



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

June 2009

Brannan Island to the Rusty Porthole! . . . Or . . .

Why do They Call this Sailing?

by Don Person

Photos: Don Person

The umpteenth annual delta sail was a long hot motor going and coming. Jerry Barrilleaux said in all the years he has been making the sail the absence of wind was most notable this time. Four boats had arrived at Brannan Island Friday, and reported a good night. Saturday arrivers launched and gathered in the small marina cove just west of the launch ramp. The "gaggle" was underway about 10:30 am. Twenty boats made up the flotilla. Per usual the fleet spread, some making ineffectual attempts to sail while others motored. The lead boats, after a very hot trip, made port, The Rusty Porthole, about 2:00 PM, the rest arriving over the next hour. There was enough open dock to get all settled in. Later a returning local, now known as R.A., (See Dick Herman's article in this issue.) threw a fit about "his" slip and some of our boats were moved and rafted up. The afternoon and evening were spent socializing on the very pleasant second story porch facing the water. There was plenty of cool



Steve Potter, Terry Gotcher & friend, start the day trading lies in the parking lot at Brannan Island SRA.

refreshment, good food and air conditioning in the restaurant. Several who had driven down joined us for the evening, Carol Barrilleaux, Paul Fontez, his wife



Carolyn, and Paul Gregory.

Karaoke started at nine, so the older and less musical took to their boats while the younger and talented hung around.

We wakened in the early morning by departing bass boats. Most of our crews gathered for morning coffee.

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The Commodore's Log

Wow, our sailing season is almost half over. We sure have had some really successful sailing events. This years Woodward camp out was fantastic. Katie Taylor, with the help of Dory, got to the lake early to stake out a camping area for the group. They even cleaned the area before we all arrived. Great job guys. More about the week-end in this newsletter.

Our next sail is at Lopez Lake. Gretchen and Dan Ricker are the sail hosts. I have never sailed Lopez Lake, and will not be able to do so this year. While folks are enjoying the warmth of central California I will be on the cool North Coast sailing from Ft. Bragg back through the Golden Gate to Rio Vista.

From time to time I get emails and letters from the members

with input about some aspect of the club. These are all welcomed, and I encourage everyone who has an idea, or a concern to do the same.

I hope to see everyone at The Big Race in Monterey on July 25th and 26th.

Until then, see you on the water,

Bud



Commodore Kerner relaxing Saturday afternoon at Woodward Reservoir. Photo: Carl Sundholm

EVENTS ON THE HORIZON:

June 13 to 14 (Sat & Sun)

Lopez Lake (Eagle Lake substitute) Annual Campout.

Host: Dave White & Gretchen Ricker

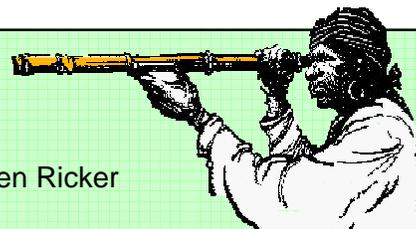
July 3 to 5 (Fri to Sun)

Fourth of July overnigher Mandeville Island, Delta. Host: Don & Judy Person

SoCal Potter Events

Saturday April 25:

Alamitos Bay (Long Beach) Day Sail—see the SoCal Potters website for details—<http://www.howies.net/socalpotter/>



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Rich McDevitt chasing Harry Gordon

Facing another very hot windless day all decided an early departure would be cooler and most were off by eight o'clock. The earlier departure worked well and the motor back was pleasant and relaxing. Some of us even managed to get in some sailing the last mile with, as usual, Dave and Francesca Kautz getting the most out of the little bit of wind from their 19' O'Day.

What I really want to record are the many generous and helpful acts performed by all who came to the aid of others when the opportunity arose. The Potter Yachters are a good example of how people ought to get along. The following are just what I observed, I am sure there were many more. A general comment is that in spite of the heat and lack of wind I didn't hear any complaining or whining. Good show.

#1 Pulling into the parking lot, there were a group gathered around the stern of Dick Herman's boat. He had his motor's cover off and the onlookers were offering non-advice. Dick's motor wouldn't start and was frustrating all. Jerry Barrilleaux had just arrived and was called over. He heard the symptoms, muttered an incantation, made several sharp taps on the carburetor and the motor fired up and ran

