



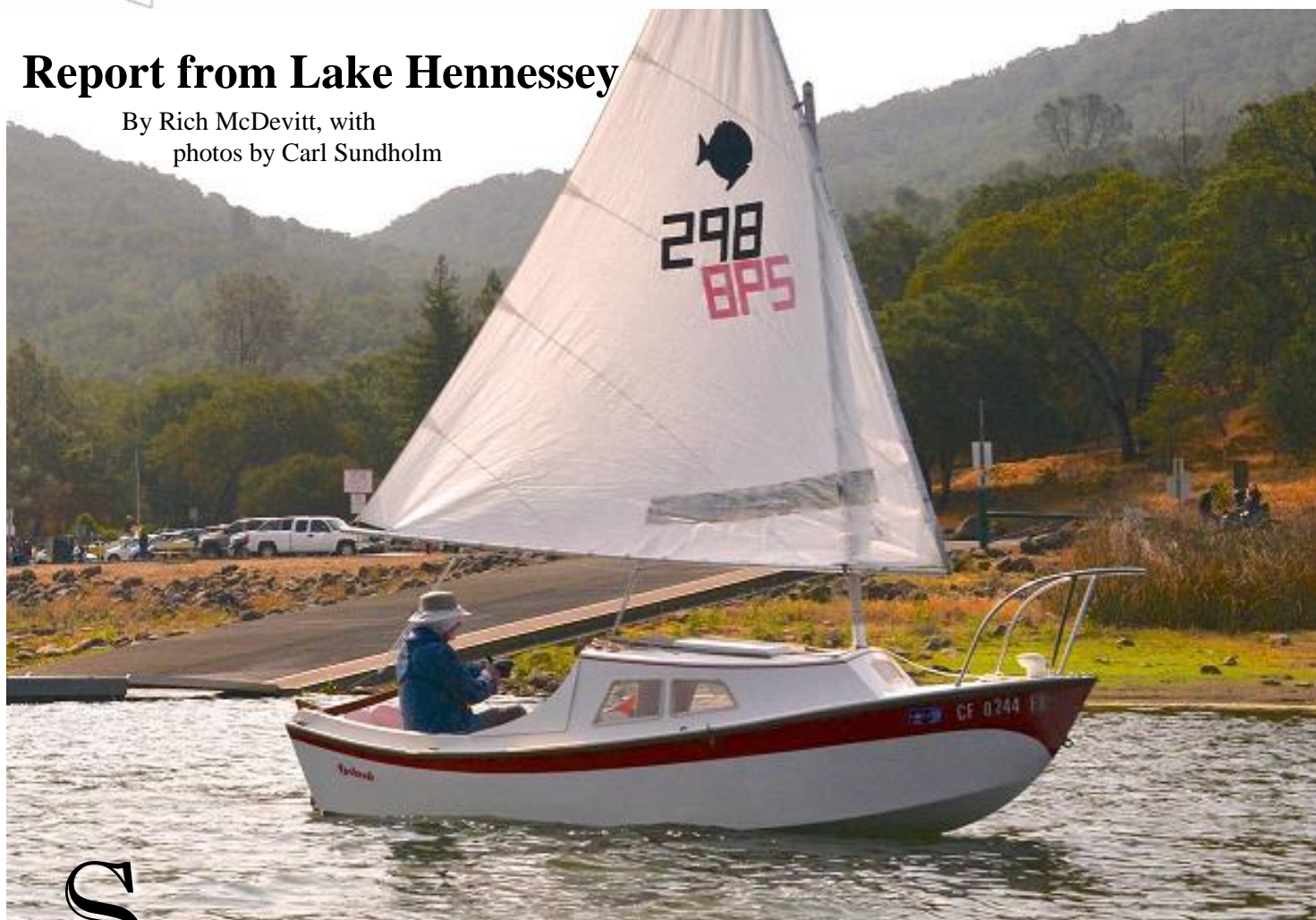
The Potter Yachter

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

October 2018

Report from Lake Hennessey

By Rich McDevitt, with
photos by Carl Sundholm



Saturday, August 25th we had a 4-boat turnout for our Lake Hennessey sail: all P-14 or P-15's, spanning quite a long history of the West Wight Potter line. It was a cool and overcast morning; something we've never experienced on Hennessey before. Many years the heat and sun are outright oppressive (and this is a "no body contact with the water" lake, as it is drinking water for the City of Napa). We sailed in long sleeves all morning and (See Hennessey continued on page 11)

