



# The Potter Yachter

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

June 2024

## Report: Benicia to Napa

By Goose Gossman



The annual cruise from Benicia to Napa was lightly attended by only six boats; of which only three managed to make it all the way. This year, the tides dictated a 9 am start on Saturday, which prevented us from participating in Benicia’s opening day festivities. Present were Alan Koepf, Jon and Laura Barber, Mark Sabin, Tyler B and son T, George Wehrfritz, and myself. The weather report was good, but the Carquinez Strait was unsettled.

Mark took off early to catch the remaining favorable current but got soaked and made a pitstop at the Vallejo Yacht Club where he was welcomed with hot coffee. They even let him use their clothes dryer. Tyler and his son on *Goshawk* weren’t far behind but didn’t stop. Alan had forgotten something important at home and decided to stay at the dock. Jon’s *Ol’44* headed out, but soon decided to turn back rather than subject his valiant crew to undeserving discomfort—Good Captain! George almost made it through the Carquinez Bridge when his poor motor started smoking, begging for mercy from the 3 to 4 knot adverse current. As usual, *ReGale* brought up the rear to tend the flock. But just as I saw George turn around, I noticed my engine oil light flashing! What the Hell!! So, I turned back too, and headed for the marina to check it out. (continued pg 7)

## Please renew your membership. (Dues \$50/family)

Mail a check made out to Potter Yachters to Potter Yachters, 3710 Lone Tree Way, Suite 493 Antioch, CA 94509

Ship’s Stores for sale. Order from Potter Yachters:  
Show your colors! Fly an official Club Burgee on your next sail!

- Burgees \$25.00
- Bumper Stickers \$ 2.50
- Patches \$ 2.50
- Info Packets \$20.00 (Primarily P-15 information)

Or head over to the 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 Jon Barber

There lies the port,  
The vessel puts her sails

Two straight roads lead to the Reservoir, where my boat lies at a mooring. I've had a boat at a mooring for half of my life (so far). My first boat was a cat boat. She was wood, planked in cedar. She had one enormous sail. We were novice sailors then, my dad and I, and knew nothing about reef points when we ordered the new sail. It was all or nothing at all. When the wind picked up on our small, midwestern lake it was time to hike out and try to keep the boat fairly flat. This boat stayed on our lake until summers end. She was kept in a lean-to through the dark days of winter.

Fast forward fifty years. I'm no longer a tanned teen and I've learned about reef points. My latest boat, a Montgomery17, has two reef points on its new sail. Now, when it gets sporting I can make the necessary adjustments. The difference between now and then is I must drive 30 minutes (on two straight roads) before stepping off the end of a dock and swimming out to my boat.

I rig and cast off. The boat finds the wind. The water around the bow starts its music. The boat heels, she tells snap to attention and the same feeling of rightness comes over me that I knew as a teen. At that moment, at that place, all is right with my world.

The wind is blowing,

I must be going.

Regards,  
Jon — 

Club Events on the Horizon		<a href="http://potter-yachters.org/calendar">potter-yachters.org/calendar</a>
June 8-9	New Melones Reservoir	Kevin Crowder
Come sail in the foothills of the Sierra. Launch at the Glory Hole launch ramp. We will anchor out overnight by the islands near the Tuttle Town ramp. Good for beginner to anchor overnight. Winds light to moderate.		
June 23-30	Catalina Island Sail (SoCal Potters)	Gary Nitta
Sail to Catalina Island with the SoCal Potters. <i>Notice that this is a date change from the published calendar!</i>		
July 13-14	Loch Lomond	Goose Gossman
Join us for a nice day or two of sailing on the bay and good food at Andy's Market.		
July 27-28	Huntington Lake	Jim Hunt
Considered to be one of the best sailing lakes in California. The wind comes up at 10:00am and blows until 5:00pm. Conditions can be anything from easy to advanced depending on the weather. <i>Notice this is another date change from the original calendar!</i>		
August 3 <sup>rd</sup>	Monterey: Cruiser Challenge--XXIV	Alan Koepf
The races will be Saturday the 3 <sup>rd</sup> but join us for sailing in Monterey Friday through Sunday or sail over from Moss Landing if you are so inclined. Details coming in the July Newsletter.		