THE VESSELS & SKIPPERS

P-15 Skippers

Don Person
Steve Potter

Terry Gotcher
Rich McDevitt

Dory & Katie Taylor-
Jim "Goose" Gossman

Robert Sampson &
Minkun Chan
Harry Gordon

Dave Myers
Pat Brannan
Dave Bacon

P-19 Skippers

Dave White

Jerry Barrilleaux
Carl Sundholm

Other Boats

Dave & Francesca
Kautz

Dick Herman
Steve Chambers
Kevin Crowder

No Boats

Carol Barrilleaux
Paul Gregory

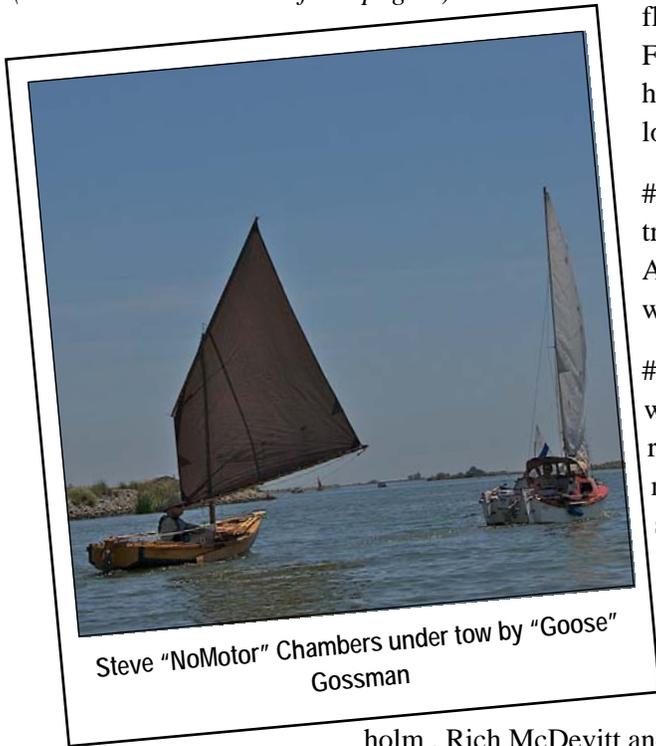
Paul & Carolyn Fonz



like the proverbial top. This kind of magic isn't unusual for Jerry, and we are all awed. Thanks, Jerry.

#2 Steve Chambers was along in his homebuilt Wooboto which doesn't have a motor. We had talked about a tow if there wasn't wind and assured him one would be available if needed. He was keeping up with the

(continued page 4: Brannan Is.)



Steve "NoMotor" Chambers under tow by "Goose" Gossman

fleet rowing, but it was just too hot. Heat stroke is not an option. First Dory and Katie Taylor towed him, then "Goose" Goseman with his 15 hp motor took over for the rest trip to port and again the following day on the return. Big thanks to the "towers."

#3 Don Person crossing a not submerged enough levee from Frank's tract into the channel hit a rock and snapped his motor's shear pin. Again help was immediate, this time from Dave White, and a tow was underway. Thank you , Dave.

#4 Dave Kautz. I no sooner tied Sarah Anne to the dock than Dave was there. He pulled my motor off the mount, laid it on the dock, removed the cotter pin, prop and hub, pounded out the shear pin, made sure the broken pieces were out of the housing, replaced the shear pin, prop and cotter pin (4 come with the 2hp Honda's) and replaced the motor on its mount. As the author of "Jack de Crow" said, "I subsist on the generosity of others"

#5 What could have been an ugly confrontation with a monumental jerk about dock space was handled beautifully by Carl Sund-

holm , Rich McDevitt and Jerry Barrilleaux. Kudos. And thanks to the Rusty Porthole manager who dressed down the jerk and offered a round of drinks to the Potters.

#6 Dick Herman provided morning coffee and his unique brand of humor, wisdom and philosophy. Thank you.

#7 Dave Myers. Dave showed up with a red and yellow striped umbrella. I, Don Person, have been searching for one with those colors for a long time so ragged him a lot about how much I wanted one, where did he get it, how much it cost, the unfairness of it all, generally being a pain in the neck. After morning coffee and returning to my boat there was the umbrella in my cockpit. Dave had taken off and I couldn't personally thank him. This is my notice of embarrassment and a major thank you.

#8 The return trip was uneventful. As usual there was plenty of help at the ramp which is another Potter trademark.

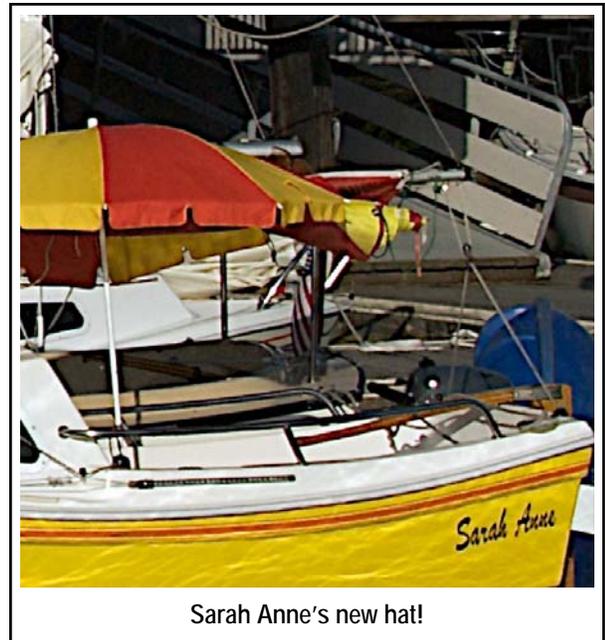
#9 And thanks to all who gave time, aid, advice and help that I missed reporting . . . Sailing is great . . . sailing with Potters is the greatest.

