



# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

April 2009

## SANTA CRUZ TO MOSS LANDING April 4 & 5, 2009



The other lateen-rig, seen here motoring out of Santa Cruz Harbor, is Keith Hubbard's P-14 "Triple Duce" (Hull # 222)

By Harry Gordon, Don Person & Jerry Kergan  
Photos: Don Person & Jerry Kergan

Harry Gordon  
WWP14 #234, Manatee

### Sometimes it's not fun!

As Manatee headed out of the Santa Cruz harbor Saturday morning, one of a fleet of Potters and other small craft, the following wind was still light. I motored for a while, then shut off the outboard and began sailing, as I observed the other Potter Yachters appeared to be doing, but Manatee was then only making about 1-1/2 knots.

### **ALSO IN THIS ISSUE:**

Commander's Log . . . . .	Page 2
Event Report: Boat Show Day Sail . . . . .	Page 10
A Picture is Worth a Thousand Words . . . . .	Page 12
Cruiser Challenge X . . . . .	Page 13
Event Changes: "There's Been Some Changes Made" . . . . .	Page 14
Event Preview: Delta Sail . . . . .	Page 15
Event Preview: Woodward Reservoir . . . . .	Page 16

The fleet had spread out. There was little visual reference for navigation, only haze ahead and to the sides. A quick "eyeball plot" on a chart had suggested a course of 120 degrees magnetic would head me in the general direction of Moss Landing. I had never before sailed in or out of Moss Landing.

I had not set up my handheld GPS for some time, and I didn't have a Moss Landing waypoint entered as I had thought, so I was fumbling about trying to get the

GPS in the right mode of operation while simultaneously getting the boat settled in. There were swells as soon as I left the harbor, and I was soon feeling a little sick from the motion while my eyes were focused on the GPS.

I finally got the GPS under control, setting a course for a mark off Moss

*(continued page 3: Moss Landing)*



## The Commodore's Log

I now know why all you Potter 14/15 sailors are always smiling while you sail. I joined the Potter group for the Oakland Estuary day sail on April 18th. Vice Commodore Bruce Hood was kind enough to share his Potter 15 "Eilidh" with me. They are sure easy to rig and de-rig. I could probably set one up almost as fast as Jerry Barrilleaux can rig his P19.

We sailed from the Grand Street boat ramp to Jack London Square taking a passing look at the boat show. From there we turned ran with what wind there was to Quinn's Lighthouse for lunch.

Bruce said "we did all right; we were able to keep Dave Bacon in sight". Folks who have been on sails with Dave

know what Bruce is talking about. I can see why Quinn's is the destination for the Don Person's Wednesday sails. They have plenty of docking space and the food is good.

This was Katie Taylor's first time as a sail host, and she did a great job. Those of you who have thought about hosting a sail event, but never got up enough nerve to volunteer, talk to Katie it is not that hard to do.

See you on the water,

Bud

### EVENTS ON THE HORIZON:

#### **May 16 (Sat)**

Del Valle Regional Park Day Sail. Host: Kevin Crowder

#### **May 30 to 31 (Sat & Sun)**

Woodward Annual Campout. Host: Katie Taylor

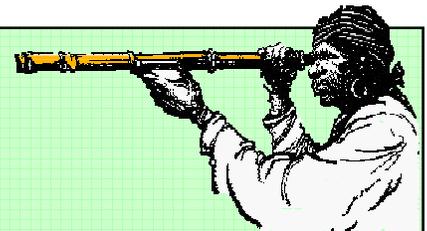
#### **June 13 to 14 (Sat & Sun)**

Eagle Lake Annual Campout. Host: Dave White

### SoCal Potter Events

#### **Saturday May 30:**

Marina Del Rey—see the SoCal Potters website for details—<http://www.howies.net/socalpotter/>



## The Officer's Club

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P-18 *Cats Meow*

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P-15 #2229, *Eilidh*

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P-19, *Burgundy Splash*

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(Moss Landing: continued from page 1)

Landing, which put me on a mag heading of 121 deg. That track also kept me pointed at Tim Derry's P-19 with red and white sails, which was apparently on the same track, so navigation became simply a matter of following the colorful sails and confirming my track on the GPS. It was a broad reach all the way, and the winds gradually increased. It was gratifying when I started to see, just barely in the haze, the two tall stacks of the Moss Landing power plant. The stacks were dead ahead, confirming my heading, but I was only about a fourth of the way there and still had a long, long way to go. Keith Hubbard, in the other lateen-rigged Potter, Triple Deuces, was cruising a parallel course to seaward.

### THE VESSELS & SKIPPERS

#### P-15 Skippers

Steve Potter  
Don Person (w/ Jerry Kergan on Sunday)  
Keith Hubbard & son  
Harry Gordon  
Dory & Katie Taylor  
Dave Kautz

#### P-19 Skippers

Eric Zilbert  
Tim Derry & Jim Kirwan  
Mike & Russell Swartz

#### Others

Steve Chambers  
Dan & Gretchen Ricker with Kevin Crowder  
Margie & John Couch

Monterey Bay is technically a bight, not a bay. While the harbors at Santa Cruz at the north and Monterey at the south are somewhat sheltered by Pt. Santa Cruz and Pt. Pinos, respectively, Moss Landing, in the middle of the 22-mile bight, faces open sea. Monterey Canyon, one of the largest underwater canyons in the world, begins off Moss Landing

The wind increased, and the swells grew larger and more irregular, and I found myself working hard. Triple Deuce, with a smaller sail, had fallen behind and was soon out of sight. Manatee was now making over 4 knots on a broad reach, and the north wind was chilly, which I hadn't anticipated. I thought I had dressed

warmly enough, but I was getting increasingly chilled, which caused my shoulder to ache. I managed to grab a muffler from the clothing bag in the cabin and wrapped it around my neck, and a couple of sips of hot coffee from a thermos, helped slightly. I was only half way to my destination and began to wonder if I should be concerned about hypothermia, but there was no option except to keep going. Moss Landing was now the nearest harbor and downwind. I was still a little seasick too. But was I having fun? Well, actually, **NO!**



Steve Chambers in his home built Wooboto Yawl

The apparent wind felt strong for a broad reach, so I decided reefing was probably a good idea. I thought about it carefully before doing anything, and it went well, unlike the time outside Loch Lomond, when the rig fouled with the sails halfway up, and the Potter was going around in circles.. This time I tightened the lazy jack line, lowered the yard until the sail's reef level was at the boom, then turned windward enough to grab the jiffy reef line as the boom came within reach, and pulled it as far as it would go. I didn't bother with sail ties, just hauled the yard and sail back up and corrected my heading. Manatee still was moving well with the reduced sail.

