



# The Potter Yachter

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

May 2017

## Report: Richmond, April 8th Boat Show and Day Sail

by  
Pat Brennan



The crew of *Aurora* enjoyed the clear skies and slight breeze on Sunday afternoon

Photo by Phil Marcelis

This year's event promised to be a copy of last year's as far as weather was concerned. Lots of wet weather leading up to the show caused most Potters to stay home. I arrived bright and early to find only one boat in the parking lot. That was Kevin Crowder's ComPac19, *Aurora*. He was there with two friends to spend the weekend. After launching his boat he invited me to join him and his crew and motor down to Brickyard Cove for breakfast. They were wise to don foul weather gear because as we set off a cloudburst struck and it rained steadily for the time we were at breakfast. When we returned to the Richmond Marina we found Phil Marcelis was there in his P-19, *Family Time*. The only other Potters I saw were Guy Light who camped in his RV in the parking lot, but did not bring a boat and Dave Norris, who was manning the U.S. Power Squadron booth.

While the sailing was disappointing, the show was worth visiting. There was the usual collection of giant gold-platers along with some other rather interesting looking boats. There was an ocean rowboat crewed by a single woman. A fleet of tiny sailboats (radio-controlled) happily raced in the water near the launch ramp. The usual collection of pricey toys for big boats was present. Beautiful stainless steel (See *Richmond* continued on page 5)

### 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 Eric Zilbert

Being a trailer sailor brings with it a certain level of insecurity. It's not about size, but about credibility. I know I am a boat owner, and I know my P-19 is a sailboat. But is it a yacht? My father used to say that the

difference between a boat and a yacht was a hot shower! I pointed out to him we had a solar shower on board, so *Riptide* was a yacht. He disagreed.

I've always placed vessels in one of two categories: boats and blender boats. Blender boats are not real fast, but comfortable, and do race. They also tend to be expensive. Now, if we look at usage of the word "yacht", we tend to see it used along with the term "racing." So it may be that sailboats that race are yachts.

As the photo at top-right shows, Potters race, and therefore are yachts.

The second picture is of a custom Camper Nicholson which had no shower, nor anywhere comfortable to sit. Was it a yacht? It sure was fun to race.

The next photo shows the Etchells I raced on for the last 5 years. No shower (except the copious amounts of spray) and no comfort either. In fact a P-19 has more creature comfort than either of those boats.

Last picture is of a Melges 32, a boat my racing friend is thinking of purchasing. Again, no shower, but fast and expensive.

If fast is important for being a yacht then the Potter is out. Same for expensive, as nothing about a Potter is really expensive.

So, a yacht or not? For final arbitration, I sought out a dictionary definition:

"Yacht: noun 1. a vessel used for private cruising, racing, or other noncommercial purposes.

Wow, that means even a rowboat (or a P-15) could be considered a yacht! Yachtspersons all are we!

Eric — 



Upcoming: June 3, 2017

# Woodward Reservoir

host: Herman Ward

!!! Remember to print the inspection permit !!!

Sailing at [Woodward Reservoir](#), the wind picks up at about 2 p.m. until dark. It's a great lake for overnight trips. You can sail from sun up to one hour after sun set. There are three boat ramps with all kinds of parking. The weather can get a little hot, but most of the time it is from 85-95 with 10-15 mph wind. For the most part the shore is sandy beaches; little to no rocks at all.

If you want, there are full hook-ups with water, electric, and sewer which you can book with [Reserve-America](#), or you can stay in the undeveloped area where we usually beach. Estimate about [\\$35 in fees](#).

