



# The Potter Yachter

Newsletter of the Longest Lasting West Wight Potter Club in the World

June 2015

Report: Delta Overnight

## Enjoying the Delta and Good Company

by Phil Marcelis

Photo: Carl Sundholm



The Delta sail on the weekend of May 16<sup>th</sup> was a great success. Most folks launched at Brannan Island on Saturday morning. Bud led two other boats in from Rio Vista around 9:30 a.m., in time to help the first boat launch. We were all in the water and ready to head up 3-Mile Slough by shortly after 10:00. When we counted them up at one point, we had 10 boats altogether. Light winds on Saturday morning became strong enough in the afternoon that we were able to get some good sailing in after lunch. The folks at Spindrift were friendly and the food was great.

Jerry B. on *Sunshine* said, "After breakfast on Sunday, we had perfect winds for the trip back." He maintained a full set of sails, but his 'perfect winds' found me with a reefed main and a half rolled-up jib just to stay in control. In any case, he did his usual spectacular job of

(Delta Overnight continued on page 8)

Ship's Stores for sale. Send orders to **Pat Brennan**:

Show your colors! Fly an official Club Burgee on your next sail!

Burgees	\$25.00
Bumper stickers	\$ 2.50 (just shows the burgee; no text)
Patches	\$ 2.50 (Both round and burgee shaped)
Info Packets	\$20.00 (Primarily P-15 information)

Or head over to our CafePress website and buy a Cap, Stein, or T-Shirt with the club logo on it.

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

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## The Commodore's Corner

By Rob Sampson

I just found out recently that the wife of Dick Herman (Potter Yachter and former Commodore) lost her battle with cancer on May 15th. Sheila didn't want a service but if you so desire, you can remember her with a donation to *The American Cancer Society*.

I have noticed that many older sailors (including myself) have battled or have been close to life-threatening diseases and it seems the experience has pushed them into seizing the opportunity to spend more time doing what they like or have dreamed of doing. In the case of many of us, that involves more sailing and boating adventures. These events remind us that our time on this earth is limited and it might be time to stop procrastinating and get out there and do the things you want to do before it's too late. Just a thought.

I missed the last few Potter events because I was sailing in the South Pacific (something else to check off in my adventure list). I'm looking to get out to Woodward Reservoir for some sailing and camping on the weekend of June 6th. So far, it sounds like water levels will be adequate. Since Woodward is a temporary holding basin for irrigation water, its water levels remain higher than some of the larger lakes in the vicinity.

Hope to see you out there somewhere. Rob – 



Photos from the South Pacific

### Club Events on the Horizon


- June 6 (Sat-Sun) Woodward Reservoir (Rich/Kevin)  
*easy to somewhat intermediate if windy; overnight in boats moored on the beach, or bring a sleeping bag & tent and camp on the beach*
- June 20 (Sat) Oakland Estuary Sail/Summer Sailstice (Bud)  
*easy sailing around the protected estuary; launch at Grand St. ramp where parking is free but you may have to get a spot on the street; some folks overnight at OYC*
- June 27 (Sat-Sun) Union Valley Reservoir Overnight (David W./Kevin)  
*new site for Potter Yachters; winds mostly from southwest; wide launch ramp; anchor or beach near campgrounds for just the cost of launching*
- July 25 (Sat) Cruiser Challenge XVI (Goose; parking: Kevin/Rich/Dave & Sharon S.)  
*can run the gamut from easy to advanced, depending on winds and course*  
-- See [cruiserchallenge.com](http://cruiserchallenge.com) for more information and to fill out a [registration form](#)

Upcoming: Oakland Estuary / Summer Sailstice Event

## Worldwide Celebration of Sailing

*Sail Host: Bud Kerner*

Since 2001, sailors from around the world have come together on the weekend of the summer solstice to create a global celebration of sailing called [Summer Sailstice](#). The date for this year's event falls on June 20<sup>th</sup>. The Potter Yachters will launch from the [Grand Street launch ramp](#) in Alameda with the idea of having all boats in the water and ready to go between 9:30 and 10:00. We'll cruise up the estuary toward (and possibly beyond) Jack London Square, then end our trip at Encinal Yacht Club in Alameda. [Encinal Yacht Club is planning a party](#) with live entertainment from noon to 8 p.m. See their webpage at <http://www.summersailstice.com/sf> for information on their seminars, a boat building contest, 2-hour sailing intro on a *Club Nautique* boat, and where to find overnight guest berthing.