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

Ahoy fellow sailors. We have another great issue of the Potter Yachter newsletter here for you. It has been a busy month of sailing and I hope everyone has had an opportunity to get out and enjoy the last gusty days of summer. The four days I spent sailing on the bay as part of the Bay Area Messabout had everything: calm flat water, horrendous chop, light airs, walloping near gales, sultry heat, foggy cold, and everything in between. I must admit that after 20 years of sailing my Potter on the bay, I still enjoy it tremendously and that I am still learning about the bay, my boat, and my capacity as a sailor.

Over the years my exploits on the bay have originated from Richmond or Oakland, and have involved overnights in the same locations. I have stayed overnight once at Angel Island on a mooring (it rained and there were 4 of us on board...), once in Aquatic Park (very bouncy night), once at Pier 39 (next to the pump out and a little smelly), and two or three nights at Fort Baker (very minimalist facility). On this trip, thanks to the research conducted by our own Editor-in-Chief, Phil Marcelis, I learned about two excellent places to stay on the bay that I wish I had known about all these many years. The first was Clipper Yacht Harbor in Sausalito. This marina has a fuel dock, which I was unaware of, and has slips for transients. It was a bit costly (\$40 a night), but very pleasant and I note that they take reservations. I can personally vouch for the excellence of the clams at [Fish](#), a restaurant just a short walk across the marina. I had an end-tie with incredible views of Sausalito, Belvedere and Tiburon. There was also quite a bit of wildlife including many birds (gulls, cormorants, night herons, and pelicans) and seals hanging out on the logs forming the breakwater. Leaving the next day, I was met by some small porpoises on my way to the Golden Gate Bridge.

The second location I learned about was the San Francisco Yacht Harbor. This facility was very nice, and I was told by the staff that they usually have open berths during the week and on many weekends. Also \$40 a night, they accept reservations and seem friendly to transients. The Marina is a short 5 blocks to the heart of the Marina district, replete with multiple coffee shops, restaurants, and all the hairdressers, barber shops, and salons that a sailor might require.

I am adding both of these marinas to my list of places to cruise to, and hope to make similar trips again, leaving from Richmond, and staying at one or both of these marinas as part of a two or three night mini-cruise. Who says there's nowhere to cruise to on the bay! Thanks, Phil, for a great trip, I only wish I could have done the whole thing.

See you on the water. - Z — 



Club Events on the Horizon

[Check Calendar](#)

Oct 13 (Sat-Sun)	Moss Landing to Monterey Sail & Overnight <i>intermediate to advanced; overnight at docks; open water sail <u>not for beginners</u></i>	(Bud K)
Oct 27 (Sat-Sun)	Delta Bridges Sail & Overnight <i>generally easy; motoring (bring fuel); intermediate when windy; overnight at docks</i>	(Bud K)
Jan 20 (Sun)	Annual Meeting at Oakland Yacht Club <i>Brunch @ 9am, then meet in Regatta Room; those who wish to bring their boat may call OYC to arrange for overnight stay at their dock; estuary sailing is generally easy</i>	(Eric Z)

CALL FOR PHOTOS: SEND US PICTURES FOR THE 2019 CALENDAR



The Calendar Committee is putting together the Potter Yachter Calendar. Your photo can be prominently displayed for an entire month for others' enjoyment. So, if you have West Wight Potter photos that you feel would be great for the calendar, please email them to calendar@potter-yachters.org as soon as possible, since the creative process is beginning soon.

Request for Sailing Venues

We'd like your input for the official Potter Yachter *Sailing Event Schedule* of the 2019 sailing season.