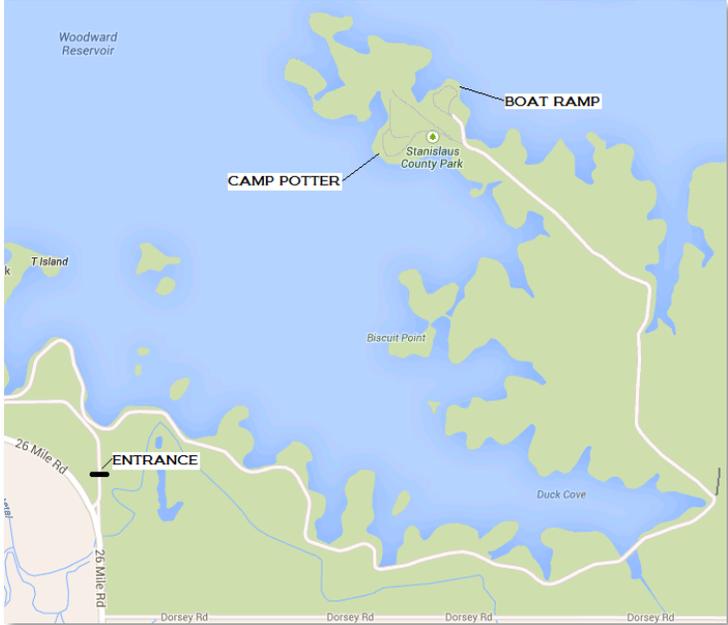
**Launch at Bayview Boat Ramp.** It's a short walk to "Camp Potter" and you will need to park your vehicle at the campsite overnight. Deputies patrol the area. Quagga Mussels are not welcome here, so make sure you print the [self-inspection permit](#) ahead of time. (See <http://bit.ly/1rHeGX3> )

Camp at [Area T by Pelican Cove](#), this area has a nice stretch of shore for our boats and provides good wind direction for landing and departing from the shore. This is the same location we've been at for many years. Campsites are first-come, first-served. Nothing is for sale in the park, so if you need it, bring it with you.

The city of Oakdale is about 10 miles from the lake with any kind of restaurant you can think of. The Kmart has a good selection of boating supplies in case you forget something or need to make repairs to the trailer, such as lights or tires or bearings.

From mid-Sept to mid-April there's no body contact with the lake, because it's used for drinking water. See <http://www.stancounty.com/parks/reservoir.shtm> for more information on the park. — 

**Directions** to Woodward Reservoir, CA  
Take 580 East/205 East to Tracy, continue on I-5 North, then take 120 East to Manteca and follow it through Escalon, finally turning left at 26-Mile Road. Woodward Reservoir is located at: 14528 26-Mile Road, north of Oakdale off Hwy 120. Look for **Area T**.



Participation in Potter Yachter events is subject to the guidelines published in [March 2016 PYN](#), page 3.

<b>Club Events on the Horizon</b>		<a href="#">Event Calendar</a>
May 5 (Fri-Sat)	Cinco de Mayo Invitation to Encinal Yacht Club <i>Potter Yachters are invited to Encinal YC's Cinco de Mayo PARTY! Overnight at docks with advance reservation; Please RSVP to the host: <a href="mailto:judy@hydesailsdirect.com">judy@hydesailsdirect.com</a></i>	(Judy B)
July 22 (Fri-Sun)	<a href="#">18<sup>th</sup> Annual Cruiser Challenge</a> <i>runs the gamut from easy to advanced, depending on winds and course; overnight at dock; some park in Moss Landing and sail over on Friday (see <a href="#">PYN 2016-08pg10</a>)</i>	(Mike S)
Aug 5 (Sat)	Possible Spicer Meadow Sail (replaces Beardsley Lake) <i>The road to Beardsley Lake is blocked. <a href="#">New Spicer Meadow</a> may be a replacement sail</i>	(Kevin C)
Aug 19 (Sat-Sun)	Richmond Sail and Overnight <i>can be intermediate to advanced, depending on winds and waves</i>	(Jerry B)

Upcoming: June 17-18, 2016

# Union Valley Reservoir Sail & Overnight

Sailhost: David White

We're planning another sail and overnight at [Union Valley Reservoir](#) near Placerville/Pollock Pines.

(See [PYN 2016-07](#) for front-page coverage of last year's fun and excitement! – Ed.)

The campground and lake will be open, but I don't know fees yet. I'll post any updates on the [Trailer Sailor forum](#).

The campsites are well-shaded; restrooms & water are nearby. There's a grocery store about halfway up Ice House Rd. from Highway 50 which is stocked okay.

Six adults (3 tents) are allowed per campsite. Fee last year was \$25 per night per site, including one vehicle. Sites can fit 2 vehicles, but 2nd vehicle was \$7/day

extra. 32-34 ft RVs are allowed, but must have full water tanks on arrival; there's no refill at the site. There is some additional parking near the campsites. Campsites are very large so 3 tents are not crowded together. We'll try for sites #83, 84, 85 – BUT it is first-come, first-served, so we will see... the campgrounds are off Ice House Rd and are called [Wench Creek Campgrounds](#). See directions.

