



The Potter Yachter

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

March 2025

A Successful Tune Up Sail

By Eric Zilbert



On Saturday, February 8, we had our first event of the year, a "Tune-up" sail at Marina Bay in Richmond. This sail was intended to be a casual event at which sailors could do a shakedown sail to check out their boats for the upcoming season.

I planned to arrive on Friday and spend the night. So, on Thursday I proceeded to get *Riptide* ready to go. I ran the motor to make sure it would start and checked the oil. I washed it down and cleaned up the leaves and pine needles that find their way into the cabin. I also replaced one of my trailer lights that was starting to come apart. I went to bed Thursday confident the boat was ready to go. (Continued page 6)

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	\$30.00 + \$5.00 shipping unless picked up in person
Bumper Stickers	\$ 2.50
Patches	\$ 2.50
Info Packets	Coming soon

Also in this issue:

Commodore's Corner	page 2
Upcoming: Some updates	page 3
Upcoming: Delta Anchor Out	page 4
Upcoming: Richmond to OYC	page 5
Report: Key Lime	page 9
Article: PSPYC	page 12

The Commodore's Corner



By Eric Zilbert

Hello fellow Potters! I have a few notes to share with you. First is that our Tune-up sail at Richmond was very successful. There is a report on the event in this newsletter. Our next sail will be out of the Coyote Point Yacht Club. Saturday night the Yacht Club hosts a Saint Patrick's Day dinner with Irish dancers. I cannot attend this year but based on last year's event this is something that should not be missed. Our third event will be an overnight originating in Rio Vista April 4-6. An overview of this trip is also available in this newsletter.

A new invasive species, the golden mussel, has been found in the Delta near Stockton. This is likely to spur additional requirements for inspections and stickers for boats that want to access lakes in California. Several reservoirs have completely closed to launching including Comanche Reservoir, Woodward Reservoir, Pardee Reservoir, and Lake Hennessey. Many other lakes are imposing a variety of [requirements and restrictions](#).

Finally, we are beginning to implement our member recruitment plans. On March 2nd at the PICYA (Pacific Inter Club Yacht Association) delegates meeting at the Stockton Sailing Club, I gave a short presentation on our club and the benefits of trailer sailing. On March 29 I will be giving a presentation at the Encinal Yacht Club in Alameda along with Scott Johnson, a former Potter builder, currently on the staff at the Oakland Yacht Club. The event is the PICYA Leadership Conference which includes presentations on a number of topics of interest to recreational boaters. Anyone can attend this conference. To register go to <https://picya.org>. We are hoping to have several boats on display at the conference. I will likely stay the weekend on my boat at either Encinal YC or Oakland YC. If you want to participate, please contact George Wehrfritz or myself for more information. Looking forward to seeing you on the water.

Fair Winds, Commodore Z — 

Club Events on the Horizon		potter-yachters.org/calendar
March 15-16	Coyote Point (St. Pat's Sail) (update below)	Mark Sabin
<i>RSVP to Mark Sabin for Corned Beef & Cabbage Saturday night. Plan to launch at Coyote Point Saturday morning to head out for a sail before 10am. We should be able to get space at Coyote Point yacht Clubs' guest dock for Friday and Saturday nights. Easy to intermediate sail depending on wind.</i>		
April 5-6	Rio Vista Anchor Out	Eric Zilbert
<i>Sail north from Rio Vista to Prospect Slough where you will anchor out overnight. No services will be available, so plan on being "self contained." This will be a good opportunity to see what camp cruising is like with the safety net of the group if needed.</i>		
April 26-27	Richmond to OYC or Ballena Bay YC	Eric Zilbert
<i>Depending on wind and tides, this can be an intermediate to experienced sail—we will be crossing the "Slot" where you should be prepared to shorten sail. Launch in Richmond and sail to Alameda. Overnight in Alameda. Return to Richmond Sunday.</i>		
April 27	Opening Day on the Bay	PICYA event
<i>Sponsor! Donate! Ride on the official committee boat! Decorate your boat and join the Parade of Boats! Follow links for information.</i>		
May 3-4	Moss Landing (Elkhorn YC)	Bud Kerner
<i>Come join the Potter Yachters for two days of whale watching and sailing. Both days we will sail out of the Elkhorn Yacht Club in Moss Landing. Monterey Bay is not a bay—it is the ocean. This time of year, it can be very sporting. For this reason, your skill level should be intermediate to experienced.</i>		

Upcoming: Coyote Point Sail update
 March 15th-16th
 Host: Mark Sabin



This event will be an excellent platform to show non-boat owners or new boat owners the simple fun of sailing. Also, there may be some who have sold their boats because of age or bodily damage—they could arrange to sail with me and Cynthia.