The large, irregular swells required constant steering. Occasionally the boat would fall off into a hole and rock violently, and I would throw myself down into a crouch behind the companionway, trying to get my weight as low as possible in the cockpit, while hanging on for dear life. Once, I heard myself say, "Thank you, Stanley!" out of grati-



Margie & John Couch bought their Com-Pac 23, Sevilla, from Gretchen & Dan Ricker

(continued page 4: Moss Landing)

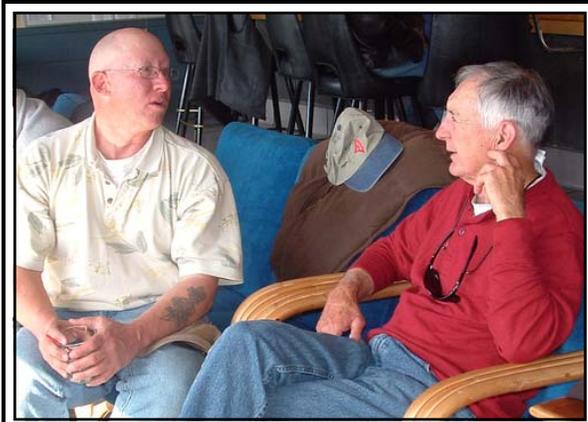
(Moss Landing: continued from page 3)

ness. Every so often I would notice increased load on the tiller and I would look aft and see the rudder push-pull knob had risen a few inches, then I would make a quick dive to the transom to push the rudder blade back down.

Moss Landing slowly drew closer. My heading was to the right of the stacks because of the mark I was tracking to, which was further out than I had realized. I heard Gretchen announce on the VHF that she had just entered the harbor, but a large wave had rolled into the channel and broken over the stern as they entered, which was not reassuring to me.

tude for the Potter's inherent seaworthiness.

Eventually, I was abeam of the stacks and turned toward what I hoped was the harbor entrance. I was now sailing by the lee, and I let the lateen sail out further forward, beyond the 90 deg boom position to avoid a jibe. My other options were to do a controlled jibe or a 270 deg come-about to get the sail on the downwind side, but I knew I had to make a turn to starboard after entering the harbor, so I kept the sail to windward. Eventually, however, Manatee took over and jibed without my help.



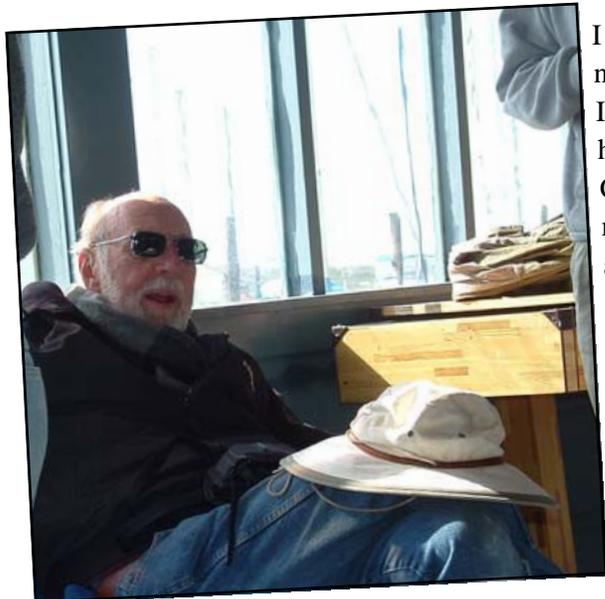
Kike Swartz & Jim Kirwan

At the skippers' meeting before departure, we had been advised to bear close to the green mark when entering to avoid possible breakers on the red side of the channel. The only green mark I saw at first was on

the end of the breakwater, so I headed for that, then I saw a green float as I grew closer and zig-zagged around it. Once in the harbor, things quieted down, and the turn into the marina channel was no problem except Manatee got temporarily stuck in the mud. Dave Kautz sailed past me in Tilly Lucy, having just reentered behind me, and headed for the nearby launch ramp docks. Dave had launched at Moss Landing and sailed out to meet the arriving boats. I decided to tie up at the ramp docks too instead of going to the Elkhorn Yacht Club slips as planned.



Kevin Crowder & John Couch talk Com-Pac



I learned that Dave wasn't staying overnight, so I begged a ride with him back to the Santa Cruz ramp to retrieve my car and trailer. He agreed and we walked over to the yacht club, where I relaxed, sipped a hot coffee, and compared notes with the other Potter Yachters. I was relieved to learn that all boats in our fleet made it in okay, although two or three had taken water into the cockpit. Dory Taylor had hurt his leg in a fall and decided he wasn't up to the return sail either, so we both rode with Dave back to Santa Cruz. Hauling the boat back over narrow, winding Hwy 17 in the Saturday night traffic continued the adventure, but it was wonderful to arrive home and finally eat the snacks I had

(continued page 5: Moss Landing)

(Moss Landing: continued from page 4) packed for the sail.

I had launched from Santa Cruz only once before, and that was 30 years ago. In May 1979, Manatee, with another P14, De Marsh's Ipo, sailed straight across to Monterey, an all-day trip. It was challenging for my level of experience at the time, but I don't think those 22 miles took nearly as much out of me as this shorter sail to Moss Landing. My thighs were so sore I could hardly stand up for the next two days. Could it be that I'm not quite as fit or intrepid as I was 30 years ago? Of course not! The swells were just bigger this time!

\* \* \* \* \*

Don Person  
WWP-15 Sara Anne

Up at 5:30, shave, shower breakfast. No hurry as plan to leave about 7:30. Gather things for the trip, VHS, GPS, Monterey Bay chart, sleeping bag, warm clothes, change of clothes, camera. flashlight, snacks and drinks for lunch today and tomorrow, etc. Collapsible chair, table, cheese, crackers, two bottles of 2 buck Chuck for dock party which didn't happen.