If you have a favorite place for launching that you'd like to share, send your suggestion to clubevents@potter-yachters.org



Officer's Club

Commodore:

Eric Zilbert
ezilbert@cde.ca.gov
P-19, #629, *Riptide*

Vice Commodore:

Rob Sampson
PY.Commodore.Rob@gmail.com
P-15, #367, *Espero*

Newsletter Editor:

Phil Marcelis
sail@marcelis.com
P-19, #1487, *Family Time*

P-15 Fleet Captain:

David Bacon
dbacon2636@me.com
P-15, #2636, *Ah Tiller the Fun*

P-19 Fleet Captain:

Carl Sundholm
sundholm@att.net
P-19, *Dagmar*

Webmaster:

Phil Marcelis
sail@marcelis.com

Secretary/Treasurer:

Pat Brennan
pat-brennan@sbcglobal.net
ComPac Legacy, #1, *Latis*

Website & Facebook:

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

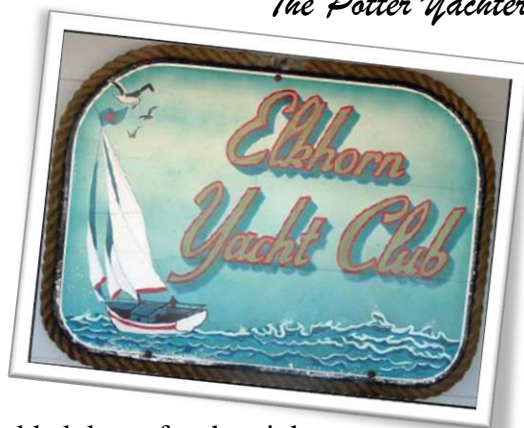
Report: Real Cruisers Rise to the Challenge

The Cruise to CC-XIX

by Jim 'Goose' Gossman

The Moss Landing contingent all did well, and it was just what I needed to keep the CC interesting. We had six boats making the trip on July 27th: Bud Kerner (P19), Eric Zilbert (P19), Jon Barber (M17), Mike Kennedy (P14), Steve Hartman (Marshal Sanderling), and the author in *ReGale* (Mod-P18). Everyone but the P14 launched Thursday and tucked into various spaces at the Elkhorn YC, since storm damage limited access to their regular guest docks. After a drink at the bar, we bedded down for the night.

The Potter Yachter



Eric Zilbert



Mike Kennedy

Friday's forecast was for Small Craft Warnings, so there was a bit of trepidation as we reefed in preparation for embarking on our 15-mile passage of Monterey Bay. At 10am we untied and left our safe port for a taste of adventure. We exited the jetty without any drama, as the forecast 4-6' swell was not up, and the bar was not breaking. The morning breeze was only 5-8k, and fairly consistent, so most of us shook out our reefs. We were going upwind against the prevailing 1-1.5 knot current, so our VMG was only a couple of knots. As these are not *ReGale's* favored conditions (and not wanting to miss the launch-ramp festivities in Monterey), I motorsailed to keep up with the other boats. I kept my eye on the P14 for a while, but he kept falling back. He seemed okay, but I would have liked for him to use his engine to stay connected.

After a short while we began to see some whale action, though none too close to cause any sphincterification. Last year, Eric's keel trunk was damaged by a behemoth who mistook his keel for a back-scratcher (or girlfriend?), so I was happy not to smell any whale breath. About 2/3rds of the way, the breeze built close to 10 knots and veered onto a close-reach, so all



Steve Hartman & Stefan Jaquet

was good. Approaching Monterey Harbor about 3pm, Bud called me saying he was having motor issues, so I towed him in. Damned ethanol!! After snaking through the YC kids racing Optimist dinghies, he finally got tied up. Over at the launch ramp, my friend Randy Anderson's new-to-him Holder 17 was also having motor trouble. Dan Ricker and a few other PYer's kindly offered assistance before motor-master Guy Light was able to solve the



Jon Barber

Photo: Goose Gossman

riddle. Damned ethanol!! These were both late model, recently serviced and run motors, so it really shows the extent of the ethanol debacle... and the value of sticking together.