Saturday's day sail will start at about 1 pm, and last around 2-3 hours followed by a wonderful dinner!

Per Matt Martell, Port Captain, Coyote Point Yacht Club:

“Our guest dock is not available (due to needed repairs) however I am sure the Harbormaster will be able to provide slips for your fleet.”

Mark will handle the arrangement of slips in the Marina. He will need to know who and what boats are arriving and when. (Friday or Saturday, March 14th or March 15th). You can post to the [Trailersailor forum](#).

As for the St. Patrick's Day Dinner and Dancers for our entertainment—Matt answered:

“We have you covered. Friday night will be our regular menu but Saturday we have an Irish dinner and dancers lined up!”

The special dinner on Saturday night, March 15th, must be reserved individually, and there is an [application](#) on their web site right now. This will make a great date night for your significant other(s) and/or family and friends. You may also choose to arrive without a boat for the dinner and comradery.

Depending on weather, I may launch out of West Point Harbor/

Redwood City on Friday around noon and sail up to Coyote. Return on Sunday should be easy and fun.

Dinner Reservation steps: Go to [this link](#), add a non-member ticket—you do not need to go to SoftPoint or whatever- just muddle thru. After you signed up then you can add another/others. Printing is kind of hard to see, but you can figure it out. If you get really stuck, give me a call and I should be able to help.

Mark —

PICYA Update

There is a one-day leadership conference on March 29th.

Location: Encinal Yacht Club, Alameda

The conference costs \$35 which includes a continental breakfast at 10:00 and lunch at noon.

Registration begins at 9:30.

Link to conference page [here](#).

They will list more details about speakers later, but Eric should be presenting at noon.

Contact George Wehrfritz if you would like to bring a boat to display at the conference.





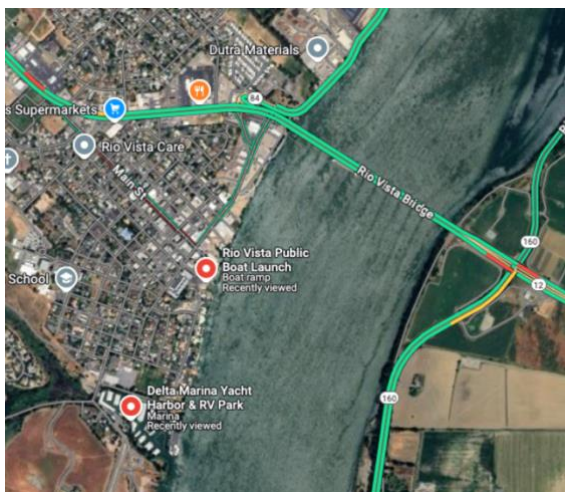
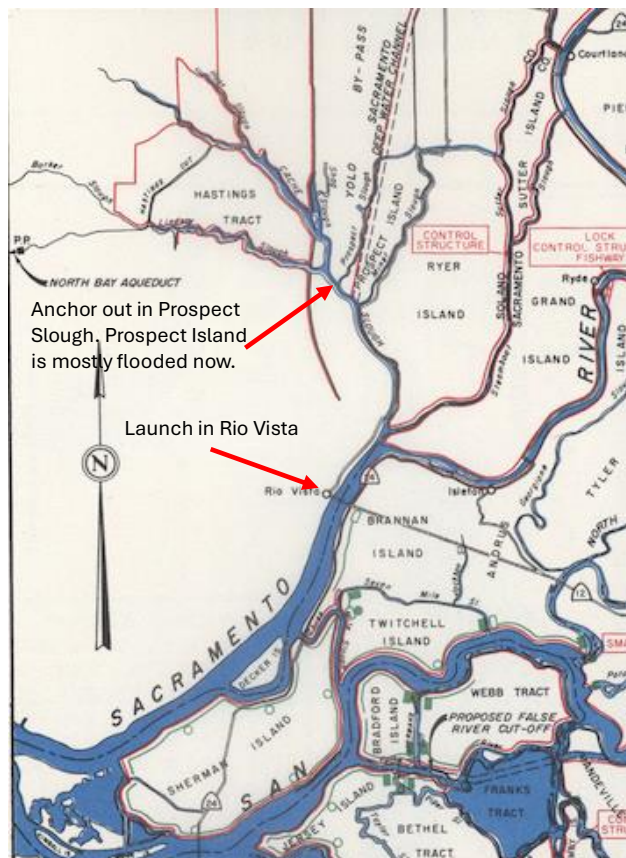
This trip is intended to be something of a wilderness adventure. The plan is to launch from Rio Vista, and sail upstream about 7 miles to Prospect Slough, a protected area often used as an overnight spot at this point in the river. The plan is to spend the night on our boats. There are no services available at Prospect Slough. We will need to cook and be prepared to use our porta-potties. Several members