If anyone can be there Wednesday or Thursday to help us reserve a 2<sup>nd</sup> & 3<sup>rd</sup> site, please do so, and let me know.

You can anchor or beach your boat near the campgrounds, and you can sleep on your boat for just the launch fee. It's best to leave trailers at the ample launch parking lot. See the map for the launch area. The launch ramp is very wide, easily handling 2 boats, launching simultaneously.

There will be a Happy Hour and Potluck Saturday around 6 pm. While I'm at the campsite, I can be reached on my cellphone at (916) 716-1935.

David — 

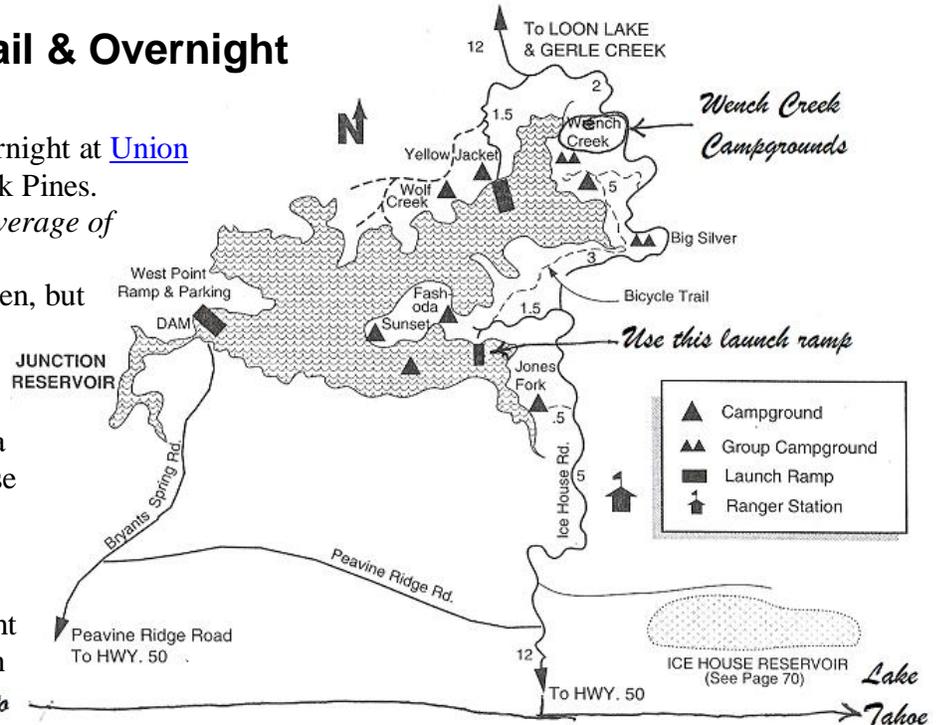


Photo by Don Person

**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.)

# The Potter Yachter

(Richmond continued from page 1)

anchors, which probably cost more than one of our entire boats, were readily available for purchase. Probably of most interest to small boat sailors were the free seminars.

I found Ken Lange at the [Ventura Sport Boats](#) booth. He is promoting and will be building a new sailboat of Argentinian design called a Malbec 18. He told me that International Marine is no more, except for providing some Potter parts. The market for Potters just dried up. He sold plugs for all the boats to a Chinese firm and is not sure what they will do with them. He said that although the International Marine website is still up, it is not being maintained. He agreed that it would be a good idea to add a note to the website that IM was no longer in business and that parts for Potters would be available through [Duckworks](#). Duckworks is now associated with [Small Craft Advisor](#) and Ken is working on having them provide parts. —



Ocean Rowboat



Aurora's crew getting ready for breakfast



Ken Lange mans the Ventura Sport Boat Booth



RC Sailboat Race



Breakfast at All's Fare in Brickyard Cove

How-To Article: From Someone Who Done Did It!

## Converting a Gunter Rig to Lateen Rig

by Bud Kerner

I recently added a lateen rigged sail to my 1969 Gunter rigged P14. I am far from being an expert in this area. Many people before me have made the conversion. Dan Phy, for one, has done two conversions and purchased all the necessary parts to do the third. Somewhere along the way he changed his mind and after storing the parts for four years decided he was never going to do another conversion. So, I lucked out and got from Dan what amounted to a conversion kit along with instructions.

