Sunday afternoon the banter on 16 mostly is an irrelevant distraction. Still, keeping open this universal communication channel is good seamanship.

to spend the night at Clipper! They plan to retrieve their boats today. It is amazing how hoards of Sunday afternoon boats (not the Potters who were out of sight while this was happening) passed them by without a clue, and a reminder to all of us that shit happens. I think it would be a good idea at our annual meeting to discuss the buddy system, VHF use, and identify/organize the skill levels in our fleet . . . and since we don't have a "crash boat", perhaps at skipper's meetings (which we didn't have yesterday) should assign a "rear guard" to tail the fleet. —Goose

(continued page 4: TS Forum)

(TS Forum: continued from page 3:)

Posted By: Harry Gordon, WWP14 #234, Manatee, Mountain View, CA Date: 10/27/08 4:26p.m.

It may not be an accident that Steve was handy when Paul got in trouble. When we sailed out of Loch Lomond one day, I encountered more wind than anticipated and decided to drop the lateen sail to put a reef in. In the process I managed to get things fouled up, and the boat was going in circles while I fumbled in a cockpit full of blowing sail to fix the problem. Steve had followed me out of the marina and he now circled close by until I got things back under control. The rest of the fleet was long gone.

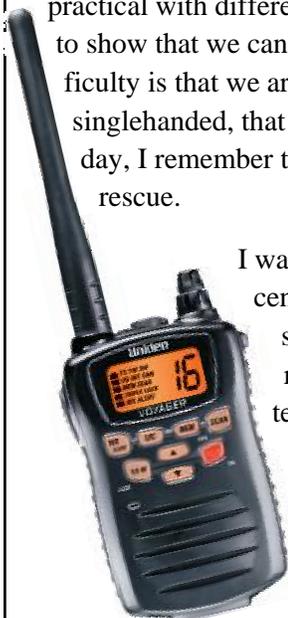
He has managed to be ready at hand on other occasions. He was there at Del Valle to hold my boat off the shore while I struggled to get the centerboard back on the pin after beaching with the board down. Yesterday he helped push my boat off the beach when it was getting too high and dry in a falling tide. He pays attention. After a Cruiser Challenge, there was a drawing giving away various goodies. When the last Potter cap was taken, I mumbled something like, "Too bad, I could have used one of those." At a later Potter gathering, a few weeks later, Steve presented me with a new Potter cap.



I had thought about the buddy thing yesterday, after a less-than-relaxing sail back to the unfamiliar China Basin area. We had launched four boats from there that morning--my P14, Mike's catboat, Carl's P19, and Dave's O'Day. We were in different boats, traveling at different speeds, and we each had our own ideas on how to navigate to Clipper Cove, so we were soon widely separated. That was no problem in the gentle conditions. I was unaware that a fifth boat, Dory's P14 arrived late and also sailed alone.

The trip back was something else, with more wind and swells and a strong ebb current. Singlehanded, I had numerous small problems that kept me working harder than I like, but I managed to avoid getting sucked under the Bay Bridge by the ebb current and was able to dig out some batteries for my GPS while simultaneously pumping the tiller as I surfed on the mid-Bay swells, trying to maintain a heading to a still invisible destination, running with an overpowered sail, and now also with the outboard working in order to get away from the threatening bridge. About the same time, I spotted Dory's Potter, even closer to the bridge. I presumed they had launched at Alameda and were just taking an excursion on their way back. With a lot of help from the GPS, I found my way back to the ramp even though the glare and haze made it hard to identify landmarks, which I had try to mentally note on my departure since I was in unfamiliar territory. Dave and Carl and Mike had preceded me to the ramp. I learned that Dory and Kathy had also launched there that morning, so I became increasingly concerned when they hadn't returned, but they soon arrived okay also.

What I would like to see in future sails is an attempt to sail in pairs or small clusters of three or four, but that is not so practical with different types of boats. Part of the problem is that we all tend to be competitive on the water and like to show that we can go a little faster than the boat ahead, behind, or alongside. That is much of the fun. Another difficulty is that we are sometimes so busy coping with our own boat in challenging conditions, especially when singlehanded, that we don't seem to have much left to help our buddies. As busy as I was on the return sail yesterday, I remember thinking that if one of the other boats got in trouble, maybe I could drop my sails and motor to the rescue.