have requested a trip of this type to get a feel for what it is like to anchor out without any additional support, though we will have each other.

We will have to be at the Rio Vista bridge on Saturday at 11:30 when it will open for us. This is critical because the bridge operator (Cal Trans) is now requiring a 4 hour prenotification for opening. If using the bridge is unworkable, we will anchor out behind Decker Island, about 6 miles downstream.

A reservation has been made for us at the [Delta Marina](#) (100 Marina Drive, Rio Vista) for the nights of Friday April 4 and Saturday April 5. Those that do not wish to anchor out can stay at the Marina. The cost to stay at the Marina is \$1.50 per foot, per night. Launching is \$20 which includes 24 hours of parking. An additional day of parking is \$5. You do not need to call for a reservation, just show up and pay at the office.

Boaters can also launch at the [Rio Vista public launch ramp](#) located at 1 Main Street.. The fee to launch is \$14 and includes parking. Additional vehicles can park for \$5 a day.



Upcoming event:

Richmond to Alameda Sail, April 26th-27th 2025

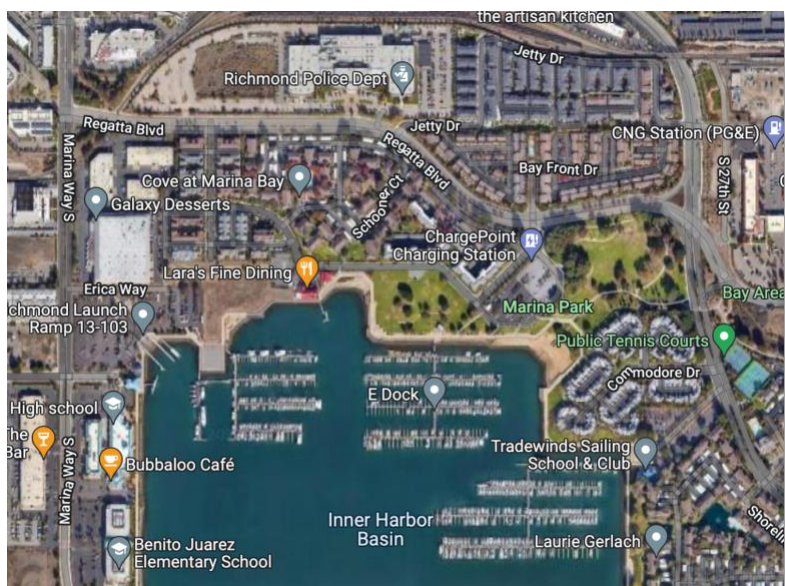
Sail Host: Eric Zilbert



Enjoy an April sail to the Oakland Yacht Club. This trip leaves on Saturday morning at about 10 a.m. from the [Marina Bay Yacht Harbor](#) (MBYH) in Richmond sailing to the Oakland Yacht Club. Slips and parking are available at Marina Bay. Some folks will be launching on Friday and

staying over at Marina Bay. To get a slip at Marina Bay fill out a [guest berthing application](#) and contact the harbor master via email or at 510-236-1013. They will want you to scan and send them proof of insurance and your boat registration. They will also want \$25 a night. Let them know that you are part of a group reservation for the Potter Yachters.

This should be a great sail with views of Angel Island, the Golden Gate, Alcatraz, and Treasure Island. If conditions permit, we will stop for lunch in Clipper Cove at Treasure Island. The [Oakland Yacht Club](#) is expecting us for Saturday night. Slips are \$30 for Saturday and the second night is free. Note that you will need a [registration form](#), that should be completed before arrival at the Yacht Club. You will also need to provide your proof of insurance and registration. Dinner will be available at the Yacht Club on Saturday night at 6 (bar opens at 5:30), and brunch will be available Sunday at 10. It should be a very pleasant trip. I'll take dinner reservations Saturday morning, or you can RSVP to me at drzilbert@gmail.com. Hope to see you there! — 🏠



[Directions](#) to Marina Bay (www.mbyh.com)
Cross street: Marina Way South and Hall Ave.