**Upcoming event:****Catalina/Two Harbors Cruise (SoCal Potters) – June 23-30, 2024**

Sail Host: Gary Nitta



Here is a short synopsis for the Catalina sail. It's around a 30 Mile trip from Long Beach to Two Harbors. Conditions are usually calm in the morning hours with the wind picking up about halfway to the island. As we arrive we will tie up to the stringline, which costs \$35 per night. A dinghy or kayak will be needed to get to shore. Spend Sunday night in a guest slip at the [Cabrillo Marina](#), 224 Whaler's Walk. We will depart for Catalina on Monday morning. We will return on Saturday. Most folks also spend another night when we return in a slip before pulling out on Sunday morning. Vehicle and trailer parking is available at [Davies Launch Ramp](#) for \$12 per night. Here is a [video](#) showing the approach to the launch ramp that may be helpful. More information will be provided on the [SoCal Potters Facebook page](#).

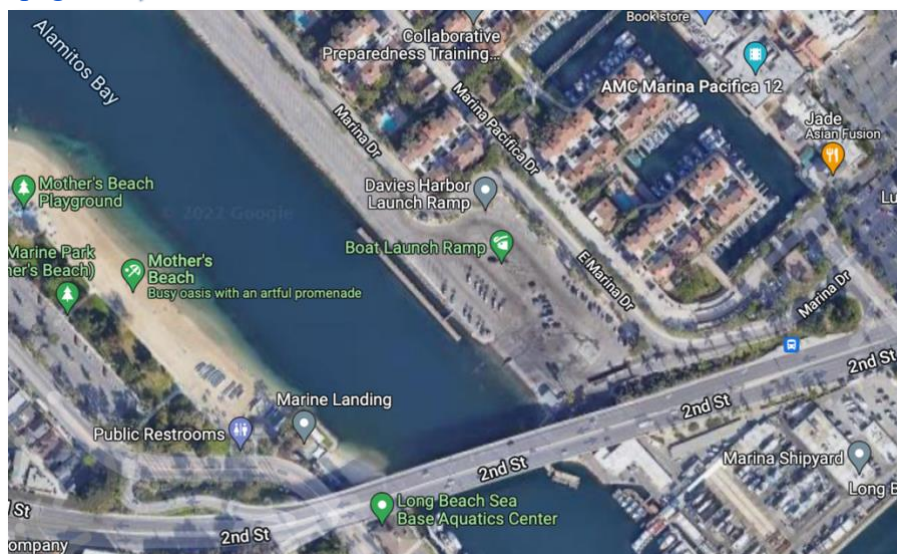
**Directions** to Davies Boat Ramp, Long Beach, CA from Northern Ca.

For your GPS, the boat ramp address is:

6204 Marina Dr, Long Beach, CA 90803.

**Via Hwy 101 South:**

Follow US-101 S to I-405. Take I-405 S to N Studebaker Rd in Long Beach. Take exit 24B from I-405 S. Turn right onto 2nd. Turn right onto E Marina, then left to stay on E Marina. Follow E Marina for ¼ mile to the entrance to the boat ramp area.



Upcoming: July 13-14, 2024

# Loch Lomond Sail & Overnight

Sailhost: 'Goose' Gossman

Join the PYer's for a repeat performance in the central Bay...where winds are fair, fog is no problem, and Andy's market is still fantastic. We'll be sailing at [Loch Lomond Marina](#) in San Rafael. The marina is now owned by [Safe Harbor Marinas](#). The site includes [Andy's Local Market](#) adjacent to the launch ramp and Loch Lomond YC. Their incredible buffet, salad, wine, sandwich, Italian Ice cream bar is sure to please all Potterers... so plan on having meals there.

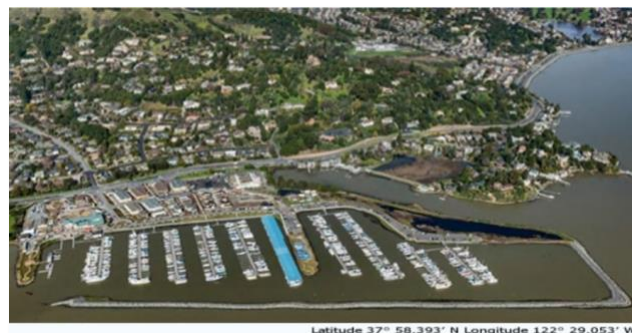


Launch in Loch Lomond or sail over from Richmond or some other location on the bay. Let Goose know if you are launching in Loch Lomond so the marina can arrange trailer storage.