My reason for doing the conversion was to simply make setup easier. For those not familiar with the early P14's the Gunter rig is stepped on the cabin floor, not the cabin top. When you pass the mast down thru the cabin roof you have to find a small slot in the cabin floor to insert the base of the mast. With a second person in the cabin there is no problem. Standing on the cabin roof and blindly trying to place the mast in the cabin floor would take some getting used to.

The hardest step in the installation process is drilling a 2.5" hole in the cabin roof. Who likes to drill holes in their boats? And a two and a half inch hole is a BIG hole. This was the only step where I screwed up. Instead of using a 2-1/2 inch hole saw I used a 2-5/8 inch saw. My Newfie (short for Newfoundlander) Mother always said I measure around when I should measure across.

Let us start with a parts list.

The picture to the right shows:

- one 1-1/2 flange,
- a 3" nipple,
- 3" PVC cap,
- Plastic Deck pipe round, and
- 2.5"x0.065x2'.37" Drawn Aluminum pipe.

The only other part was the Sunfish Lateen sail. Anything else I needed I found in my garage.

The photo below shows the components assembled. The plastic cap fits over the 3" nipple to provide a tight fit.



The first step is to drill the hole in the cabin top. The advice I got from folks who have done it before was to place the hole as far forward on the cabin top as possible. The hole should be equally distant from each side of the cabin. In other words, centered. I mentioned my inability to measure accurately, but fortunately for me my son, David, is a journeyman in precision metal and marked the center for me.

When I placed the aluminum tube in the hole, it was not snug and I discovered my mistake.

The second step is to reinforce the cabin roof. I used several pieces of plywood stacked cross grain and bolted to the inside of the cabin roof. I then drilled the proper size hole using a 2 ½ hole saw. It should be noted that the newer P15's have a much flatter roof than the early Potters. Having a slightly larger hole in the roof top allowed me to drill at a right angle through the plywood.

The third step is to mount the 1½ flange, three inch nipple and plastic cap as seen in the photo below.

I mounted the flange on a piece of 2"x6" lumber. We place the aluminum tube thru the cabin top and over the flange. The boat should be level at this point, so I placed a level on the centerboard trunk and lowered the trailer until the trunk was level. We then used a level on the aluminum tube to get it as close to vertical as possible. The unit was then bolted to the cabin floor using lag screws before painting the board to finish it off. At this point I have not covered the board with fiberglass. If I feel I need additional strength I will do so.



As you can see in the next photo, I opted to leave several inches of the tube sticking above the cabin top. You could remove most of the excess pipe so that the end is much closer to the roof.

I took the cap off my deck pipe and slid it down on the tube until the front part of the deck pipe was flush with the front of the cabin top. Because of the slope of the roof I filled in the gap with 3M 4200 caulking/glue. I placed a second deck pipe on top of the tube to keep rain out.

The fourth step is to adjust the mast so that it is 10 feet above the cabin top. A hole is drilled thru the tube and a bolt is inserted in the hole to stop the mast from sliding all the way down the tube. The point for placing the bolt is usually just inside the cabin as can be seen in Dan Phys photo below.



SUMMER SAILSTICE June 24/25  
www.summersailstice.com

You are now ready to go sailing.

I mounted a cleat on the mast to hold the halyard. It is OK but I will change to a turning block on the cabin top and cleat the halyard near the cockpit. If I can get my 1962 British Seagull to pump cooling water I will be sailing. Or maybe I should just get a set of oars. — 

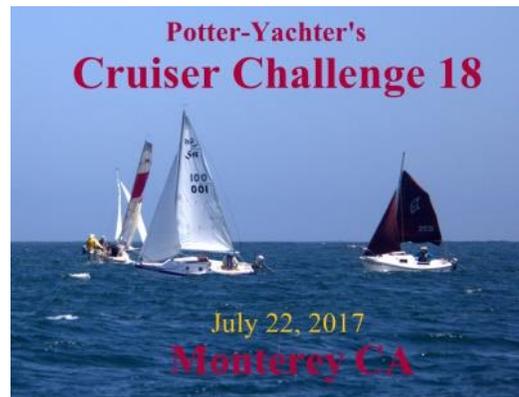


## You're Invited to Cruiser Challenge!

The 18<sup>th</sup> Annual Cruiser Challenge is quickly approaching and we're excitedly making preparations for a great time in Monterey, CA. Registration is now OPEN!