Incident at the Rusty Porthole

By Anonymous

An epiphany is that moment when reality and emotion merge and you suddenly understand the true nature and meaning of something. I had one of those puppies Saturday. Suddenly, I understood why I was a trailer sailor, or TSor for short. As you might guess, it was not about the boat but the people. I sail with a group of TSors who simply love small boats, being on the water, and are a community of friends. I consider myself fortunate to be part of the pod.

They are a unique hodgepodge. We've got two GOMs, or grand old men, who have been on the water since you-know-who was a corporal, and are repositories of nautical lore. Then there's the retired Doc who smiles a lot and is really a



Sarah Anne's new hat!

The Potter Yachter

(Brannan Is: continued from page 4)

practicing leprechaun. We've got the Conciliator who has more good pirate jokes and common sense than six landlubbers, and of course the laid-back boat guru who sets the standards for quiet humor and friendliness. There's the Lawyer who is a prince of courtesy and just likes people. We've got the Traveler who really trailers and sails (of course he was gone trailering), and many others. Then there's the Magician, who, in a way, this is all about.

It all started when twenty TSor's set out for a nine-mile sail to a great bar and grill with a small harbor and free dock space. It's an annual event the Magician sort of honchos. And I do mean "sort of." Leading this group is like pushing a piece of string, but they are very collegial and like a good idea when it comes to sailing. Otherwise, they just disappear. Anyway, when we arrived a sleek thirty-four foot sloop was pulling out of the small harbor, which gave us the space we needed to tie up. We settled in for happy hour, conversation, dinner, and the night. That's when the thirty-four foot sloop returned and we met the skipper. Said skipper immediately demanded that we clear the dock.

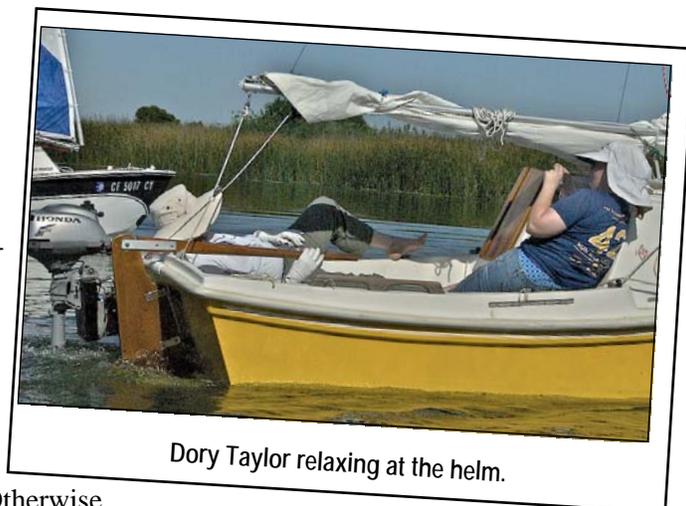
So the Magician got involved. Like who wants a captain throwing a tantrum in a big boat in a small harbor crowded with micro-cruisers? Unfortunately, said skipper's knickers were really in a twist and he kept loudly proclaiming his priority, superiority, great nauticalmanship, and our lack of the same. We should have known automatically to raft up, like the group of 125 cruisers he sails with. At that point, he became known as R.A. The "R" stands for raving and the "A" for the lowest portion of the gastro-intestinal track. But we were impressed with his mathematical ability to count to 125.

The Magician just wanted to sort it out because that is his nature – solve problems. The Accountant's Apprentice tried to move his boat along with the Doc's and the Engineer's. But that took time as R.A.'s boat was in the way, which only increased R.A.'s displeasure. That's when someone mentioned the Magician was a Cajun. Now Cajuns are renowned for their friendliness and hospitality, but never get one mad. Think Fourth of July on steroids or an Australian pub on a four-alarm night. Sensing disaster, the Lawyer and the Conciliator sprang into action. It was something to see the Lawyer calming the waters and the Conciliator at work while the Magician did his magic rearranging the fleet with the other skippers. R.A. also made a contribution by increasing his volume.

The Magician even apologized for not being a psychic and unable to read R.A.'s mind but nothing short of human sacrifice would have soothed R.A.'s fervid soul. However, the problem was eventually sorted out. The Lawyer continued to dispense cooling advice and the

Conciliator went to work re-establishing community relations. I knew he had done his job well when management offered free drinks all around.

That's when I had a small epiphany. The TSors prove who they are by putting up with the occasional R.A. I guess I can thank the real R.A. for that. It was a great weekend.



Dory Taylor relaxing at the helm.



Dave Kautz



Saturday, July 25

It's Getting Closer!

I hope you've marked the weekend of July 25-26 on your calendar because the tenth running of the Cruiser Challenge is on again this year at Monterey. We've got some great sponsors lined up, the Monterey Peninsula Yacht Club is hosting the regatta, and the folks in the Harbormaster's office are expecting us. The race on Saturday will be the same format as before.

The only two questions are: will the unusual winds of last year be back? and will you be there? So far the sign up has been slow, which has us scratching our heads a bit. I figure it must be the economy, but there is no better way to sample the delights of Monterey than the Challenge (think cheap).