From Marin:

I-580E over the Richmond/San Rafael Bridge
(towards Richmond/Oakland)
Exit at Marina Bay Parkway
Turn Right onto Marina Bay Parkway
Turn Right onto Regatta Blvd.
Turn Left onto Marina Way South

From San Francisco/Oakland:

I-80 E/I-580 W
Take the Pt. Richmond/San Rafael Exit onto
I-580 W
Exit at Marina Bay Pkwy/S 23rd St
Turn Left onto Marina Bay Pkwy
Turn Right onto Regatta Blvd.
Turn Left onto Marina Way South

Angel Island Tune Up Sail Continued from page 1

The next morning, I went to hook the boat up. This is when several issues came to light, all pertaining to the trailer. The first thing I discovered was the retaining pin for the tongue jack was frozen solid. It took much longer, and much more WD 40 than I wanted, to get it to operate properly. Next, I found the latch on the towing ball attachment completely unresponsive and had to lubricate it. Finally, hooking up the lights was very disappointing, and I had to clean all the connections before they were working correctly. I finally left Davis at about 2:00 p.m.



Gary Whizin searches the cabin while Dave Candey and Bud Kerner look on. "I know I have a charger in here somewhere!"

I love overnighting at Richmond because it is close for me—about an hour drive. It is also easy to make reservations at Marina Bay Yacht Harbor, the ramp is well built, the facilities are clean, berthing and launching fees are reasonable, and the area has a couple of good restaurants. Most of all I love the view of San Francisco and easy access to the bay the harbor affords.

We selected Richmond for this sail because the Point Potrero Reach is a nearly 2 mile long stretch of protected water with ample room for tacking. When the wind is from the west, one can go up and down the Reach on a reach, as the name implies. However, the Reach is also broad enough for tacking if necessary. This makes it an ideal spot for small sailboats and beginning sailors.

When I arrived, I found George Wehrfritz and his Sparrow 16, *Betty Sparrow*, had already arrived. Also getting his boat ready was new member Gary Whizin with his yet to be named P-15.

I set up the boat and immediately found several problems that would need some attention. First, my belly band had frayed badly at the latch and would soon need to be replaced. Second, I noticed that the main hatch showed signs of significant weathering and needed immediate refinishing if it were to survive. While attaching the main sheet block, I noted that the eye pad it attaches to was very loose. I added some lashing to keep it in place, but it would need to be reattached before the next sail. Upon launching all went well until I tried to lower the keel. It was stuck. Inspecting the raising tackle, I found that the lifting line had come off the pulley and was jammed in the sheave. It took a while to free the line, and I had another repair for my list. I sailed the boat under genoa only to my slip.

The three of us ate dinner at Anh, a Vietnamese restaurant on the water near our slips. I had the surf and turf pho. It was great as usual. On returning to my boat I found that I did not have any phone charging gear with me. Luckily, Gary provided me with a hookup. I provided Gary with an adapter so he could use the shore power at his slip to charge his electric motor battery.

The need for a phone adapter and cable was added to my list. The next morning the three of us had breakfast on board and waited for the arrival of other boats. While making coffee I found out I was on my last can of butane.

Added it to the list. George offered me a canister of butane if I ran out. This is why there is safety (and comfort) in numbers.

Alan Koepf arrived to crew for me at around 8 am. By 10:00 four more boats arrived including Dave Candey and Pam Griggs with their P 15 *Paloma*, new member Danny Mone with his P 19 *Bingo*, Bud Kerner and his P14 *Splash* and finally we were joined by Jon Barber and his Monty 17, *Ol' 44*.

(Continued next page)



Danny Mone sailing *Bingo* in the Potrero Reach.
Photo: Eric Zilbert

There were many interesting difficulties encountered by this group, well, everybody except Jon, whose set up was swift and sure with no problems I could detect. As it turned out the biggest problems were with both Gary and Bud's motors. I think Dave Candey stuck around just to help them out.

Jon launched and was off like a shot. I yelled to him to turn on his radio, channel 69. Those were the last words we exchanged until he packed up and said goodbye. Danny was ready to go, so I sailed out of my slip and met Danny outside of the marina. I had left George expecting him to follow me out with the three P15s. As it turned out they did not make their way out of the marina for more than an hour.