Reserve your parking by June 30.

Register online at [CruiserChallenge.com](http://CruiserChallenge.com)



### Officer's Club

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**Secretary/Treasurer:**

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ComPac Legacy, #1, *Latis*

**Website & Facebook:**

www.potter-yachters.org  
fb.me/PotterYachters

Report: Benicia Sail of April 22, 2017

## Sailing the Carquinez Strait

by Jim 'Goose' Gossman

This year, the annual Benicia gathering had intended to morph into the inaugural Bay Area Messabout (BAM!). After almost a decade of an always well-attended weekend event, we wanted to keep the fun rolling through the week by venturing up the Napa River for some blissful sailing in wine country.

On Thursday, Dan Phy (Picnic Cat) and Dick Herman (Suncat) rolled in, and we started filling up the guest dock at the Benicia Marina.

Earlier in the week, we were told that no spaces were available because of Opening Day at the yacht club, but that turned out to be wrong and the office miscommunication allowed us to have the whole guest dock to ourselves. Power to the Potters! In search of cold beverages, we hopped into Dick's boat and rode over to where *MaxSea* (my 30' Fisher motorsailer) is docked, where I quickly shanghaied them for a ride in the 5-8 knot breeze. It just happened to be about the



Randy, with a patrol boat in the background protecting the Mothball Fleet

time of the yacht club's Thursday night race, so after a quick VHF call to the race committee, we jibed around and headed for the starting area. Dan and Dick were all in, so with only a couple minutes to the start, we hardened up and headed for the line; race on!! As we approached on port tack, I'm sure the sight of our blue hulking 9-ton mass teased the sphincters of a few skippers before we slowly flopped onto starboard. After tacking, we had our own bowel moment (caused by a winch override) as we descended towards the committee boat and its anchor rode. A prudent turn of the key for a few seconds ensured there wouldn't be any drama (this IS a motorsailer), and then we were racing. While no one would know about our "booster", we later disqualified ourselves and dropped out after chasing the fleet for a while. But we had fun!

Friday morning, Don Person (P15) and Larry Tkach (Peep Hen 14) had arrived, while I took some prospective buyers for *MaxSea* out for a test ride. (Yes, ['MaxSea' is for sale. Contact Goose if you're interested.](#) -Ed.) I saw Dan, Don, and Dick enjoying the Carquinez tread-mill on a strong ebb in light wind... proving it's possible to enjoy a very pleasant sail without going anywhere. Dan boasted of passing the Benicia pier three times, twice going backwards! Definitely a place to know your tide chart.



Dave & Brenda Iler

Photo by Dan Phy

Also arriving were David and Sharon Soule (Balboa 21) and Guy and Rocky Light (Monty 15) with their RIB inflatable. Both couples traveled from Nevada!

Later that afternoon, Bud Kerner pulled in after a five hour sail from his home in Rio Vista. We hors d'oeuvred on Dan's *Coot* (with a cockpit from a 30'er, sans rest of boat), and then headed to town for dinner after piling into my car.

Question: how many Potterers can you fit into a Subaru?! Only Don 'PERSONal baggage' Person knows for sure. At the restaurant, we ran into George and Rebecca Corrigan (Monty 15). They had just moved to



Guy & Rocky Light

Photo by Dan Phy

Benicia that day, so didn't have their boat, but I invited George to join me on *ReGale* for the sail the following morning... which turned out to be fortuitous.

Saturday morning was partly cloudy with light winds, as more boats arrived at the 9th Street launch ramp. Ed Dove (P15) back after knee surgery, Ted and Joan (Compac 19), Al and Ralph (MacGregor 26X), Randy Anderson (Holder 17),



Dan Phy and Dick Herman

Photo by Don Person



Photo by Don Person

Larry Tkach

Dave and Brenda Iler (Monty 15), Chris Guinon (P15), Eric Zilbert (P19) and me (Modified P18). With half the fleet down at the marina, we decided to hold an informal skipper's meeting at the ramp and meet the others on the water. As in a few other years, the Benicia sail coincided with the Benicia Yacht Club's Opening Day on the Carquinez Strait, so we planned to parade by and have our boats "blessed" before heading down to inspect the remnants of the Mothball Fleet.