On Saturday, both races sorted out smoothly, with steady winds under 10 knots, and many mini match-races underway. There were a few holes in the wind, but there were no big shifts or gusts to add drama. The fog bank stayed offshore, and visibility was good, so finding the

marks was no problem. It was great to see both ultra-senior Potterers, Don Person and Harry Gordon, on the starting line this year. My heroes!!

I sailed on Randy Anderson's Holder 17. In both races we had a battle-royale with Bruce McDevitt's P19 *Senior Center*. It's funny how you just seem to connect with another boat and it's game on. It was a great experience for Randy, who's an expert windsurfer racer, but newbie sailor. We split driving, negotiated strategies, and even remained friends after my incessant comments not to pinch! (Don't pinch!) Racing down the Monterey waterfront with a chorus of cheering seals was wonderful. Even the kelp was cooperative, although I was a bit worried about what happened to it. The trip back to Moss Landing Sunday morning was superb. While

Eric Z and Mike pulled out in Monterey, David White and Dick Herman accompanied the four remaining "Mossers" for the first hour north. With a steady 8 knot breeze and favorable current, we easily moved at 4+ knots. *ReGale* was much happier in these conditions, and able to keep up with the others without cheating.



Eric Zilbert racing Randy & Goose


Photo: Don Person

After a couple of hours, whale spouts started appearing close to shore, with the ever-present whale-watching boats in hot pursuit. I was a bit further outside when I started to see whales all over the place... and then I got a whiff – and suddenly all hell broke loose as I was encircled by a group of whales who charged to the surface in a feeding frenzy. In an instant, the water was boiling, fins were flying, seals were jumping, and birds diving. Just as fast, it was over (I barely got some video). I looked back at Bud, and the same thing was happening right in front of him. You could see the baleen system in their huge mouths, and pectoral fins and tails slapping the surface. Wow!!!



After the “show”, the wind picked up a bit more, and when I hit 7.5mph in a puff I wondered if it was going to get sporting. Since the whale experience, I wasn't anxious to be hiking out. Luckily, it settled down, and I proceeded without having to sail overpowered or having to reef.

At the entrance to Moss Landing, I waited for Bud, to see if his motor would start. It did, but he wisely left his jib up in case it stalled. It did! It restarted, but approaching the dock, it stopped again, so we side-tied and played bumper boats until finally docked. No harm done. Damned ethanol!!

Jon (Monty 17) and Steven (Marshal Sanderling) pulled out and headed home, while Bud and I headed over to the yacht club for their special Sunday night burger and beer bash. We both planned on a Monday morning departure, so this was just perfect. All said and done, a great time was had by all. We just had a little more fun than most. Regards, Goose/ — 



Cruise to CC-XIX medal



Photo: Carl Sundholm

Eric Zilbert

Jon Barber

Steve Hartman

Goose Gossman

Mike Kennedy

Bud Kerner

A Raft-Up with a side of Oysters

by Phil Marcelis



Rob and I started up to Tomales Bay early on Friday, Sept. 28th – he’s still recovering so I helped him get *Mud Hen* hitched up to his truck. First we stopped at a store for firewood, then at [Bear Valley Visitor Center](#) to get a fire permit (and also a one-night, Group-B camping permit) and finally at [Tomales Bay Oyster Company](#) for the obligatory bag of oysters to share with the group. By the time we had leisurely accomplished these goals – and rigged & launched – it was well past lunchtime, so with sufficient wind, I sailed directly to *Potter Beach* (you may call it [Tomales Beach](#)) where I unloaded the firewood, the cooler of ice & oysters, the camp chairs, the camp table, the box of food & supplies, and my banjo... only to look up and see Kevin Crowder heading my way on the beach. *Aurora* and *Blue Moon* had arrived earlier, and he had just dinghied over to say, “You know, since the other three boats can’t beach, and it seems like we’re not getting any other boats today, we thought we’d all just raft up for the night and use the BBQ on the rail to cook up the oysters. What do you think?” I thought it sounded just fine. But it would have sounded finer before I had unloaded everything... which I then proceeded to load back on the boat for the night. No way I’m leaving my banjo on the beach unattended! (“Someone may dump *another* banjo there! Hah!”)