Into garage about 7:00. Sarah Anne parked on the right side of the garage tight against the wall. Back and fill by hand to move her away from the wall so her starboard guide post will miss the garage door frame when I pull out. Five steps to hitching her to the car.

1. Use trailer wheel jack to lift tongue off jack stand it rests on.
  2. Drop hitch receiver onto ball making sure ball is all the way down.
  3. Flip the hitch lock on and secure it with the trailer hitch lock.
  4. Attach the chains, crossed, at the eighth link. Looser, the connection can come out, tighter, if the ground is uneven and the tongue up a little the chains are too tight to get loose.
  5. Plug in the trailer light connector and check the trailer lights.
- Pull out of garage, load car and boat. Final walk around to make sure all is well with the boat, leave note for Judy, say good by to our dog and take off.



Don Person Coming in to Moss Landing

The sun is well up and the start of a beautiful day. I am on time and things are looking good. Stop at nearby shop to pick up a dozen doughnuts and coffee. The trip to Santa Cruz, 680, 880, 17, is easy. Light early morning Saturday traffic. I hate driving 17 but use the boat as excuse to go slow in the right lane which cuts the stress by about 90%. Once into Santa Cruz find the marina, only getting a little lost once.



Don Person & Dan Ricker

No other Potter masts in the marina. I am the first . . . Almost . . . Tim Derry waves me in. Tim and Jim Kirwan in Tim's P-19, Dan and Gretchen Ricker, Com-Pac 19, and John and Margie Couch, Com-Pac 23, had all driven in Friday, launched and spent the night on their boats. It wasn't long before others began arriving as well. Kevin Crowder, crewing for Dan and Gretchen and Steve Chambers in a very neat Wooboto he recently built. Then Katie and Dory Taylor P-15;

(continued page 6: Moss Landing)

(Moss Landing: continued from page 5) Keith Hubbard and son Dennis, P-14; and Steve Potter P-15. A rumor they couldn't make it proved unfounded when Mike Swartz and son Russell showed up, P-19. The doughnuts were appreciated by all.

Check in at Harbor Master's which opened at nine. Check in clerk goofed when filling out the dashboard slips which resulted in several tickets when we returned Sunday. Easily fixed by talking with the Harbor Master.

Mike called us together about 10, went over the weather; sunny, a little cool, 3 to 5 knot wind building later in the day. Sea conditions: 3' swell. Route: leave marina channel, sail west a mile, turn to port on compass heading 120. Places to be careful mentioned, set VHF channel, reminded us to watch out for the other boats and buddy boat.

Santa Cruz launch ramp is big and wide. There is some surge so it is easy to get your feet wet. After launching, the boats have to be moved away from the launch dock so it was good to have helpers. Kevin and Jim took care of several of us. The launchings went well and we all headed out about 10:30.

The marina channel is narrow and was rather crowded so most of us motored to its entrance, past the little lighthouse to port at the end of the north seawall, and into the gentle ocean swell. Steve's Wooboto doesn't have a motor but rows very well and he kept up with the rest of us.



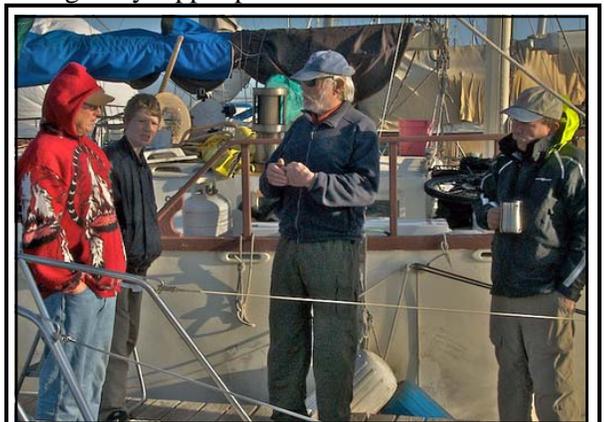
Two Steves . . . Chambers & Potter . . .  
What swell?

We shortly had our sails up and were on our way. It was to be a broad reach to downwind all day. As always the fleet was way spread out. Some far out to the west, others near the shore. Out was more practical; that's where the larger boats and P14's went, but in was more scenic and the P15's could play dodge the kelp and watch the sea otters.

Two hours out of Moss Landing, the breeze started to pick up and the swells were building as well. Steve Chambers put in a reef and still went as fast as the rest of us. The day continued to be sunny and cool. There was a fair amount of haze. The PG & E power plant stacks at Moss Landing began to be visible around 1 pm. Dory and Katie were a little behind and Steve Potter, true to form, went back to check on them. As time went by, it got windier, the following swells larger and choppier and the sailing required attention. Visibility was fine, no fog this year, and the entrance to Moss Harbor plainly visible. The last hour was moderately sporting sailing with a brisk breeze and the now six to nine foot choppy swells trying to push our sterns around. We were sailing downwind. After I got my lapper poled out the sails were balanced and the P-15 handled much better.

About this time, Dave Kautz, he had driven down and launched his P-15 at Moss Landing, passed us. He was headed upwind with a reef in and going like blazes. By now it was pretty windy.

Steve Chambers, sailing near me as I started into Moss Landing, turned out to sea again. He wanted to tack around and sail upwind to make a safer approach to the channel. The sea was breaking on the south seawall with impressive bursts of spray and no one wanted to be too near that. His ketch rig is new to him and during a tack attempt a wave broke over his gunnel soaking him. Mike Swartz saw this, took pity, and gave him a tow into the channel. Dory and Katie also were doused by a following wave. Lesson; always have a dry change of clothes, including shoes, in a watertight bag.



Gretchen Ricker, Russell Swartz, Steve Chambers, Dan Ricker early Sunday Morning.

The "big" boat crews were waiting for us as we approached the Elkhorn Yacht Club guest dock. We decided to tie up sterns to dock as space was a little tight. This went well except Dory slipped, wrenched his knee and nearly fell in. Again Steve Potter was there with help and support.