As always, it will be a laid-back regatta for cruising skippers who sail mini and pocket cruisers and don't race very often, not hardcore racers. We will be using ordinary "Rules of the Road," not racing rules, since most of us don't know what they are.

Mini and pocket cruisers 25 feet LOA and under are eligible to compete.

All boats must have a suitable cabin for accommodating two adults to sleep inside, equipped with an anchor and safety equipment, and the largest headsail permitted is a 155% genoa. You can check out the details and register at <https://home.comcast.net/~pat-brennan>.

So come join the fun!



Sailing, Fun & Food at Woodward Reservoir!

By Katie Taylor
Photos by: Carl Sundholm, Dan Ricker

What a great time to go camping! From May 29th through the 31st, Woodward reservoir was a-flutter with sailboats, sailboards, canoes and kayaks, and the campsites were a parking lot of RV's and empty trailers.

Dory and I wanted to get a head start on things and went up early. I'm glad we did; there was a mountain of garbage to be removed, signs to be hung, and water to be tested. Folks started showing up as early as Thursday evening, though most arrived Saturday morning.

Shortly after everyone got settled in Saturday, I discovered how easy it wasn't to round up a bunch of sailors for a race. Instead of a set start time, I ended up sending each boat around whenever they came in for something. Even with the monkeyed-up race, things went swim-

Steve Potter always has a surprise at Woodward

mingly. I even had a little time to chicken out of using the sailboard. Steve was very patient, and helped me learn how to stay upright on the "rookie" board. I will keep playing around, and maybe some day I'll get bold enough....

THE VESSELS & SKIPPERS

P-15 Skippers

Don Person
Ed Dove
Rich McDevitt
Jim "Goose" Gossman
Keith & Alex Hubbard
Dave Candey & Pam Griggs
Dory Taylor
Katie Taylor
Rich McDevitt
Harry Gordon
Robert Sampson & Minkun Chan
Paul Gregory

Jerry & Carol Barrilleaux
Bud Kerner

Others

Dave Kautz
Darrel Heirendt
Darrell McDowell
Gretchen & Dan Richer
Kevin Crowder

No Boat

Mahindra & Gretchen Singh
Jerry Kergan
Carl Sundholm
Steve Potter
Terry Gotcher

P-19 Skippers

Dave White & Kyle Harris



Keith & Alex Hubbard

The Potter Yachter

(Woodward: continued from page 7)

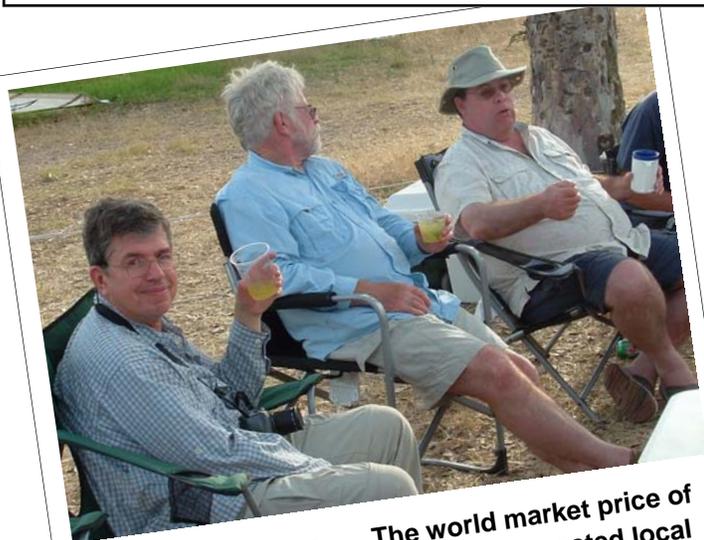
After the last boats came back from cruising the lake, it was time for dinner. What a feast! I can not remember all of who brought what, but I can say: Gretchen made the chili in her gigantic Dutch oven, Jerry Kergan made the pasta with sausage, Minkoon brought the sushi, I made the sweet beans, also in a Dutch oven, and Dave White opened up the bar. Every one that completed the obstacle course got a name in my hat. Goose only went around the island, but since he did it on his "Con Tiki" board, I gave him full credit. After everyone was well fed and watered, I drew names from the hat for prizes. There was stealing allowed, and I swear that super soaker must have changed hands a dozen times. Note: Don't take



Early arrivals, Dennis McDowell, Dory Taylor, and Terry Gotcher, father in the shade Friday afternoon.



Cocktail Hour, Saturday evening



And in other news . . . The world market price of Rum rose significantly due to unexpected local shortages.

Gretchen's super soaker!

Sunday morning I wanted to play a little on the water Bingo, but by the time I was up and dressed, the boats were all out again. No worries. The wind was very strong, and after finding that my one and only reef was too much for the conditions, I was content to sit around and pass the time chatting, watching the boats and cooking dinner. Our neighbors with the Hobie 20 told us that morning that they just got their new spinnaker. Oh, what a pretty thing it was, and fast, too! I am glad no one was hurt when that 'chute got the better of the crew and the boat capsized. Looking at the pictures, I'd say it was an accidental gybe.