Once I rafted up alongside *Aurora* (which was herself in turn rafted up to *Blue Moon* and *Mud Hen*), it was time to try out the oysters. And they didn’t disappoint; we had them BBQ’d as well as shucked raw out of the shells, with and without various sauces and “magic” oyster oil. That kicked off “Happy Hour” and everyone started bringing out their snacks and favorite beverages. Jim Hunt even brought out his BBQ ribs to round out a tasty meal. And it was about that time that George and Rebecca Corrigan joined the raft-up with their boat, *Upbeat*, for what we thought would be the final count of boats for the night. Meanwhile, off in the distance...



Rob, Alan, Kevin, Jim, Phil, and Rebecca enjoy snack time



Once rafted up, Kevin, Jim, and Rob relax

...about the same time as I started pluckily twanging on my banjo (as if on cue to make sure I'd stop) we noticed what appeared to be a sailboat's mast wavering in the darkness. Jim handed his binoculars to anyone who thought they might be able to see something, and sure enough, it was David White motoring over on *Wee Boat*! Once he got to us, he yelled over that he had to go back for a family of new Potter Yachters he met at the ramp who probably didn't know where to find the rest of us, and off he went. That's David; always the superhero.

As it turns out, the other boater was Sumanth Sukumar with his family on *Yogi* (P-19), and they decided to anchor out instead of raft up in the dark. They've only had their boat out a few times; still figuring out how to handle it. It was probably for the best since the addition of *Wee Boat* made **6 boats** hanging on *Blue Moon's* anchor. *Aurora* also had an anchor out, just in case. It may have been the largest Potter Yachter Overnight Raft-Up at Tomales. (PYORUT?)

I awoke Saturday morning to the sight of my daggerboard hovering 3 inches out of the trunk. We had apparently not considered the extreme tidal height when anchoring. I cranked up the daggerboard so I wouldn't be the raft-up's new anchor point, then pulled in the rudder. My suggestion that *Wee Boat* do the same came a little too late and it took getting the weight off his transom and someone in a dinghy to unclip the pin securing his rudder, but we eventually got him unstuck, too. Then I got a call from the official sailhost, Eric Zilbert, explaining that one of his trailer hubs was going to prevent him from joining us. It was not the most auspicious start to the day.



Sumanth, Amy, and their kids on their P-19, *Yogi*



The wind came up fairly early and folks started peeling away from the raft-up after breakfast to go sail. Rob and I visited with *Yogi* for a while, and then I started sailing, too. The wind had shifted to the south and picked up pace, whereas it was from the west (and mostly blocked by the hills) the day before. After some time, the mist turned into a bit more of a light drizzle, and I headed back to the beach where it looked like David was starting a fire and setting up camp. I added my firewood to his pile and marveled at the strength of the cold wind rushing up along the beach. There's no wind-break from the southerly direction, and it created a strong wave pattern that rocked my boat sideways where it was

Tomales Sail - September 2018

Attendees:


- George & Rebecca Corrigan – *Upbeat*, M-15
- Kevin Crowder, Alan Roberts – *Aurora*, ComPac 19
- Jim Hunt, Tom Voltz – *Blue Moon*, Santana 2023c
- Mike Kennedy – *Small Axe*, WWP-14
- Phil Marcelis – *Family Time*, WWP-19
- Mark Sabin, Cynthia Shallit – *Half Fool*, ComPac 17
- Rob Sampson – *Mud Hen*, Ranger 21
- The Sukumar family – *Yogi*, WWP-19
- David White, Nick Maderos – *Wee Boat*, WWP-19



Small Axe and Wee Boat

beached. Each wave that slammed into the side of the boat pumped about a pint of water up the daggerboard and it only took ten minutes before I was sloshing through my cabin. While preparing to leave the beach, I slipped in the cockpit, ripping my pants at the knee, and landed with all my weight on the tiller which resounded with a >CRACK< as it split through the laminations at the bolt holes attaching to the rudder. Wet, cold, slightly unhappy, and breaking things... it was time to leave.