(Moss Landing: continued from page 6)

Another good to see face waiting on the dock was Jerry Kergan, he had driven down in his motor home. He told us the Elkhorn Yacht Club bar was open and waiting for us. Most welcome news after a strenuous and cool sail. The dock party supplies would have to wait for another time.

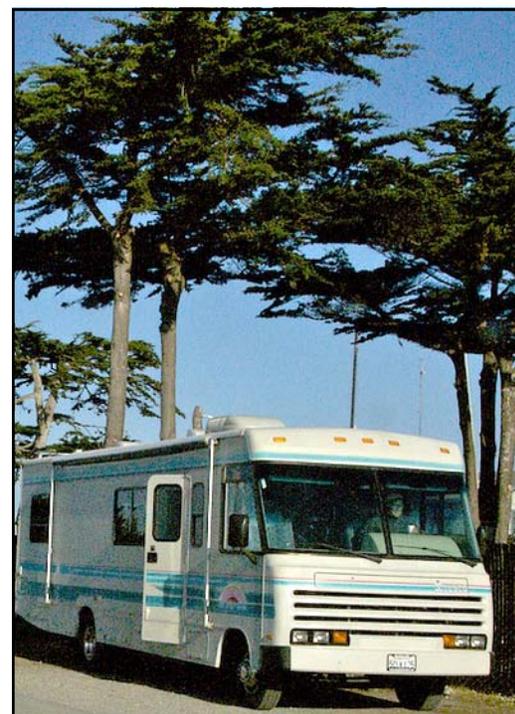
\* \* \* \*

Jerry Kergan

Unable to make the Santa Cruz launch Saturday morning, I accepted Mike Swartz offer to join up at Elkhorn for arrival of the flotilla, adult beverages at the bar, and dinner. Mike offered a ride back to Santa Cruz on Sunday. This sounded a whole lot better than pinning away at home, so gladly accepted.



I arrived at the Elkhorn Yacht Club 1:30-ish in the afternoon, and checked in with David Connor, our club liaison. I drove to Moss Landing in my motor home, now being called "The Spirit of The Usual Suspects" by some, so that I would have a place to rest my bones for the night. I spent the waiting time strolling the gardens of the club enjoying the flowers and succulents in bloom about the grounds.



Bringing the motor home turned out to be a pretty good decision twice times. After social time at yacht club, we piled about a dozen of us into my beast for the drive to a local eatery--sea food, of course--for dinner. I'm told that Don Person found one of the bunks in the back, and stretched out, while Gretchen Ricker claimed the 'shotgun' seat to enjoy the view through the movie-screen size windshield.

Kevin Crowder had tow-car troubles, so he had thumbed a ride with Dan & Gretchen . . . neat! The down side was that he had to bunk in the cockpit of their Com-Pac 19. Now you've gotta want to sail REAL bad to be willing to do that . . . Think cold and damp Moss Landing in early April. Well, as it were, I had an empty bunk . . . and as soon as Kevin heard that I was driving my rolling bedroom . . . he was on his knees in front of me . . . well, maybe not really on his knees . . . It worked out very well, we both got a good night sleep, and were fresh for the return sail to Santa Cruz on Sunday.

When I greeted the 10 boats at the dock, many had a bit of an "I lived to tell the story" look about them. Dave Kautz and Harry Gordon had planned to make it a Saturday day sail. Dave sailed out of Moss Landing, while Harry made the passage in from Santa Cruz. Dave then drove Harry back to Santa Cruz to retrieve his trailer to pull out. Dory and Katie

(continued page 8: Moss Landing)

(Moss Landing: continued from page 7) Taylor decided not to make the return sail as well. They had come through a bit wetter than most, and Dory lost his footing trying to get onto the dock. A little pain from a fall and being cold to the bones made the prospect of a night on their P-15 less than desirable.

Sunday morning, Steve Chambers decided that he needed a bit more trial time in his new home-built yawl before he braved the open waters of Monterey Bay again. So Steve hauled out promising to meet us on arrival back in Santa Cruz.

The early forecasts for Sunday were for winds a bit higher than experienced yesterday. Don Person was slated to make the return as he had come in to Moss Landing . . . solo. All others, with the exception of Steve Potter, had crew. I thought that considering the forecast, Don Person might like the added ballast that I could provide . . . so I graciously begged off from Mike, and rode with Don.

When all was said and done, Sunday's sail was one of those rare days where winds never got much over 8-10 knots, and the worst swell we encountered was maybe 2' at 25' to 30' intervals. A couple of times even, virtually all had to fire up our outboard motors for the lack of wind. The exception being stoic purist Mike Swartz and son Russell, who made the entire passage under sail. Kudos Mike! Make has done this before . . . last season returning to Richmond from Loch Lomond Yacht Club comes to mind.

Don and I were navigating the return passage by dead reckoning; Don knew that his bearing coming into Moss Landing was 120° so the return bearing would be something around 300°. . . easy. Just out of the Moss Landing we pointed at 300° by the compass. The wind was pretty



Don Person Coming in to Moss Landing

much at our back allowing us to point nicely at our destination. Those that had 'em, were able to use their spinnakers for the better part of an hour. Then the winds died.

The lead boat, Tim Derry and Jim Petit, was the first to find a hole in the wind. Tim reminded us over the VHF that he had a long drive back to Ukiah, and didn't want to get into Santa Cruz too late. I suggested to Don that we might want to do the same. There's nothing worse than a P-15 that gets WAY behind all the others. We only motored for 10-15 minutes before finding wind again, still favorable to maintain our 300° bearing.



Ricker's Com-Pac 19 in all her splendor

Slowly, the wind began to shift. Eventually coming across our port beam, then our port forward quarter. Our heading was slowly beginning to fall off . . . first 320°, the 340°. I could see Mike Swartz a mile or so ahead had changed tack to the west, I thought better sooner than later . . . and convinced Skipper Don that we come about to a heading due west.

As we sailed and occasionally motored west, farther out into Monterey Bay, I kept an eye on Mike. My thinking was to continue until he was directly off our starboard beam before changing tack again. But mike kept tacking . . . many times . . . and we continued out into Monterey Bay. All the while, every 10 minutes or so, Don would ask, “. . . think we should tack now?” . . . “Not yet Don,” I said. “Not yet.”