The Yacht Club has generously allowed us to use their dock area. The fee is \$25 per night which we will all pay to Goose who will write one check for the group. Contact Goose to let him know if you are coming. The Yacht Club has also invited us to join their happy hour if we come on Friday night. It runs from 6:00-7:30 and includes hors d'oeuvres. Come for the interesting scenery along the Marin waterfront, including China Camp, the San Rafael Canal, and several cool islands near the Richmond bridge.

Hopefully many of us can make a weekend of it.

Goose



Latitude 37° 58.393' N Longitude 122° 29.053' W



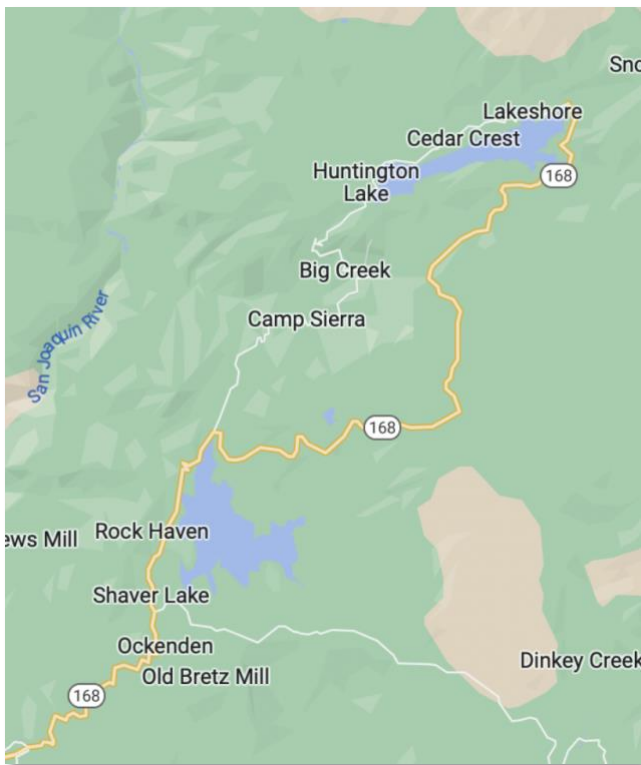


# Upcoming: Huntington Lake July 27-28, 2024

Sailhost: Jim Hunt



Join The Potter Yachters for a high Sierra sail on beautiful Huntington Lake, July 27 and 28. Located east of Madera on highway 168, the Lake is at 7800 feet above sea level so be sure to have your tow vehicle ready for the climb and subsequent descent (you may want to have a look at your trailer bearings, too, to avoid fun by the side of the road). Remain on highway 168 past Shaver Lake (Tollhouse Rd). For some reason, Google maps will want to route you thru Big Creek on a very narrow and twisting road.



I have docked at several marina there and can recommend:  
[Rancheria Marina](#)  
62311 Huntington Lake Road  
559-893-3234

At the East end of the lake:

[Huntington Lake Resort](#)  
Address: 58730 Huntington Lake Rd  
Phone: (559) 326-6687

There is a ramp and restaurant (with a very limited menu) at this location.

A good launch/ park facility is available. The last time I launched there the fee was \$10.00.

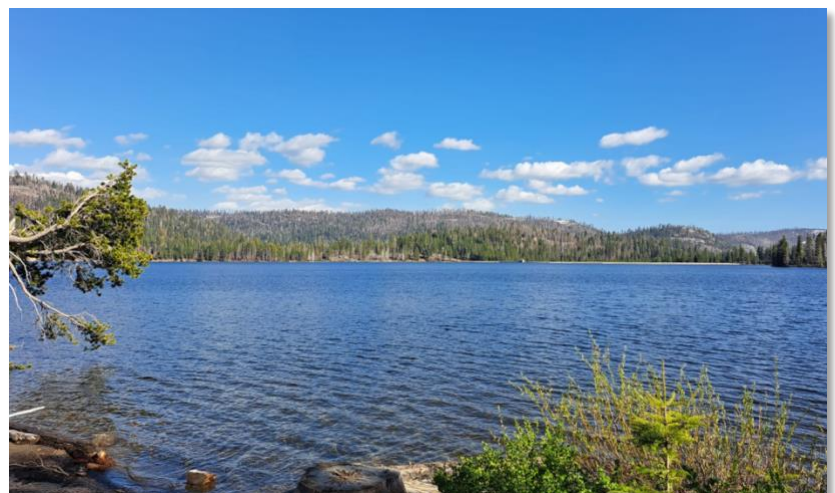
[Ramp info:](#)

Anchoring out is also a possibility.