I was wearing an inflatable PFD on top of a foam PFD yesterday, kept my hatch closed, and had the centerboard tied down. I don't usually bother with a tether but probably should have. I need to spend more time on boat maintenance. Today I found that a wire had come loose from the power receptacle I plug the GPS power cable into, which is why the internal batteries were dieing yesterday. I had the problem previously and never got around to checking it out until today. I'm sure there are other things I can do to make the boat more reliable and easier to handle. I monitored VHF 16 and 68 for a while yesterday but didn't hear any Potter traffic.

I think this photo shows all the 18 boats that had arrived at Clipper Cove at the time. Dory arrived soon after, and a 20th boat turned back in the Estuary. Quite a turnout!

(continued page 5: TS Forum)

(TS Forum: continued from page 4)

Posted By: Rich McDevitt P-15 #2531 Minnow SF Bay Date: 10/27/08 10:33a.m.

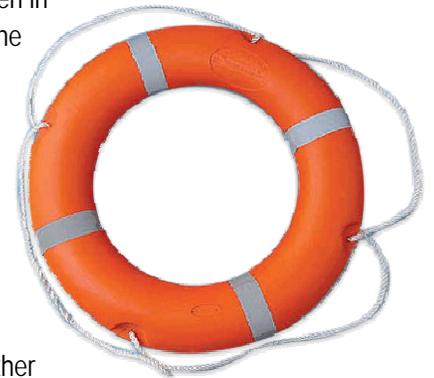


All Goose and Mike have stated is well and good, and as a former Commodore, I'd like to add a few thoughts to the mix. First of all, it's been a longstanding rule that PFD's are worn by everyone on all club sails. That being said, a PFD sometimes only makes recovering the body a little easier.

The Potter Yachters is an unstructured volunteer outfit. A commodore, fleet captain, or trip sponsor do not necessarily have any more experience or responsibility on a sail than anyone else.

The idea behind the trip sponsor is just someone to research launch facilities, costs, etc. The Potter Yachters have no charter, no insurance, no by laws, and no one to sue. We looked into a more formal and insured structure a few years back and the costs would have ended the Potter Yachters. During Cruiser Challenge we have a lot of disclaimer/waver paperwork to sign. That is from the MPYC since they have a more "official" structure to their organization.