(Moss Landing: continued from page 8) After continuing West for the better part of an hour, we came back to our 300° heading. We were 3 to 4 miles out into the bay by now. We sailed on, pointed high, on the expectation that we could make landfall north of Santa Cruz harbor, and would then be able to sail in with the wind at our back, or at worst, a beam reach.

The next obstacle was finding the Harbor. There are no clear landmarks at Santa Cruz that are visible from a distance. As we approached the point where I thought the harbor would be located, I finally figured out that a white spot on the distant shore was the Dream Inn; the 10 story high-rise hotel just west of the Santa Cruz Pier, and a mile or two beyond the harbor. Once we agreed on the landmark, it became a target, and all we had to do was continue to point high enough to remain on a heading for the hotel and the Beach Boardwalk. The end result; we made the entire passage with only two changes in tack by watching what others were doing, and adjusting our navigation strategy along the way . . . think “farther out Don, farther out . . . “

About a mile off the harbor we sighted the tall sales of a big one. And she came closer I recognized her as the Chardonnay II, an 70’ sloop that offers various Gilligan’s Island like two hour cruises off shore of Santa Cruz. This beauty is particularly fond to me, as it was on a Sunday brunch cheese and wine cruise in August 2001 that I was first introduced to sailing. A second cruise on San Francisco Bay with Dawn Riley a year later solidified the desire. I took an ASA sailing class in September, 2005, and bought Lazy Ka a week later.

A few more photographs later, like Steve Potter with the Coconut Grove and Big Dipper rollercoaster in the distance, and sailing in past the somewhat artistic breakwater at the harbors entrance, brought us to



Santa Cruz 70, The “Chardonnay II”

the ramp and haul-out. First boat to last, we didn’t span more that 45 minutes . . . a tight little band we were. Though we were spread out a bit out on the bay, we all ended up cozy in the end.



Steve Potter with the Santa Cruz Beach Boardwalk and the Giant Dipper in view.

none were in a hurry to run off. Stories of the day were traded for almost an hour before serious consideration was given to making preparations to leave for home.

Rigging for the road was slow as





Steve Potter, Dick Herman & Dave Bacon running from the wind and Jack London Square bound for Quinn's Lighthouse Restaurant.

### THE VESSELS & SKIPPERS

#### P-15 Skippers

Dave Bacon	Harry Gordon
Jim "Goose" Gossman	Andy Anselmi & Jerry Kergan
Steve Potter	
Bruce Hood	<b>Others</b>
Dennis Greenwood	Bill Bechtel
Katie Taylor	Dick Herman & Bud Kerner
Dory Taylor	

## Day Sail on the Estuary

By Jerry Kergan  
Photos: Jerry Kergan

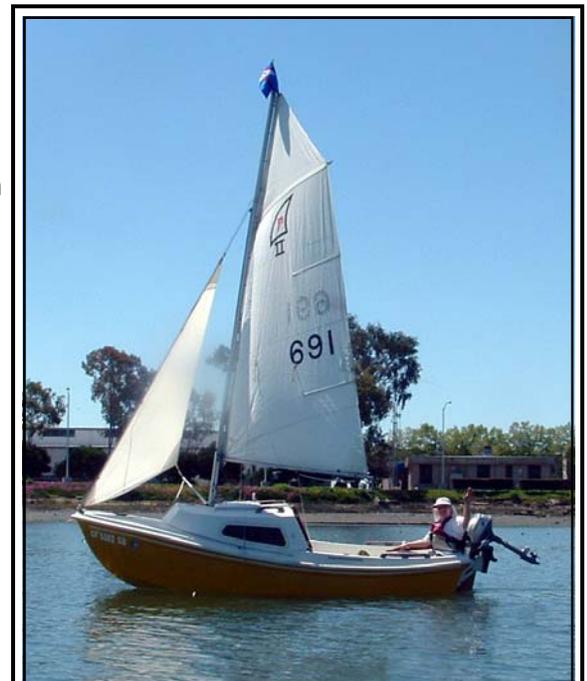
The estuary between Oakland and Alameda is usually a good bet for a relaxing sail.

Only on the rarest of days does Alameda island fail to offer protection from high winds that are frequent on San Francisco Bay throughout the Summer. But on occasion the shelter of the island, in fact, can be an impediment to pleasurable sailing when winds are light. So it was for the Potter Yachters who set out from the Grand Street, Alameda, ramp for their annual sail past the boat show at Oakland's Jack London Square.

A showing of the Potter Yachters in support of the "Strictly Sail Boat Show" and International Marine (I.M.) manufacturer of the P-15, P-19 & Sanibel-18, has become a recent tradition for the club. However, for the past two years, I.M. has chosen to not make an appearance at the show. This fact has not dampened the enthusiasm of the Potter Yachters for taking advantage of this opportunity to show off our boats.

For 2009, show promoters have made for a less than attractive environment for the makers of small boats. This is an escalation of the environment that resulted in I.M. not appearing at last year's show. Considering the current national economic situation, this should surprise no one, but with show promoters inviting power boats to this previously all-sail show, the venue has become less hospitable manufacturers of budget sailboats like the Potter.

In spite of the forgoing, the Potter Yachters maintained the tradition,



Katie Taylor splashed her P-15 for only the second time.

(continued page 11: Boat Show)

Boat Show: continued from page 10)

and made a good showing . . . Likely more to the delight of the sailors than those attending the boat show.

Our sail host, Katie Taylor, lubricated the parking lot rigging session by providing a generous selection of fresh bagels.



His' 'n' hers P-15s . . . Our 2-Potter family, Dory & Katie Taylor

Virtually all skippers found time to wander over for a peek at Bill Bechtel's Marty-9 Yawl. As Bill tells it, "the boat was designed by a fellow in Lake Champlain" (Vermont/New York.) The former owner bought the boat as kit for \$1,500.00, and passed the finished boat over to Bill for a mere \$500.00.

For that minimalist trait that seems to run through us P-14/15 sailors, this



Yachters "Goose" Gossman, Dave Bacon, Dennis Greenwood, and Steve Potter inspect Bill Bechtel's Marty-9 in the Grand St. lot.