Speaking of which, nearby [Oakland Yacht Club](#) has always been a great place for Potter Yachters to find an overnight slip. You'll see Bud there if you're around on Friday night. Give them a call ahead of time because this is sure to be a busy weekend. — 

**Directions** to Grand St. Ramp, Alameda

**Take I-880 toward Oakland/Alameda:**

Exit at 23<sup>rd</sup> Street.

Follow the "Alameda" signs to the Park Street Bridge.

Cross the bridge.

Turn Right at the second light, Clement Street.

Go straight on Clement until it ends and then,

Turn Right on Grand Street.

Continue to parking lot and ramp



Participation in Potter Yachter events is subject to the guidelines published in [March 2015 PYN](#), page 4.



Carl sent in the following announcement:

The Lake Hennessey website states they won't be finished installing the dock until the end of June. Since having a dock is better than not having a dock, we are rescheduling the Lake Hennessey sail from June 20 to August 29, 2015.

The revised Potter Yachters Schedule is available at [www.potter-yachters.org](http://www.potter-yachters.org).

**Did you miss the Delta Overnight sail?** If you did, you missed the seemingly endless barrage of incredibly bad jokes... like the sailors carrying brown and red paint who got *marooned*. Or this one:

Okay. A piece of string walks into a bar and orders a drink, but the bartender says, "We don't serve pieces of string." So his buddy goes in with a pair of glasses and a fake mustache as a disguise, but the bartender says, "Hey! You're a piece of string. I can't serve you!" The last pal thinks real hard and finally twists himself all around, rumples himself up, and messes up his hair. When he goes in and the bartender asks, "Aren't you a piece of string?" he says, "Nope. I'm a frayed knot." See, now you can groan just as much as Don did... just like being there!



**SAFETY ALERT****HMS 18/P19 DAGGERBOARDS***by Ron Reno*

Inspect the bolts holding the daggerboard to its cap!


After a failed attempt to get to the Benicia sail due to a dead Honda outboard, Mona was removing gear from *Bluebelle*, our 1973-vintage HMS 18 (#42), when she found the broken-off end of a bolt with the nut still attached. After a frenzied and fearful search we found an empty hole in one side of the daggerboard cap where there should have been a bolt end.

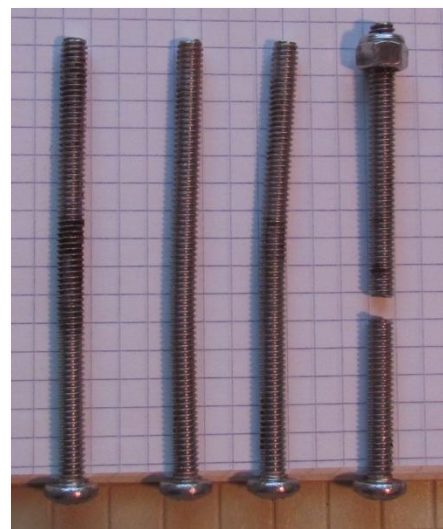
About a decade ago, I removed the daggerboard to have the rusty thing powder coated (these were the pre-galvanized models) when I discovered to my horror that for years I had been sailing a boat with only rusty remnants of common-steel bolts which had bent into U-shapes tenuously holding on the daggerboard. I replaced them with stainless bolts and happily sailed on. Little did I realize the danger we were still in!