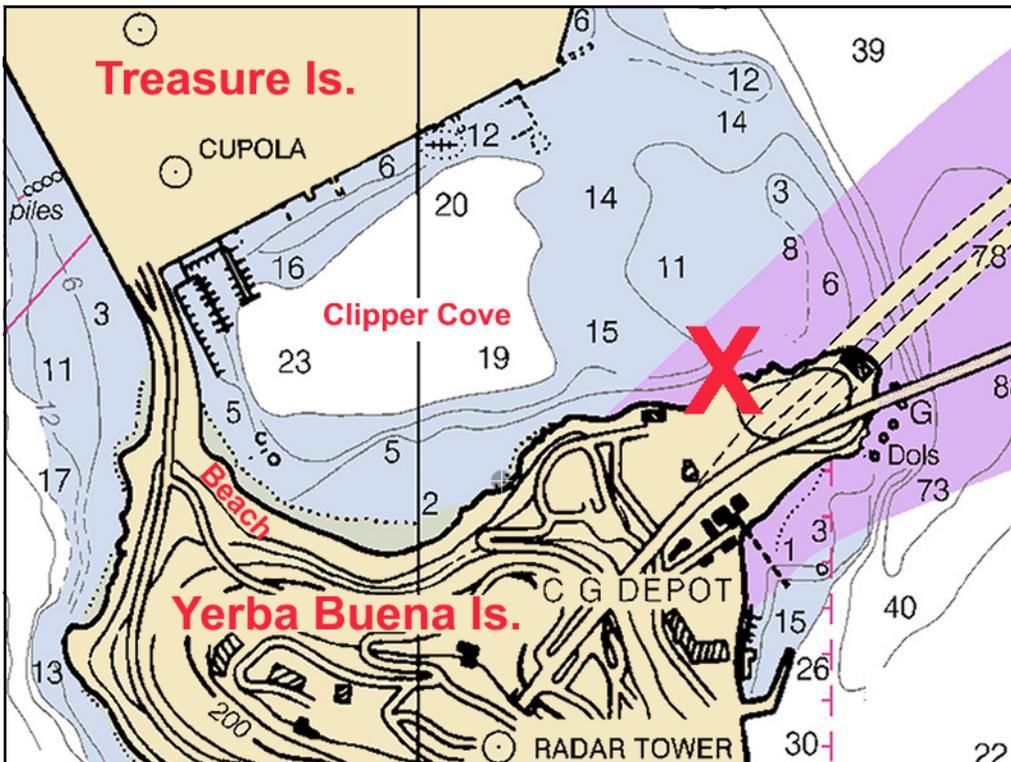
Crash boats, sweepers, monitoring the radio, etc. are all good ideas and we have used them often in the past. A pre launch skippers' meeting is often but not always held. There is frequently someone that arrives late to the launch ramp so these meetings are not a sure fire bet that all have attended. I approach every sail as if I am alone on the planet. There is no one to watch over or save me. I stay in the cockpit, I don't monkey dance on the foredeck and if you see a photo of me without a PFD on it has been photo-shopped. I always have and always will help others in need when I can, on the water and off but conditions can often dictate to what degree we really can assist. I had to work and could not make this sail, but for those out of the area, it was a beautiful day but even then it takes about 2 seconds for things to go to hell on a small boat.



Steve Potter has three P-15 capsizes under his belt. One accidental where he was away from other Potter sailors that day and he self rescued but had to get to the beach to complete it. The other two capsizes were last spring at Woodward under controlled circumstances with photo and safety boats standing by. See that issue of the Potter yachter newsletter for additional info. If I was a capsized P-15 skipper, I can think of no one better able to competently advise me than Steve. Every year

in northern CA someone gets sucked off the beach by a sleeper wave and often someone else goes in to "save them" and it quickly turns to two drowning victims. The water here is cold (58-60 degrees) and unfriendly to those in it. I'd venture a guess that a fit person in street clothes with a PFD on has maybe 30 minutes of consciousness and probably only 10-15 of that that can really be spent thinking clearly about options and solutions.

This is a great topic for conversation that we can all learn from. No one is exempt from bad situations no matter what your level of experience or the size of your boat.



(continued from page 4: TS Forum)

Posted By: Dick Herman, Muddy Duck Date: 10/27/08 1:00p.m.

Goose makes some excellent points and Steve deserves a medal for his performance Sunday.

Being a Monday morning quarterback is easy, so let me jump in. I urge you to reread Rich McDevitt's comments. We do sail alone, but in the company of others. That is what saved a Potter captain yesterday.

So what have we relearned? We should always wear a PFD, monitor Channel 16, and sail with a buddy. But when all is said and done, you are the captain in charge of your vessel. No one can make you wear a PFD, or have a radio, much less turn it on, or sail with someone else. I have repeatedly urged captains new to sailing to take sailing lessons and never take their wife or girlfriend sailing until they have been out five or six times. Based on my personal experience, it is advice seldom taken. But that's okay because each of us is the captain of his/her boat.

Are there other lessons to be learned from yesterday? Let me offer these for your consideration. First, communicate. I didn't hear a radio call, see a flare, or hear a horn yesterday. I suspect that anyone one of the three would have brought a pack of Potters to the scene. When in trouble, yell like hell! Eight

years ago, I turned turtle outside Richmond Marina and was on the radio as soon as possible. And I was in the water up to my neck. Vessel Assist was on the scene in less that ten minutes, and it was one of the best \$280 I ever spent.

Second, don't be proud. Wear a PFD. When I turtled, both my crew and I were wearing PFDs. A PFD in the locker is like the runway behind you when taking off in an airplane - absolutely worthless. I failed dock walking 101A once, and wished I had one on. That water was cold!