We had good sailing and were soon at the harbor entrance. I had told George that we would stay close to Danny in case he encountered any problems. Alan and I got becalmed just off the harbor entrance. We decided to turn back and were making only a snail's pace under sail. We stuck with it way too long, but did manage to have lunch.

In the meantime, Danny showed himself to be quite capable with his p19, going up and down the reach a couple of times. When the others finally entered the reach, there were only three, not four boats. Bud's motor would not run properly, so he elected to sail with George.

We had arranged to meet up at the southeast end of the reach at 3:00 from whence we would sail past the ferry station up into the commercial part of the harbor and then up the Santa Fe channel to the Point San Pedro Yacht Club. Getting to the rendezvous, I managed to go aground twice, and George also went aground in the same space of time. We both got off without any problems, but it shows how careful you must be out there near low tide.

We motored most of the way up the channel as we faced a decent headwind. At the head of the channel is the cute little Point San Pedro Yacht Club clubhouse, situated just a stone's throw from Svenson's Marine and KKMI shipyard. I realized that in over twenty years of sailing out of Marina Bay, I had never been to this yacht club...

Three boats docked at the yacht club that day, *Betty Sparrow*, *Riptide*, and *Bingo*. Our party was warmly welcomed to the clubhouse that consisted of a bar area, and a larger area with tables, and seating like a small cafe. There was a large fireplace in the middle of the room, and the windows looked out across the dock area and straight down the channel we had come up.
(Continued next page)

- Angel Island Tune Up Sail participants:
- Jon Barber – *Ol' 44*, Montgomery 17
 - George Wehrfritz – *Betty Sparrow*, Sparrow 16
 - Eric Zilbert and Alan Koepf – *Riptide*, WWP 19
 - Gary Whizin – WWP 15
 - Dave Candey – *Paloma*, WWP15
 - Danny Mone – *Bingo*, WWP19
 - Bud Kerner – *Splash*, WWP15



Alan Koepf crewed for the day for Eric on *Riptide*
Photo: Eric Zilbert



Gary Whizin practices heaving to in Marina Bay
Photo: Dave Candey



Dave Candey enjoying the day on *Paloma*
Photo: Eric Zilbert



Bud chose to sail with George when *Splash's* outboard refused to cooperate.
Photo: George Wehrfritz

Returning to the marina we learned that only the same three boats that had spent Friday night on the docks would be staying over Saturday. The Candey's would be staying in their camper, Danny, Bud, and Jon were going home. After we said goodbye and saw the others off, George, Gary, Alan, Dave, Pam and I had dinner again at Anh. This time I had the shaking beef stir fry. It was tasty, but sweet and not nearly as good as the pho.

We wound up sailing for a couple of hours in the Reach on Sunday. On the way back I discovered that my fuel coupling was leaking at the tank. I wrapped a towel around it. One more item for the list. We all hauled out and departed without further incident.

We ordered drinks—they had a good selection of beers on tap, and it looked like there were some excellent sandwiches available at the bar as well. We then conducted a ceremonial exchange of burgees.

After this we sat down and discussed our day and wondered whether Gary and Dave would be joining us. After a while we perceived that two small sailboats were tacking doggedly, working their way up the channel. Slowly they approached. We anticipated their arrival and moved down to the docks. To our surprise they waved to us and then headed back down the channel! We took off soon thereafter, with me and Alan racing George and Bud back to the ferry terminal. We agreed that the race ended in a tie. Though Bud and George sailed a better race. We just picked the right place to be at the end to catch them.



The famous exchange of the burgees.
Photo: George Wehrfritz

From my perspective it was a very successful trip and well worth the effort. Once again, the trip showed how, by sailing together and helping one another, we all have a more enjoyable time. I have already completed some repairs: I refinished the hatch, reattached the pad eye for the main sheet block, got a new fuel coupling, and purchased 5 cans of butane. I still need to do more (the wire block for the keel is on order), but I feel much more ready for a major sail, and I realize just how overconfident I was about the state of my boat before leaving.

One of the things we learned later on Saturday, was that Dave Candey was coaching Gary over the radio on how to sail his P 15. The reason they did not come ashore was that they were having too much fun sailing! Just as it should be!



Gary and Dave return to Marina Bay after a day of fun, coaching, and sailing together.
Photo: Pam Griggs

A Trip to Key Lime Sailing Club

Potter Yachters in Paradise

By Phil Marcelis

A vacation cottage near the Florida Everglades that comes with a sailboat?? Who could pass up this opportunity?!