I was sad to see every one leave one at a time Sunday. In ones and twos, folks packed up and went home, leaving

just myself, Dory, Jerry Kergan,

(continued page 9: Woodward)

The Potter Yachter

(Woodward: continued from page 8)

Keith & Alex

Hubbard, Paul Gabriel, Dave and Pam. Well, I packed a bit too much pot roast, so we all got stuff together and had a nice little Sunday potluck. Monday morning saw first Alex and Keith Hubbard, then finally us leave, and Woodward is again empty.



Ed Dove, Dan Ricker, Kevin Crowder, Rich McDevitt and Minkun Chan waste no time at the buffet.

Next year I plan to "steal" this event again. That was just too much fun for one year!

* * * *

This year we enjoyed a much more peaceful Woodward campground than in recent years past. If there is a down-side to Woodward, it is that element that always seems to take up residence close enough to invade our peace with their rowdy behavior and blaring boom-boxes that play well beyond the 10:00 P.M. curfew. Gone too were the flashing blue and red lights that seemed to regularly accompany our neighbor's festivities.

As your editor was leaving the campground Sunday evening, I stopped to inquire into the why-for of the improved environs that we so enjoyed. I expected that it was all due to stepped up enforcement or some other intervention on the part of Stanislaus

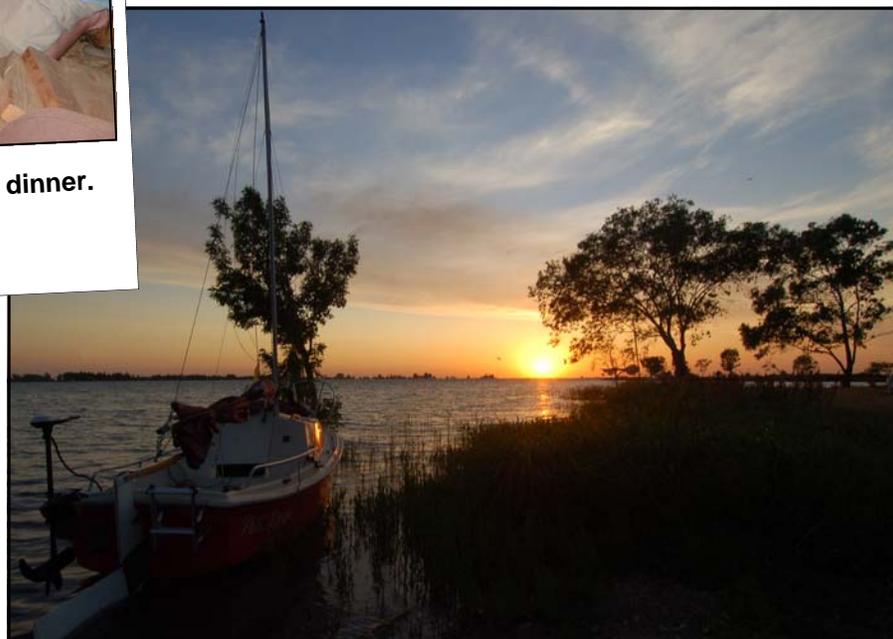


Don Person and Carl Sundholm trade camera tricks. Special thanks to Carl and don for all the great photos they share with your newsletter.



Dave "Three Dog Night" Kautz prepares dinner. While we ate, Dave sailed!

County staff. To my surprise, the ranger told me that it was all an unexpected result of the 12 days of reservations policy that had been in place earlier in the season. It seems that party-campers are too spontaneous to bother with reservations . . . Our gain! — ed.



Words from the Master

Helm Balance for the Potter 15

by Dave Bacon

If you want to understand more about helm balance you will have to know what lee helm and weather helm are. Lee helm is having to push your tiller to leeward to sail your intended course; weather helm is having to pull your tiller to windward to sail that same course. A well balanced Potter will sail best with slight weather helm. Keep in mind that the balance of your boat will change with wind and wave conditions, sail trim and course adjustments.



So, Potter sailing balance is always an on going process. Keeping it simple, there are three factors which each in there own way contribute to good balance. These factors are hull trim, mast, rudder and centerboard trim, and last but not least, sail trim. The first and least difficult of these is hull trim. It is best if your Potter doesn't heel more than fifteen degrees while sailing. Heeling makes for weather helm. Keeping the crew forward in the cockpit also helps to keep the mast raked forward which eliminates excessive weather helm.

The second factor has to do with the rake of the mast, rudder and board. The mast rake in a Potter is usually fixed and not adjustable under sail. So ask yourself if it seems about right for good helm balance. If you don't know, then the next time you are rigging the boat at a Potter event, walk around and check out the other boats for mast rake. Talk to the other skippers and see what works for them.