For that minimalist trait that seems to run through us P-14/15 sailors, this little vessel has lots of appeal. Her 9' length is a bit deceiving however; she sports a beam

of almost 5.5' and has a sprint and Mizzen sheeting tackle that adds better than 3' to her over-all length. The vessel is stabilized with a fixed pair of wooden keels that run approximately 89% of the hull. Without the obstacle of a centerboard trunk, Bill looked very comfortable on the water.



Commodore's, past & present. Dick Herman (2007-8) and Bud Kerner

Under sail, our little fleet made slow progress in light air to the Jack London Square waterfront for our organized sail by the boat show in progress. As in the past, show patrons seem to take note; many passed along signs of approval, and gestures of envy.



Steve Potter, Bill Bechtel & Harry Gordon

Quinn's Lighthouse welcomed us with open arms; their service to the Potter Yachters is always good. Bruce Hood, who frequent Quinn's on the regular Wednesday sails, notes that the food is somewhat improved under the new ownership. "and they've managed to hold the line on

prices," says Bruce.

(continued page 12: Boat Show)

Boat Show: continued from page 11)

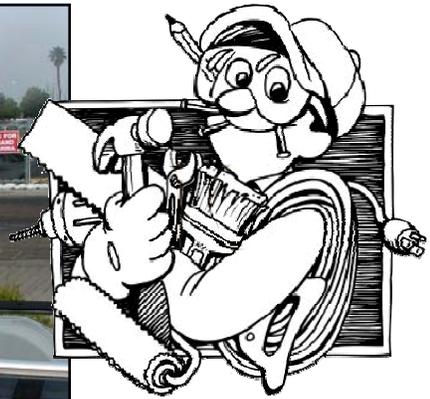
The winds picked up in the afternoon as is the norm on the estuary. Many took advantage of the breeze and stayed on the water until after 4:00 P.M., then back to the ramp for haul-out and the conclusion of another great day of sailing.

### Critter of Monterey Bay

This assortment of wild life was photographed over the weekend of April 4th and 5th. Credit goes to Don Person and Jerry Kergan.



### A Picture is Worth a Thousand Words!



Dennis Greenwood's comfort mod is a back rest that slides forward and aft . . . So simple, and so functional!



# Cruiser Challenge X

## Saturday, July 25

If you haven't heard, the tenth running of the Cruiser Challenge is on again this year at Monterey, CA, **Saturday, July 25**. The Monterey Peninsula Yacht Club is again hosting the regatta. For some reason, they seem to like us. The Harbor-master is expecting us and slips will be available. Everything will be the same as last year, although we are hoping for a little less wind.

You can check out the details and register at

<https://home.comcast.net/~pat-brennan>.

Also, you can order T-shirts, etc when you register or get them early at

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

Without a doubt, the Cruiser Challenge is one of the most economical ways to enjoy Monterey, so come and join the fun. Also, this is the last year I will be involved with the Challenge and we need new blood. If you are interested in helping, please contact me.

Dick Herman



## Delta Sail rescheduled—Del Valle Reservoir sail Cancelled

Due to the arrival of much needed rain, albeit late for the season, our Delta overnight sail, scheduled for May 2nd & 3rd, was cancelled at the last minute. This led to much backchannel e-mail to come up with a solution to save this much loved annual event. The result is that the Delta Overnighter has been moved back two weeks and will replace the Del Valle Day Sail that was previously scheduled for Saturday May 16. See Page 15 in this newsletter edition for details.



## Eagle Lake

Eagle Lake has, for the second consecutive year, received below average rainfall. Dave White reported last week (April 30) that the water level at the lake is significantly lower than it was in June of last year. As several Eagle Lake sailors had troubles launching with last year's levels, the lower level of this season makes the prospect of Eagle Lake pretty dismal.

Over the weekend, Dave and Dan & Gretchen Ricker have been looking at alternatives and the Location of Lopez Reservoir, North-East of Pismo Beach / Arroyo Grande, 220 miles South of San Jose, has been chosen.

A reservation for the *El Jardin* group campsite, right near the marina, was made Tuesday, May 5th. The campsite is primitive, with just running water. Flush toilets and showers are a short walk away.

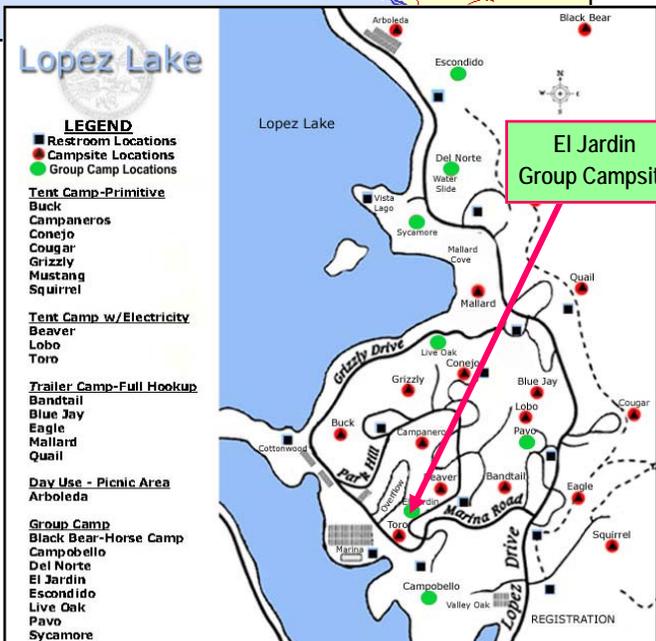
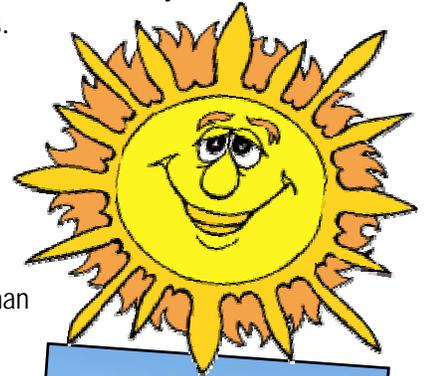
Lopez is a day use lake so you can't sleep in your boat overnight. However, the group campsite is just up the parking lot from the launch ramp. Boats can beach overnight near the private slips for no charge. Or you could haul out and use your boat as a camper without having to take the mast down. There are no mast eating trees to be concerned with.