Around 10am the wind begins to blow from the east and depending on how hot the valley air gets, can build to sporting!

Count on wind until 5pm.

Huntington Lake is considered to be one of, if not the best sailing lake in California. Don't miss it!



(Benicia to Napa report, continued from page 1)  
 When I got back, everything was fine...and THEN I remembered it was just an idiot light reminding me service was due.  
 Ok then, back out I went, speeding at 15 knots to catch up. When I got to the bridge and entered the confluence of Carquinez Strait, Mare Island Strait, and San Pablo Bay, I

Benicia to Napa Participants:

- Jon & Laura Barber – *Ol' 44*, Montgomery 17
- Tyler & T Backman – *Goshawk*, Sage 17
- George Wehrfritz – *Betty Sparrow*, Sparrow 16
- Goose Gossman – *ReGale*, WWP 18
- Alan Koepf and Phil Marcelis – *Kim Yvonne*, WWP 19
- Mark Sabin – *Half Fool*, Compac 16



wisely slowed down to 5 knots, to have mercy on myself and my 51-year-old Potter. As Jack London accurately described this location in his book “Tales of the Fish Patrol,” this location was still bizarre.

Once through the intersection, conditions instantly transformed into total bliss. I had thought about aborting the event, but Mark and Tyler had already charged ahead, so I blasted upriver, riding the now favorable current. The three boats enjoyed a joyride close reach at 3 to 5 knots all the way to Napa, arriving at the



Napa Yacht Club by early afternoon. This was our first time using our PICYA membership privileges, and Napa Yacht Club was very accommodating.

The Yacht Club is right in town, so we walked around, and got take-out at a local market

Sunday morning Mark bugged out early, while we waited a bit for the tide to shift. As it turned out, the current wasn't bad, and we had no problem making headway. While *Goshawk* sailed on, I stopped off at fellow Potter-Yachter Charlie J's dock for a visit. He'd just had hand surgery, so couldn't go with us like previous times. I motored to catch up to Tyler, and we decided to get lunch at the Vallejo marina. The wind was light, so I just motored back, while *Goshawk* sailed. All in all, it turned out to be a good time...though not what we expected.





## The unbearable cycle of sanding and epoxy

By Sharon Soule

Some years ago, David bought a trimaran. It was a home-built fiberglass over wood Norman Cross design. It was supposed to be an 18, but measured out as a 20, so whoever built it stretched the plans out a bit. We had owned a Hobie 16 for years and sailed it often on the delta. We sold it after purchasing *Nighthawk* which was a mistake. David missed sailing fast! Hence the trimaran.

We daysailed it on the mountain lakes and occasionally on the delta. David and Denny had one [epic sail](#) on it in 2016 from Alameda to Stockton. And occasionally, we would “camp-sail” it at Spicer Meadows Reservoir. We’d sail all the way to the east end of the reservoir (6 miles), then camp on shore overnight. Next morning, we would pack up and launch just as dawn was breaking and ride the downslope breeze all the way back to the boat ramp. And everytime we sailed the boat, we would talk about how we could modify this or that to make it a nicer, more comfortable boat. It had its flaws, but we never seemed to find the time or the money to improve it much. It was always just a fun boat to daysail.

David even made an internet friend who had a Cross 18. His friend, Eric, modified his boat so that he could sail it on the [Texas 200](#). If you haven’t heard of it, the Texas 200 is what has become known as a “raid” in recent years. It’s like a Potter messabout on steroids—a large number of small boats sailing point to point over a set course each day. They seem to have originated in Europe, but there are raids now all over the world. Some seem to have an element of racing, such as the Everglades Challenge, while others are just relaxing and fun. One of the largest is the [Semaine du Golfe de Morbihan](#) in France which attracts so many boats—everything from tiny skiffs to tall ships—that they have to be split into separate “fleets” all of which spend several days exploring the Gulf of Morbihan. At night, they are hosted by some of the many small towns around the Gulf where they celebrate their voyage with food and drink.