Centerboard and rudder rake are not so easy to see or compare, so as an example here is what I do. When the wind is very light my boat has lee helm. I take that out by raking my rectangular rudder aft about five degrees and leave my centerboard in the full down position. As the wind increases I pull the rudder forward five degrees until that feeling of light weather helm returns. As the wind continues to build to a sit on the high side only breeze, I lift the centerboard about four to six inches. This helps to take out weather helm generated by heeling due to increased wind and waves. As conditions continue to increase, I pull my rudder forward raking it about ten degrees ahead of its own pivot point. The rudder now acts more like a spade rudder giving a sensitive feel to the tiller and good control of the boat. By now you are probably thinking how come he hasn't reefed? This leads us to the third factor, sail trim. When wind begins to increase you need to flatten your sails. This is done by tightening your hal-yards and out haul on the boom.

Trim your jib in hard while on the wind and ease your mainsail until balance improves. As you ease your main-sail the top of it will twist off spilling the wind there first making for less heeling. If you still feel that your boat is difficult to control then it's time to reef. Reefing will make a big difference in balance and you will have to re-adjust your centerboard and rudder to establish that light weather helm feel again. Hopefully, you have seen how the above three factors interplay with each other to meet the needs of good balance. All it takes is the willingness to do it using observation with practice. Soon your boat will develop a whole new feel about it which will make for safer and more enjoyable pottering.

* * * * *



The Potter Yachter

The Potter Yachter's First Lopez Lake outing is just around the corner. Lopez is a wonderful sailing lake with brisk winds and oak shaded camping. Dan and Gretchen Ricker quickly organized the Lopez outing when the annual Eagle Lake event had to be abandoned due to low water conditions. Dan and Gretchen have reserved a group campsite at Lopez Lake. This group site will accommodate 8 rigs. If you would like to reserve a spot in the group campsite please contact Gretchen by email or call 805-674-1278.

Lopez Lake does not allow sleeping on the

boats while they are in the water, which is a pain. However there are a couple of slips available for rent. You can reserve a slip by calling 805-489-1006. In addition, there is an area where you can shore tie your boat near the marina at no charge. The beach is reasonably sandy with some fresh water clam shells scattered about.

If you want haul out and pull your boat up to the campsite to sleep on it is possible to do so without taking down the

mast. We advise you have a spotter available if you plan to do this. It is very doable with help. Dan and Gretchen have a couple of tents they could loan if you need one. There is a nice barbeque in the group campsite so bring along something to bar-b-que and something to share at the Saturday evening potluck.

Once the 8 spots at El Jardin are gone you can make reservations across the road by calling **(805) 788-2381** M-F from 8am to 5pm. Tell them you want a campsite in Campaneros as close to El Jardin as possible — See the map to the left.

How to get there. Lopez is south of San Luis Obispo and North of Santa Barbara, East of Arroyo Grange, off of the 101. See the map on the next page for details.

A Lopez Lake get away provides fun for the whole family. Check out the links below for more information on the area.

Wine Tasting:

[Arroyo Grande and Pismo Beach Wine Tasting](#)

Shopping: [The Village of Arroyo Grande](#)

Here is information to make reservations:

[Lopez Lake Marina](#)

[Reservations at Lopez](#)

[Lopez Lake Recreation Area](#)

Look forward to seeing you there!



Lopez Lake Overnight

Host: Gretchen Ricker & Dave White

When: Saturday/Sunday, June 13th & 14

Where: Lopez Lake

Fees: Boat decontamination—\$10.00 / launch \$8.00 / Camping—\$25.00 per night / NOTE: Other fees may apply.

http://www.slocountyparks.com/activities/slocofees_schedule.htm

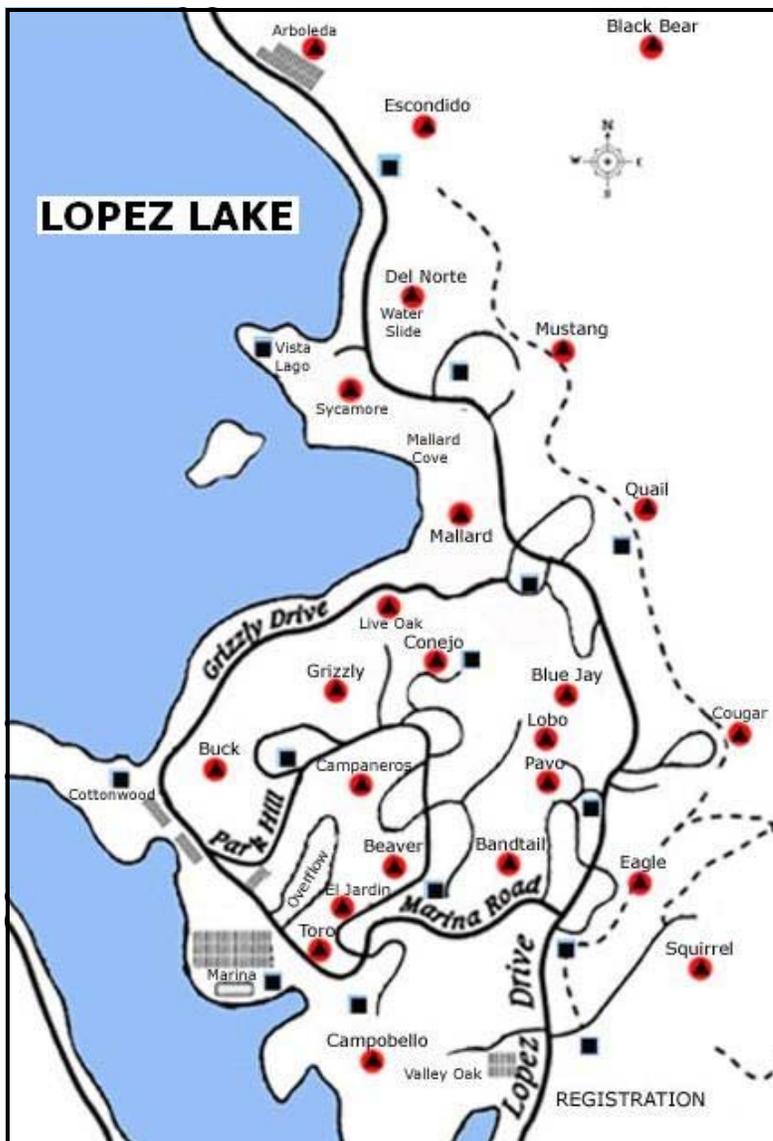
Meals: Saturday Night Pot Luck, preceded by HAPPY hour!