After milling around the harbor for a while, and with no sign of a vessel distributing free blessings, we headed east on the waning flood tide for the Benicia bridge, into Suisun Bay and the awaiting Mothball Fleet. We were having a nice lunch aboard as we neared the ships, only to see the flashing lights of an approaching patrol boat. Apparently, a few of our boats had accidentally gotten closer than the allowable 500' proximity to the decrepit ships, and it was the security boat's job to remind us. Your tax dollars at work. As we were quite spread out at this point, they had their hands full zipping back and forth to warn offending Potterers... who, by this time were spread out tacking back and forth against a building breeze and adverse tide. With winds about 15k, newbie Randy was having issues making headway, while simultaneously being harassed by the patrol boat, so we headed over to help... making ourselves the new target of their attention. Smile and wave; smile and wave!



Don Person and Dave &amp; Sharon Soule

Photo by Dan Phy

With a flogging mainsail and snagged halyard, Randy was having to employ his extensive windsurfing skills to keep things under control, but not having fun at this point... so we swooped in and off-loaded George to help him out. The boat-to-boat transfer went well, they got things back in control, and motored back to the launch site. On the way over to help, *ReGale's* motor refused to rev up to speed, and so now WE had a problem. I didn't know what was wrong with my outboard, but was not overly worried. (Damn computerized engines!) I cruised around shepherding the fleet, taking pictures, and watching everyone having a great sail. Unfortunately, there was a large sailboat hard aground on a poorly marked sandbar, and with the tide starting to go out he'd

be stuck there for a very long time. Not much help we could lend. Once we'd passed under the three-bridge combo leaving Suisun Bay, we were the only boats sailing on the Strait, with fine conditions. We rode the ebb back to the marina in 12-15k winds. As Eric Z. would tell us later, being the last boat to reach the mothball fleet, he got the brunt of the patrol boat's scorn and was threatened with "confiscation" and Potter-prison. No, No! We need you Commodore!

Back at the marina, a band was playing for the Opening Day ceremonies, vendors were out, and all was good. After more hors d'oeuvres, we walked over to the yacht club and enjoyed a fantastic salmon and prime rib feast. Along with about half of us who were planning on an early departure to Napa the next morning, I went home to hit the sack.

When we awoke on Sunday, the conditions were completely different than the forecasts. Instead of clear and calm with 5-10 knot winds in the day, it was cloudy and blustery. Winds were 10-25 knots, with rain on the way. By the time I got to the marina, the prudent decision to abort had already been made, and the first BAM fizzled. As it turned out, conditions moderated, and we would probably have had a good sail up to Napa. That's just fine, but the conditions for the return on Monday were not so good, confirming we'd made the right decision.

Bud cast off for a fast sail back to Rio Vista, and Eric decided to accompany him upriver for part of the way. They had a blast, surfing wind waves at 7+ knots. While most other boats headed for home, Phil Marcelis and Dave Kautz showed up at the ramp prepared to go to Napa, only to hear the bad news... Napa was off the table. It took Eric six hours to beat back to Benicia, having his fill of Grizzly, Honker, and Suisun Bays. While our commodore was acting heroic, I was relaxing with Phil at the guest dock, while he played his banjo. Then, Dave K joined us for brunch on the back patio of an 1850's restaurant in old town Benicia. When a soaked Eric arrived back six hours later, we headed over to my house, where Gail served us another fabulous feast. Life is good in Benicia.

Hopefully, next year we will be able to plan an extended BAM, and with any luck (like "normal" conditions), we'll stay out for a whole week... or more.

So, thanks for another successful Benicia event, and best wishes to several Potter-Yachter regulars who couldn't make it this year. Regards, Goose. — 🍷



Guest Dock in the Benicia Marina Photo by Don Person



The author taking a break on ReGale

## 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 can join us on sails in person or vicariously through our stories. Annual dues are \$25 per family.

Make checks payable to "Pat Brennan", or use PayPal to [pat-brennan@sbcglobal.net](mailto:pat-brennan@sbcglobal.net), or try this link: <http://www.paypal.me/WPatrickBrennan/25> and include "Potter Yachter Dues" in the notes.



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

Send your payment (with your name and address) to: Pat Brennan  
1305 Webster Street #C205  
Alameda CA, 94501

**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*