In 2018, a member of the Port Townsend Pocket Yachters thought the idea of organizing a local raid might just be fun, so he put together the Salish 100 which takes about 100 boats the 100 miles from Olympia to Port Townsend in about a week. David and I attended the first Salish on *Nighthawk* and we had a great time. In fact, it was enough fun that we got to thinking it might even be more fun on the trimaran. We started talking about mods and when we got home, we made a spreadsheet and listed all the necessary steps to make *Triple Crossed* into a raid worthy boat. But it seemed like a lot of work and looked kind of expensive and then we had a worldwide pandemic and we were just happy to take any boat on the second Salish, so we used *Nighthawk* again.

Then last fall we got to thinking that we had a little more money and a little more time, so... We signed up to take the trimaran on this year’s Salish. Fortunately, Google Sheets are forever (never keep track of your crime on a Google Sheet is what I always say...), so we dusted off our list, took a deep breath and got to work. Well, mostly David got to work. My contribution has been mostly to provide sandwiches and bad ideas. I have, however, learned how to sand.

(continued next page)

Because what I have learned is that in spite of having a list of about 25 major things that must be done before *Triple Crossed* will qualify as a bona fide camp cruiser, there is ONE item—THE one item to rule them all—which is to Paint. The. Boat. And before even one drop of paint must be allowed to touch even the smallest part of the boat, it must be sanded. Then fiberglassed, then sanded, then epoxied, then sanded, then primed, then sanded. And if you perchance found yourself sailing somewhere this spring and wondering “what has happened to the Soule’s who seem to have disappeared?” You must listen very closely and perhaps you will hear, far... far away to the east, the sound of two dual action sanders buzzing madly as they work to polish the hull of a someday-to-be-painted Cross trimaran. —



New cockpit drains—Guy’s help has been instrumental



New outboard



Our lizard overlord supervising



Bimini for shade



Cutting 2 feet off the mast

Officer’s Club

Commodore:  
Jon Barber  
Montgomery 17, *OI’ 44*

Vice-Commodore:  
Eric Zilbert  
P-19, #629, *Riptide*

Newsletter Editor:  
Sharon Soule’  
Balboa 21, *Nighthawk*

Small Boat Fleet Captain:  
Bud Kerner  
P-14,

Large Boat Fleet Captain:  
Jim Hunt  
Santana 2023, *Blue Moon*

Webmaster:  
Phil Marcellis

Secretary/Treasurer:  
Phil Marcellis  
Catalina 22, *Merri Time*

Website:  
[www.potter-yachters.org](http://www.potter-yachters.org)

Facebook:  
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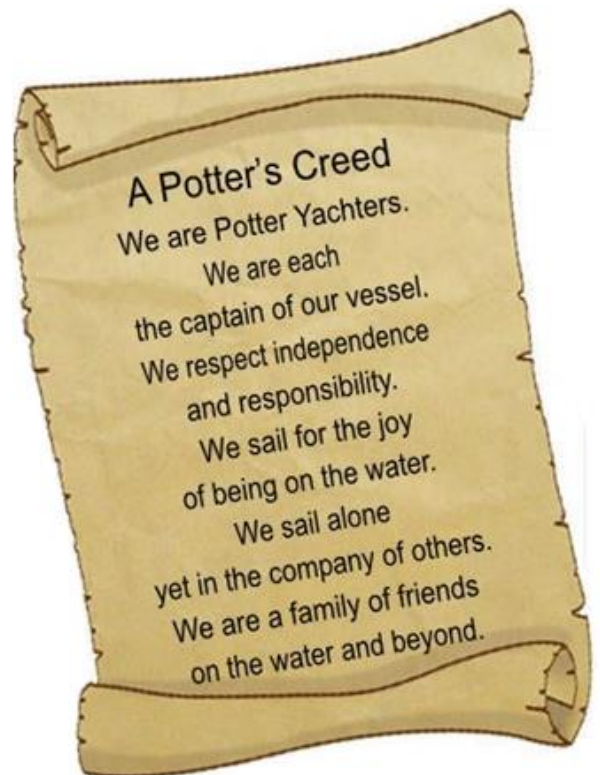
## With a Grain of Salt

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



**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.