Third, once out of the water, stay out of the water. There are plenty of boats, but only one you. When the Suspects go sailing in the Pacific Northwest, I will do whatever it takes to save a buddy in the water. But I will not put any person in jeopardy to save a boat.

By the way, Goose was right. Stuff happens. Maybe we can be a little more ready for it next time.



Posted By: Dave Kautz - P-15 #1632 & O'day 192 #313 Date: 10/27/08 10:09p.m.

And, if you hadn't read enough already . . . a few comments from the sail "host";

First, not to forget the good, what a beautiful day and what a great turnout!

Second, but no less important, I feel sorry about the misfortune that occurred and very grateful to Steve Potter for his heroic deeds. Thank you Steve Potter - we are friends and you know how much I mean it.

I, too, saw a P-15 with a half-raised flogging sail on a course returning to the shelter of Clipper Cove as we were departing. Francesca and I diverted our course in that direction but saw the skipper under power and turning into the wind to attend to the sail and the situation looked to me like it was under control. A conflicting priority was that the party of Pier 54 bound sailors that we were with had all already left some time before and I didn't want to get too far separated from them. I could also see Goose and Steve still launching off the beach and acknowledged to myself that the sailor was not alone. With 20-20 hindsight, I still should have lingered behind.

Truth be told, any position of responsibility in the context of the Potter Yachters is a bit like herding cats. No one sailor can simultaneously lead the way and also make sure no boat drops off the back of the pack. Potter sailors are also a bunch of strong-minded individuals and even if there is a knowledgeable skipper out front on the right course there is no guarantee that the rest of the fleet will follow.

I think we Potter Yachters may be suffering a bit from our own success. As the groups of boats get larger more organization may be appropriate for the events to be safe and enjoyable. This could be more detailed preparation in advance, more discipline on staying together as a group, a prescribed course of waypoints to follow, mandatory radio check-ins, mentoring for new sailors? I don't actually know the most practical way to address this and, frankly, often feel like part of the problem.

Since this is not just a local challenge - I know Captain Howie has had to make changes to the Catalina trip arrangements to accommodate larger and larger numbers of participants - perhaps we could continue this thread with a request for suggestions on how to safely "grow" the Pottering/small boat cruising family in a way that doesn't cut down on the enjoyment of good sailing with good friends.





very now and then, a group like the Potter Yachters needs a shot in the arm, a kick in the derriere, or a plain old wake-up call to remind us of what we are, and why we are Potter Yachters. We got one in October.