Distance: What ever you make it . . .

Phone #s: Gretchen Ricker (Cell) (805) 674-1278

Dan Ricker (Cell) (805) 674-3631

Campground Reservations See Text



(continued page 9: Lopez Lake)

(Moss Landing: continued from page 12)

Photos courtesy of Dan & Gretchen Ricker



Another View of Group Campsite



Parking for Group Campsite



View from campsite down to marina

Adjacent Campsites at Campobello. Sites 14, 15, 16 and 17



Group Campsite



Launch Ramp Area



Marina Store



Out Campsite

Marina Parking Lot



Even boats for sale!

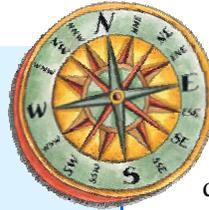


Marina with slips available for rent. Call 805-489-1006



Reasonably sandy beach for shore tying





July 4th fireworks on the delta

Host: Don Person

When: Friday, July 3th, Sunday, July 5th.

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

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

Meals: See text

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

Phone #s: Host, Don Person Home: 925-846-6972

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

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



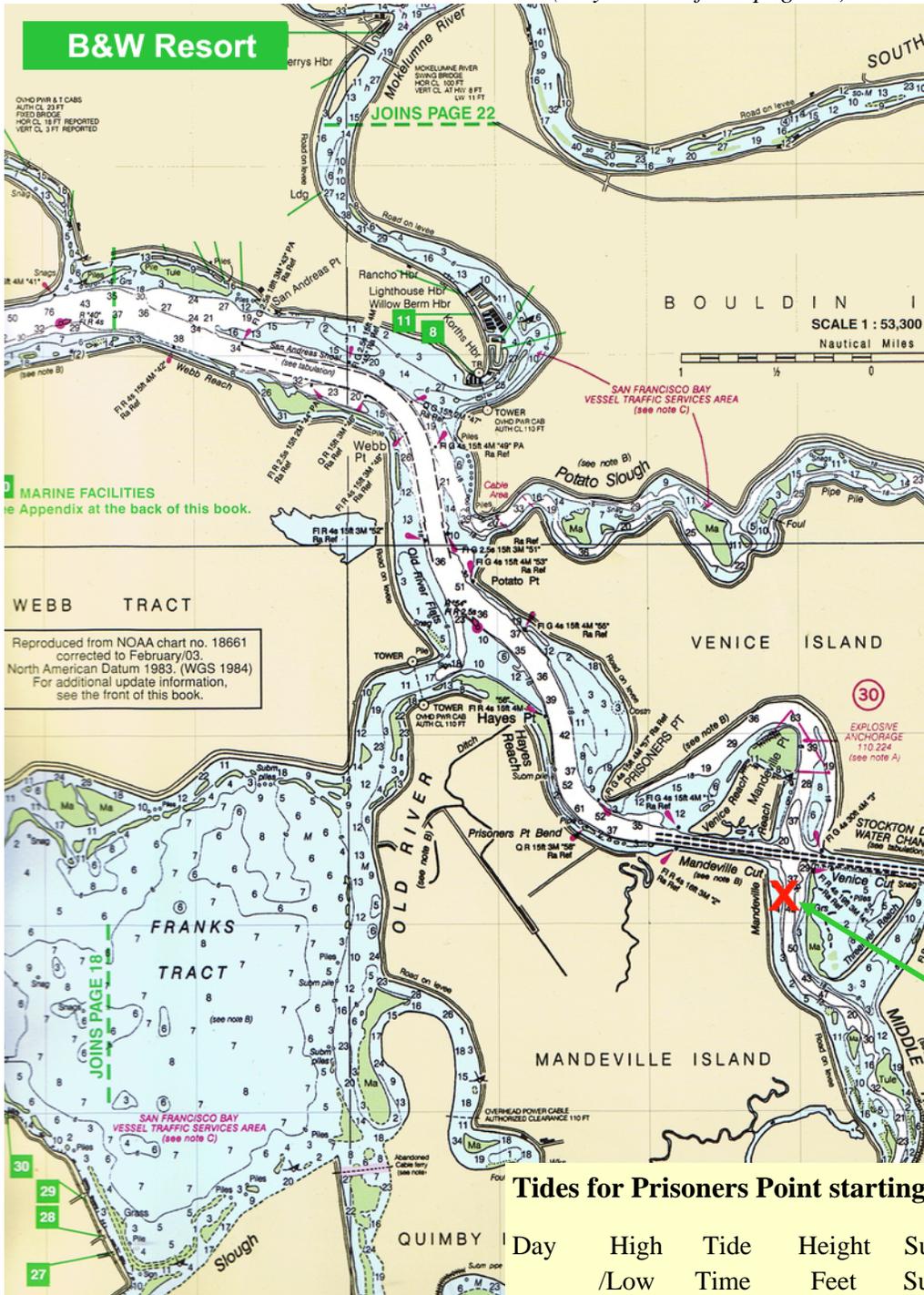
The USUAL SUSPECTS at and Potter Yachters, July 4, 2008