I got to the ramp and the sun came out, so I had a relaxing time derigging, drying out, warming up, and feeling a little more chipper as I chatted with Rebecca and George who were also derigging. As I started driving away, I saw *Yogi* motor up to the ramp with the same idea. Judging by the smiling faces, this was another successful boating trip for them. I'm sure we'll see them at a future Potter Yachter sail. Maybe Clipper Cove, where I suggested Sumanth could try out the procedures for beaching a P-19.

Later, I heard from Rob that Saturday's raft-up was jostled all night long by what seemed like a passing motorboat every hour, but Sunday was a gorgeous, sunny day with mild wind, and I'm sure the birds were chirping happily. It's good to hear that the weekend ended well. We'll do this again next year! — 



More Photos from Temales



We need photos for the 2019 calendar! E-Mail the calendar committee (calendar@potter-yachters.org)

Member Contribution: Saturday, Sept. 15, 2018

The Official Unofficial Clipper Cove Picnic Sail Report

by George Corrigan

Having found out in the September Potter Yachter Newsletter (see [PYN 2018-09](#)) that the event was canceled, Alan Koepf and myself, the crew of the *Upbeat*, decided to try it anyway. We had never done it before and I was a little reluctant to try it alone, but several PY members said it was doable and gave us good instructions as to timing, winds and likely conditions.

So, Saturday morning under fair skies we rigged our Monty 15 at Grand Street and took off at 10:00 AM up the Estuary under motor power. We had expected at least one other Potter Yachter to appear but no one showed; we were on our own. At 11:00 AM, we cleared the Estuary and beat West into the wind to the light buoy at the end of Alameda Island. In a freshening breeze we then sailed Northeast toward the Southeast tip of Yerba Buena Island on a beam reach with good speed. Near the tip of Yerba Buena the breeze picked up and we dropped the jib going under the Bay Bridge only to raise it again on the other side.



Alan helms *Upbeat* at the launch ramp

As we approached the Cove, the wind was coming directly from the West so, in an effort to stay within the recommended time frames, we motored into the Cove. It was calm there and we beached the boat for a quiet lunch on shore. Departing at 1:15 PM for the return trip, we left the Cove with a reefed main and the small storm jib down on the deck. We had been warned by the old salts about being smacked by the westerly wind at the tip of Yerba Buena. On a starboard broad reach the big smack failed to appear and we reached leisurely all the way back to Grand Street telling tall tales, exaggerations and outright lies. Back at Grand Street at 2:15 PM we ran into John Chille who gave us the rundown on the then ongoing unofficial Bay Area Messabout he was participating in. We told John some more lies but he didn't seem to mind.

Perfect day on the Bay! Thanks to the Potters for the advice and encouragement. We missed you out there. — 

(Hennessey continued from page 1)

into the early afternoon. I noticed how dry and crispy the hills and vegetation were the moment I started up the canyon. Don Person arrived about 5 minutes after I did and we started leisurely rigging the boats and were soon joined by Bud Kerner and Dana Suverkrop. Carl Sundholm arrived boatless and sailed with me on the Minnow.



We had a wonderful day of mellow relaxed sailing with a Cal Fire side show for lunch. At mid-day, we were on the shore, lunching in the shade and hearing sirens. In a short time, we counted 7 fire trucks go up the hill, then heard a helicopter on the other side of the ridge and shortly after that the Cal Fire spotter plane was circling overhead. We could not actually see the bucket drops from the helicopter but we did get some nice views as they continued up and over the ridge a little but as the lined up for the drop. I never saw nor smelled smoke and the trucks were starting to come back down the hill by 2:30. Great job, Cal fire!

I had to leave around 2:30, but Don later reported to me that the heat did not really hit until around 4pm and then it was in full force. Nicest sailing day I've had on Hennessey. —



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, 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

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

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