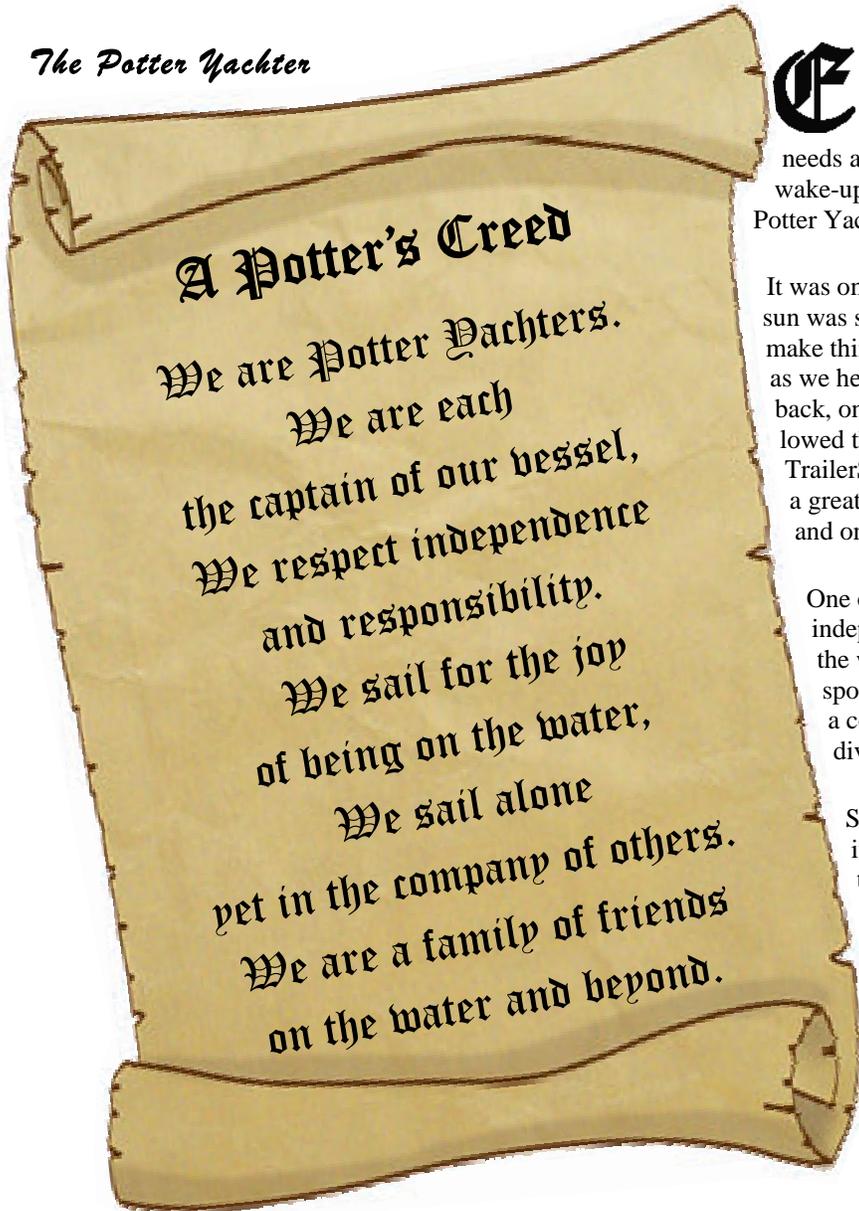
It was one of those perfect fall days for sailing on the Bay, the sun was shining and conditions were just blustery enough to make things a bit interesting. Everyone was in a relaxed mood as we headed for Clipper Cove and a picnic. But on the way back, one of our boats got into trouble. You many have followed the discussion on the West Wight Potter forum on TrailerSailor.com. That is a story in itself. But out of it came a great deal of soul-searching by a few of the old stalwarts and one of the new guys.

One over arching theme soon emerged; each of us is an independent agent, the captain of his own boat. Once on the water, each of us makes his own decisions and is responsible for his own boat. But there is more. We all share a common bond of friendship, and where else can such a diverse group get together and have so much fun?

Soon after I joined the Potters, Mike Westfield summed it up perfectly. "Once you're on the water, you're there." The joy of being there is the lure, but without doubt, the boats are the glue that binds us together. For me, Pottering is a frame of mind, bounded by the wind, the water, the boats, and many friends.

"A Potter's Creed" is the product of many minds and it is offered in that spirit of friendship and being on the water.

Dick Herman,
Commodore



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

Thanks to
the efforts of

Don Person and Gretchen Ricker, We have the 2009 edition of the Potter Yachter
Calendar available at Café Press.:

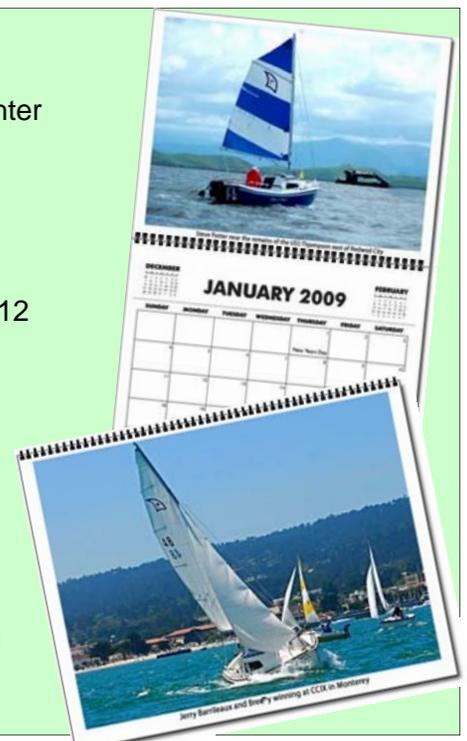
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Keeping track of important dates on your calendar is easy when you can view 12
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quality calendar is printed on thick 100lb cover weight paper and adds impact
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- Each page measures 11" x 8.5"
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- 100 lb cover weight high gloss paper, wire-o bound
- January 2009 - December 2009, 2010 preview, US holidays marked