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

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

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

(continued page 15: July 4th sail)



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

The event is attended by hundreds of small boats and boaters. Most of them anchor on the east side of Mandeville Tip so the activity down Three Mile Reach is moderate. Almost all of the power boats leave after the fireworks. There has been lots of partying and there is always lots of confusion getting underway. Don't plan to depart

The houseboat "the Usual Suspects" Will be anchored here

Tides for Prisoners Point starting with July 3, 2009.

Day	High /Low	Tide Time	Height Feet	Sunrise /Sunset	Moon Time	% Moon Visible
Fri	3 High	2:45 AM	3.7	5:48 AM	Set 2:34 AM	82
	3 Low	10:46 AM	-0.2	8:33 PM	Rise 5:57 PM	
	3 High	4:32 PM	2.6			
	3 Low	9:32 PM	1.4			
Sa	4 High	3:23 AM	3.8	5:49 AM	Set 3:17 AM	89
	4 Low	11:34 AM	-0.3	8:32 PM	Rise 6:52 PM	
	4 High	5:26 PM	2.7			
	4 Low	10:25 PM	1.6			
Su	5 High	3:59 AM	3.8	5:49 AM	Set 4:06 AM	94
	5 Low	12:17 PM	-0.3	8:32 PM	Rise 7:41 PM	
	5 High	6:14 PM	2.8			

Friday night, it wouldn't be safe in a little sailboat with all those high powered tipsy motorboats running around.

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

Please contact me with any questions.
Don Person





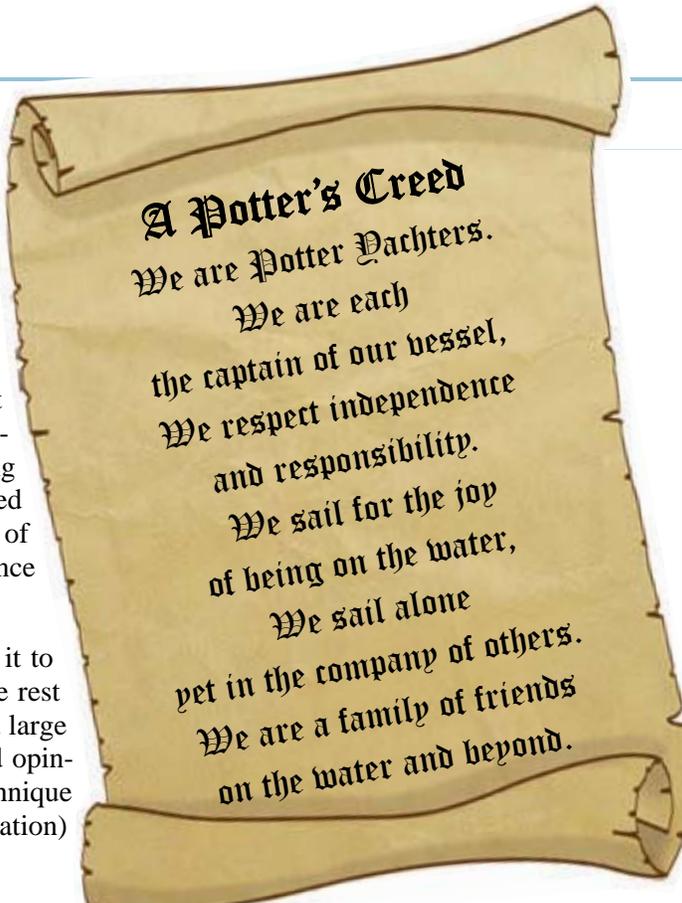
Patrick Brennan
1305 Webster St., C205
Alameda, CA 94501

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.