It turns out that the boat has a very pretty replacement daggerboard cap drilled for 1/4-inch bolts, which was what I foolishly reinstalled thinking the problem was simply that the previous bolts had rusted. **WRONG.**

As shown by the holes in the daggerboard, the original bolts were 5/16-inch diameter, which makes an immense difference in strength. This is critical since these poor things have to resist high tension and sideways compression at the same time. Thank goodness that those incredibly rough sections of freeway between Richmond and Nevada shook out that bolt end. Otherwise the daggerboard (and us a few seconds later) would eventually be under – instead of on top of – San Francisco Bay. Other than feeling a little loose, there was no visible indication of a problem even though the whole thing was set to fail. In addition to the sheared bolt, one was visibly bent and all had been stretched. In short, all the bolts were weakened and ready to blow.

Next time you see us tooling around the bay or elsewhere, we will be sporting a brand new set of four 5/16-inch diameter stainless bolts secured with nylock nuts.

So in summary, please consider taking the time to remove and inspect your daggerboard bolts. If they happen to be smaller than 5/16-inch diameter, replace them since sooner or later they will fail. If anything is less than perfect about the bolts, replace them since a failure here is as catastrophic as it can get. If the fasteners have threads throughout their length, replace them with ones threaded only at the end since the threads greatly weaken the bolt. If the bolts are hard to remove, there is all the more reason to persist, since that may indicate bending or corrosion. And finally, make sure that the nuts cannot work themselves off. — 

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## Union Valley Overnight Sail

Sail Hosts: David White & Kevin

This is a [new site](#) for Potter Yachters. In 2013, our family camped and sailed this lake and had a great time. Winds are mostly from the southwest.

The campsites are now open and are untouched by the King fire last fall. According to the camp host, the lake is low but slowly filling. I will be going up to the lake the first week in June to confirm water levels for launching and sailing. You are free to call me with questions at (916) 965-8480. If the lake is not suitable, I will post this on the [Trailer Sailor](#) forum.

If the sail is on, I will be at the lake Friday, June 26th, and will be available on my cell at (916) 716-1935.


The campsites are nestled among tall, well-shaded pine trees. Restrooms and water are nearby. Sites are clean and protected from wind by the pines.

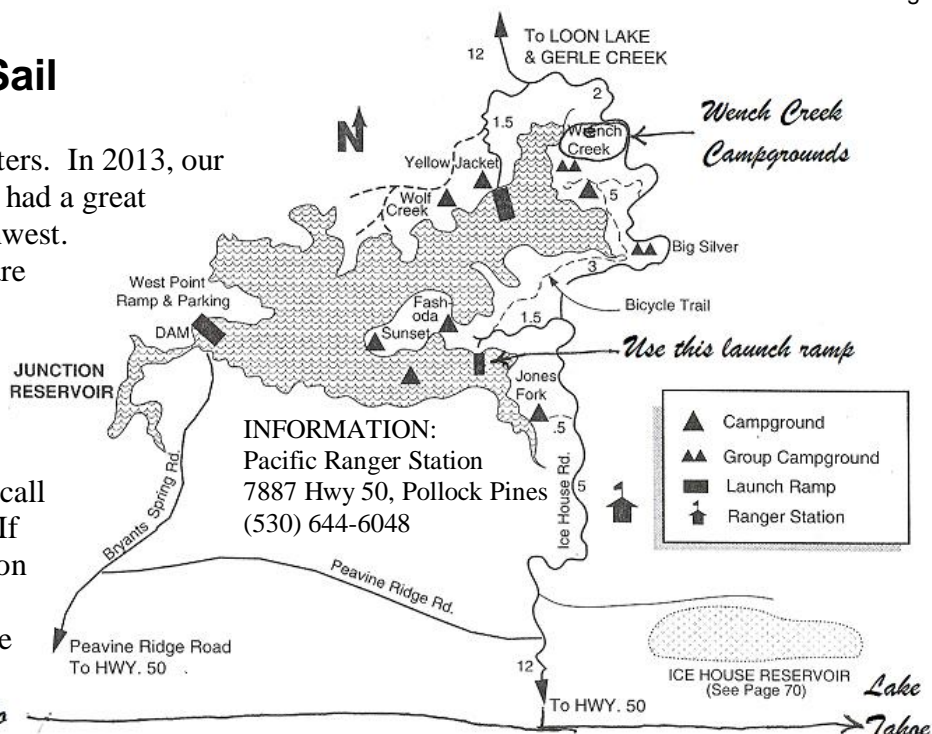
About halfway up Ice House Rd from Highway 50 is a fairly well-stocked small grocery store.