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2009 Sailing & Event Calendar (Proposed)

NOTE: an organizational meet, open to all members wishing to provide input on the final adopted schedule, is scheduled immediately following the annual business meeting on January 18, 2009.

Additional event suggestions are welcome. Please e-mail your suggestion to Commodore Herman in advance of the meeting so that it may be added to the proposed schedule for consideration at the meeting.

Thank You-Ed.

February 20 to 23 (Fri to Mon) Lake Havasu City, Az, Sail and Poker Run.
Sail Host: Dan Phy

March 15 (Sunday) Redwood City Day Sail to USS Thompson.
Sail Host:

March 29 (Sunday) Delta Day Sail. B&W Marina to Korth's Pirate Lair Marina.
Sail Host:

April 4 & 5 (Sat / Sun) Overnight cruise Santa Cruz to Moss Landing.
Sail Host:

April 19 (Sunday) Oakland Estuary Day Sail.
Sail Host:

May 2 to 3 (Sat / Sun) Overnight Delta cruise. Brannon Island State Park to Lundborg Landing.
Sail Host:

May 17 (Sunday) Del Valle Regional Park Del Valle Day Sail.
Sail Host:

May 29 to 30 (Sat / Sun) Woodward Annual Campout.
Sail Host:

June 13 to 14 (Sat / Sun) Eagle Lake Annual Campout.

Sail Host: Dave White

July 3 to 5 (Fri to Sun) Fourth of July overnighter Granville Island, Delta. }
Sail Host:

July 25 to 26 (Sat / Sun) Cruiser Challenge IX, Monterey.
Sail Host: Race Committee.

August 8 (Saturday) Richmond Day Sail to Loch Lomand Yacht Club.
Sail Hosts: Vince and Linda Henley

August 15 to 16 (Sat / Sun) Huntington Lake campout with SoCal Potters.
Sail Host:

August 31 to Sept 17 Messabout VII. All the Usual Suspects to Pacific Northwest.
Sail Host: Dick Herman.

September 12. (Saturday) Delta Day Sail. Buckley Cove, Stockton, to Windmill Cove.
Sail Host:

September 26 to 27 (Sat / Sun) Tomales Bay overnighter.
Sail Host:

October 10 to 11 (Sat / Sun) Overnight cruise Moss Landing to Monterey.
Sail Host:

October 25 (Sunday) Richmond Day Sail to Golden Gate. (Tides and currents are favorable.)
Sail Host:

November 22 (Sunday) S.F. Bay Day Sail, Clipper Cove picnic. Launch Grand St. Alameda.
Sail Host:





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

With a Grain of Salt

The **Potter Yachter** is a forum for exchange of ideas and information among West Wight Potter (and other mini-yacht) sailors. But we Potter Yachters are mostly a bunch of amateurs finding our way by trial and error and luck.

You will probably find some very helpful tips or ideas in the Potter Yachter that will enhance your sailing experience, but you may also find some ill-advised suggestions or ideas that just don't work for your particular boat, your sailing environment, your level of sailing experience, or your boat-working skills. So please understand that any sailing tutorials, suggested boat modifications, recommended cruises, etc., are the opinion of the author, based presumably on his or her personal experience and judgment at the time the article or letter was written.

If a Potter Yachter believes s/he has a good idea and submits it to the newsletter for publication, we will usually pass it on to the rest of you in the newsletter, but take it "with a grain of salt" and a large portion of your own good judgment, and perhaps get a second opinion before undertaking a modification or cruise or sailing technique you read about in the **Potter Yachter** (or any other publication) - *The Editor*