You expect to find that Lopez offers wonderful sailing. There is ALWAYS wind at Lopez. Sometimes lots and lots of wind. Gretchen reports that she frequently sails reefed.

Dan and Gretchen have offered the loan of their 4-5 tents, and Jerry Kergan has one as well. Contact them directly if you are in need.

<http://www.slocountyparks.com/activities/lopez.htm>

More details will appear in the June Potter Yachter Newsletter.





# Delta Overnight

Host: Jerry Barrilleaux

When: Saturday/Sunday, May 16th & 17th,  
10:00 AM Launch Time

Where: Brannan Island SRA

Fees: \$5.00 Launch fee; \$6.00 Day Use/Parking fee per day. *Exact change is recommended.* (at age 62 you get \$1.00 off parking)

Meals: Lunch & Dinner Saturday; Breakfast Sunday at the Rusty Porthole.

Distance: Brannan Island SRA to the Rusty Porthole: 9 miles.

Phone #s: Jerry Barrilleaux . . . . . 925-685-4577  
Brannan Is. SRA . . . . . 916-777-6671 / 916-777-7701  
Rusty Porthole . . . . . 925-684-3607

May 16 & 17 We are having our "rescheduled" annual overnight Delta Cruise. Our traditional Bethel Island destination, Lundborg Landing, is CLOSED. Our destination this year is the **Rusty Porthole**.

I talked to Belinda at the Porthole and she

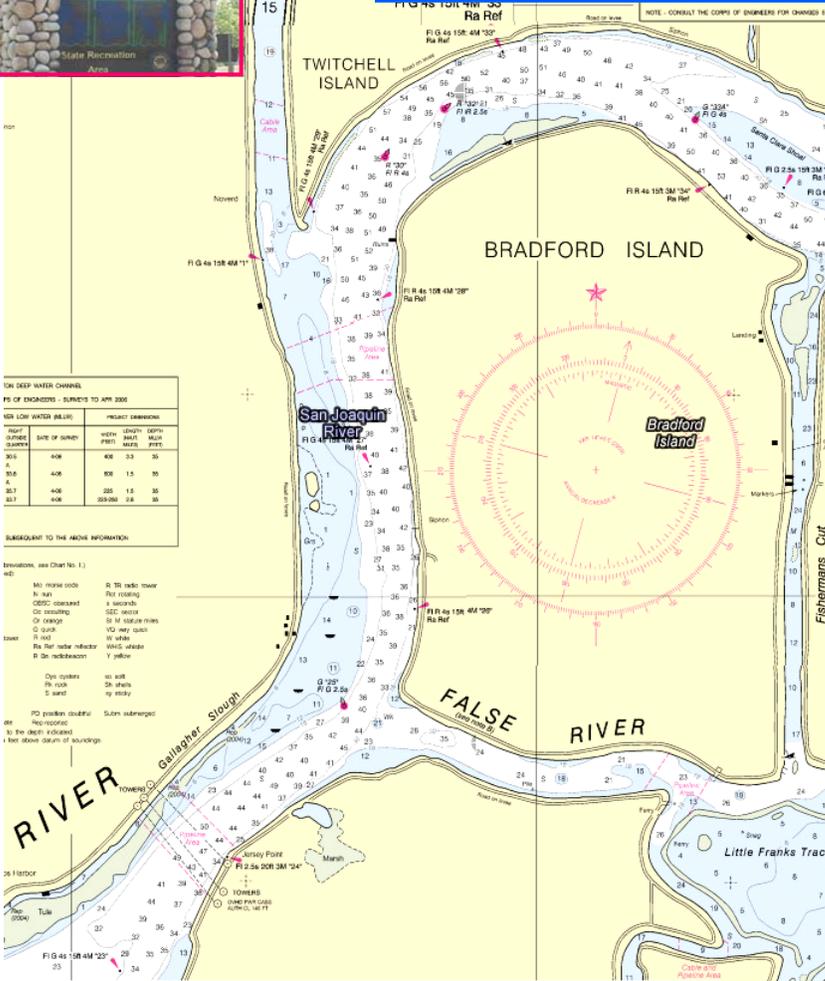
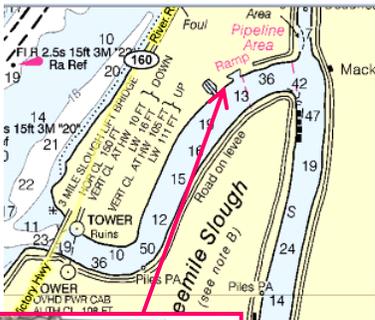
said we are very welcome. The Porthole has a guest dock, serves Breakfast, Lunch, and Dinner. They are sailboat friendly and have restrooms open all night. They also have a nice bar with a view.

Franks Tract is free of weeds and is sailable.

To get to Brennan Island take Highway 4 to 160. Go over the Antioch Bridge, and just after you cross the next bridge the Park entrance will be on your right. Tell them you want launching and overnight parking. You can come early and slip your boat at Brennan Island overnight.

This has always been a FUN SAIL, lets have a nice turnout! If you want to day sail, or just launch at Bethel Island, there is a nice ramp at the Sugar Barge. The ramp is ten bucks and is about a half mile from the Porthole.

Jerry



### Tides for Threemile Slough starting with May 16, 2009.

Day	High /Low	Tide Height	Sunrise /Sunset	Moon Time	% Moon Visible
Sa 16	Low	3:55 AM	1.6	5:55 AM	Rise 1:28 AM 63
16	High	8:33 AM	3.0	8:12 PM	Set 12:14 PM
16	Low	4:26 PM	0.0		
16	High	11:29 PM	3.0		
Su 17	Low	5:08 AM	1.3	5:54 AM	Rise 1:54 AM 54
17	High	9:53 AM	2.6	8:12 PM	Set 1:13 PM
17	Low	5:11 PM	0.2		



*The Potter Yachter*

Bring your boats, dust off your tents, RV's, water toys, and what-not, it's time again for the annual Potter Yachters Woodward campout! We will be camping at our usual spot, "reaching point" by Pelican Cove (See Map), where you can camp on the shore or in the boat. This event will have a big turnout so you won't want to miss it. Early birds can arrive as early as Wednesday, that's when we'll be there, staking out our shore space. Woodward Reservoir is located approximately 3.5 miles north of highway 120 between Escalon and Oakdale. From Hwy 99 in Manteca head east on hwy 120 for about 17.5 miles and turn north (left) onto J 14. Boats are \$7.00 per day, day use cars \$8.00 per day, camping is \$15.00 per night. Senior discounts are available for 62 and older, ask at the entrance kiosk. Woodward Reservoir is known for steady San Joaquin Valley 'trade winds' which provide some fantastic fresh water sailing and nice launch ramps (use the Bay View Boat Ramp, within walking distance of the camp site, look for the windmill).