Six adults (or 3 tents) are allowed per campsite. Fee is \$25 per night, per site and includes one vehicle. Sites can fit 2 autos, but 2nd vehicle is \$7/day extra. 32-34 ft. RVs allowed, but must have full water tanks on arrival; there's no refill at the site. There is some additional parking by the restrooms. The campsites are quite large, so 3 tents are not crowded together. We'll try for sites #83, 84, 85, but it's first-come, first-served so we'll see.

You can anchor or beach your boat near the campgrounds and sleep on your boat for just the launch fee: \$8. It's best to leave trailers at the parking lot where we launch. See the map above for the launch area. Parking lot is quite large, can handle many vehicles. Launch ramp is very wide, easily 2 boats launching simultaneously.

As always, with the Potter Yachters, there will be a Happy Hour and pot luck Saturday around 6 pm.

David — 



### Directions from Hwy 50, east of Sacramento:

- Take Hwy 50 east to "Ice House Road/Crystal Basin" (nearly 9 miles above Pollock Pines. The trip from Sunrise Ave, where we live, and this turnoff is about 1 hour or 68.9 miles. This is just a "handholder".)
- Turn left (north) onto Ice House Rd.
- STAY ON Ice House Rd when it bears right!
- It's about 55 minutes from the Ice House Rd turnoff to the campsite due to slow driving with boat and trailer.
- Continue up Ice House Rd to Wench Creek Campgrounds and turn left. Sign for this road is past the group campsites, about a mile down this new road.
- After the left turn into the Wench Creek campgrounds, continue around (almost making a circle) to campsite #83, 84, 85 (hopefully, as it is first-come, first-served.)

**Report: Moss Landing****Elkhorn Yacht Club Were Fabulous Hosts Yet Again!***by Phil Marcelis*

We had a handful of boats in Moss Landing over the May 2<sup>nd</sup> weekend. Some went into Monterey Bay for a nice sail and whale watching while two others left their masts down and motored under the bridge and into Elkhorn Slough. A little flurry of excitement ensued when one of the latter got grounded for several hours until the tide came flooding back in and they were able to get back to the guest docks around 8pm. But that's a story for someone else to tell.

I launched at Moss Landing around noon on Friday, after a leisurely start to the morning and an uneventful drive over. When I got out to the harbor entrance, I immediately realized I hadn't checked the current because it was ebbing uncomfortably against the wind. I motored around in that chop for about 20 minutes without ever getting the sails up, and then headed back in.

We must have hit slack just right the next day because it felt like a perfectly flat calm in comparison, although you can see that it was still quite lumpy out there.



I brought Mike Swartz with me on *Family Time* and Bud Kerner took Gerry Nolan for a ride on *Cat's Meow*. Dave Bacon joined us in his P-15, and Dana Suverkrop poked *Sip's* nose out the entrance.

Mike and I saw some dolphins and whales among the other sea life as we pretty much held a solid course due west. Eventually Dave caught up to us and casually remarked, "So, we're headed to Monterey, then?"

We turned around and followed Dave back into the harbor.



We passed Dana tacking his way back and forth as we came back into the entrance channel.

After a bit of a snack, we decided to take Gerry up on his offer to take us on a sightseeing tour of




the slough on his (new to him) boat. Admittedly, he only has a few sails under his belt, but he seemed to handle himself just as well as he could have been expected to. He motored away from the dock single-handed without too

many expletives, expertly removed the mast so we could go under the bridge, and confidently made his captain's announcements. As we pulled away from the docks - just out of reach of the safety



of the docks - he said, "now, I've been having a lot of trouble with this engine, but the mechanic who has worked on it for the last three times has assured me that every part has now been

replaced, so I shouldn't have any problems with it dying on me anymore." The ensuing conversation was somewhat less reassuring, though.

"Do you have an anchor?" I asked. "Yes," he said confidently. "ON the boat?" I asked. "No," he calmly replied, "and you better hang onto your Type IV seat cushion." But we went up the slough without incident and slowly putted our way back. Then eyebrows began to rise as we started sputtering our way back and the captain casually asked nobody in particular, "does anyone else think that sounds like a dying engine?" Well, we added gas and we pulled and pulled, but it kept dying after a short time. Finally some repositioning of crew weight seemed to do the trick and we made it back in time for a party with the folks at the Elkhorn Yacht Club, who were incredible hosts and even went to the effort of sending out a skiff for the grounded boat, which couldn't do anything because there was nothing for it but to wait for the tide to come back in. It really was a great weekend! — 

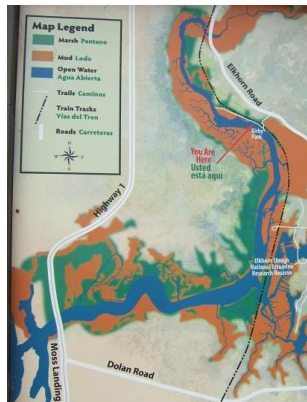


Photo: John Chiles

Need a nice sailing video? We got this link from Gerry:

Search for *Thelonious*'s [Singlehanded Sailing--LA to Hawaii and Return, 2014 on YouTube](#)

(Delta Overnight from page 1)

hosting again, shepherding everyone over to Spindrift and then making sure that everyone made it back to the launch ramp who wanted to get there. Among those sailing to Spindrift were Jerry B, Ed Dove, J.P, Goose, Bud Kerner, Phil Marcelis, Bruce McDevitt, Jim Smith, Dave & Sharon Soule, and Don Person. I launched at Brannan Island on



Photo: Carl Sundholm

Friday morning and saw Dana camped out with his P-15, *Sip*, but I wonder what happened since I didn't see him launch on Saturday.

I was one of the boats that stayed Friday night in Rio Vista along with Dave & Sharon. We sailed from Rio Vista to the 3-mile Slough Bridge while Bud motored over due to a tangled foresail

which fouled his rigging. When we got over to the Brannan Island launch ramp, he tied up to the Outrigger Marina to figure out what was happening with his new furling spinnaker.

By the way, the Outrigger is under new management and open seven-days-a-week for lunch and dinner now, and they offer overnight guest berthing. I stopped there for lunch on Sunday afternoon and it was quite tasty.



Photo: Carl Sundholm



Fishing... and catching -->



Photos: Don Person



Carl Sundholm followed along in his car as paparazzi, and Judy B. met us at Spindrift. And (of course) someone had to order the salad in a conch shell.



We all had an incredibly fun time. If you didn't make it this year, join us next year!—



## Cruiser Challenge XVI

Registration for Cruiser Challenge 16 is Now Open! The weeks are counting down and it'll be here before you know it. Go online and tell us you're coming. This year we will have reserved parking and several special boats on the water. Go to [cruiserchallenge.com](http://cruiserchallenge.com) today.



## Potter Yachter Membership

Join the *Potter Yachters* – the club that has been around since 1978 and, with your participation, will continue to withstand the test of time. We're really a bunch of nice folks who would just love to have other nice folks join us. Your dues help support club activities and publish the newsletter, so you'll be sure to know when we're out sailing, whether that's in the San Juan Islands, Monterey, the SF Bay, or elsewhere. Annual dues are \$25. Make checks payable to "Pat Brennan".

Send your payment (with your name and address) to:

Pat Brennan  
1305 Webster Street #C205  
Alameda CA, 94501

See us online at: [www.potter-yachters.org](http://www.potter-yachters.org)

**Organized in Northern California in 1978, the *Potter Yachters* is the longest running West Wight Potter club. Membership is open to anyone interested in West Wight Potters and other trailerable microcruiser sailboats.**



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

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## With a Grain of Salt

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

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

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

- The Editor