An obstacle course will be set up Saturday so you can test your sailing skills. It will include backing through the starting line under sail, ducking around brightly colored "buoys" (and other obstacles), an under sail man overboard recovery, then finishing with a proper beaching. No stop-watches needed, points are awarded for style. All of this will be visible by your friends and relatives "cheering" you on from the shore.

Saturday evening will be a pot luck you won't want to miss, so bring your own favorite secret recipe to share.



# Woodward Campout and Sailfest

**Host:** Katie Taylor

**When:** Saturday-Sunday, May 30th–31st (overnight camping on shore; RVs & tents welcome)

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

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

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

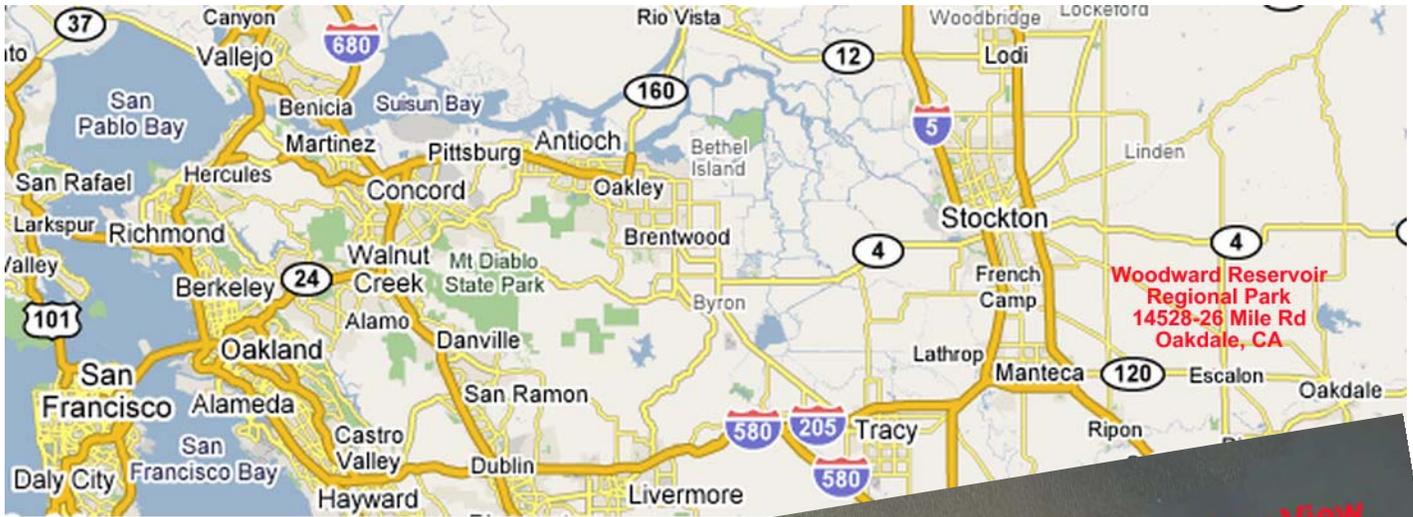
**Distance:** 2900 acres of reservoir to explore at your leisure.

**Phone #s:**

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



You can contact us by phone:  
 Dory (408) 432-6340,  
[pydory@pacbell.net](mailto:pydory@pacbell.net)  
 Katie (408) 621-4592,  
[tippityt-witchit@sbcglobal.net](mailto:tippityt-witchit@sbcglobal.net)





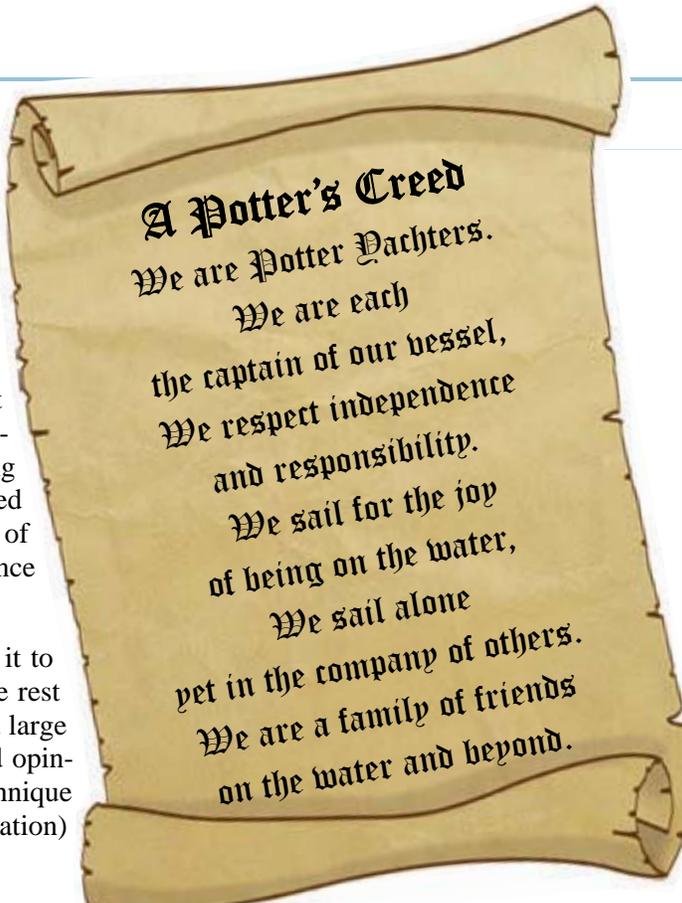
Patrick Brennan  
1305 Webster St., C205  
Alameda, CA 94501

## 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*



**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.