When I suggested to Jim Hunt that I was thinking of trailering my Catalina 22 *Merri Time* out to Florida, he responded, “Why drag your boat all the way out there when there’s already a perfectly acceptable Catalina 22 waiting for you? And it comes with a cottage so you can make it a vacation!”

The idea sat at the back of my mind for more than a year... then one day Kim and I looked at our travel plans, and I noticed that our cross-country road trip would take us tantalizingly close to those cottages. Next thing I knew, we had a reservation at [Key Lime Sailing Club and Cottages](#) and I immediately texted Jim to thank him for his part in making it happen. I also let him know which days we were planning to be there and, although I didn’t actually think he’d be able to make it, I said, “there are still two cottages available, if you want to join us.” To my surprise, he and Becky jumped at the chance to go! As word got out, Kevin Crowder and Eric Zilbert eventually filled the last remaining cottage, and it became a “Potter Yachters Trip”.



Intrepid Yachters: Phil, Jim, Kevin, Eric, Becky, Kim



THE COTTAGES

With various cool names like Sailfish, Mermaid, and Manatee, the cottages have a certain flair that puts you into the “island time” mindset. Ours was The Dolphin and it was very comfortable, with air-conditioning, a screened-in porch, as well as a kitchenette. The Mermaid Cottage has been nicely painted with a coral reef and mermaid scene by a well-known Canadian artist, while The Hideout Cottage also has a kitchenette and has been designated as dog friendly.

At the time of this article, the nightly rate for one of these cottages was around \$225-\$290.

THE BOATS

If you’re an experienced sailor, they invite you to use one of their Catalina 22 sailboats included in the cottage rental at no additional charge. We had our pick of several versions they had on-hand at the [Key Lime Sailing Club](#), including some with roller furling, a number of swing keels, and one wing-keel.

These boats are also used for ASA certification by the [sailing school](#), so they’re outfitted according to US Coast Guard standards. There are no electronics (or even a battery) on any of them, so you’ll want to bring a handheld VHF if you go with a group like we did.

(Continued next page)



THE SAILING GROUNDS

There are about 30 square miles of Bay side water to sail, which includes islands and a few other destinations with runs of up to 6 nautical miles each way. All of the sailing area is within the pristine Florida Bay, [Everglades National Park](#) and parts of the [Florida Keys National Marine Sanctuary](#).

You'll need some training, but they'll provide you with all the information when you book your cottage. In particular, they'll want you to have your NASBLA-approved Boater ID (see [Page 6 of PYN July 2024](#)), an [Everglades National Park Pass](#), and [Florida-specific education](#).



OUR EXPERIENCE

Kim and I made room in our SUV for Eric and Kevin who had decided to fly into the Key West airport. Jim and Becky drove a rental car down from Miami Airport. Just so you know, Key Lime Sailing Club (located in Key Largo) is closer to Miami Airport than Key West Airport. The restricted speeds leading to Key West mean that the 25-mile difference will take an extra hour to drive, and even longer at night when the speed limit is further reduced.

The next morning, we met the Key Lime staff for a captain's briefing... where we were informed that the Small Craft Advisory issued for that day meant that we likely wouldn't be getting out on the water. But we did all the paperwork and went over the chart, so we would be prepared to sail the following day. (We tried to sail that morning, pleading our case by saying, "We're only here for a couple of days, and... you know, when you've sailed the SF Bay Area, you can sail anywhere" but they were understandably wary of our motley-looking group.)



The Key Lime Sailing personnel are wonderful, and gave us [a long list of things to do](#) that didn't involve them possibly having to file an insurance claim. They offered free use of bicycles, snorkel gear, kayaks, and paddle boards, etc. They even had a winery tour on their list. Eric and I took a kayak and found a group of manatees... and we all ended the day with drinks at the famous Caribbean Club (where the movie



"[Key Largo](#)" was filmed). One of the more interesting things was [Big Cypress National Preserve](#) just a short drive away, where we had a close-up view of alligators and happened upon a "swamp buggy"! We had so much fun that we didn't even think about the sailing we were missing... which is good, because the Small Craft Advisory lingered another two days.

(Continued next page)

Finally, on the third morning, the sailing school manager gave us the go-ahead to take out a boat, even though it was once again slated to be a bad day for small craft. His only warning was to stay between the shore and [the ICW](#), in case we needed a rescue. We decided to play it safe and forego the typical Potter Yachters “one boat per captain” idea we had arrived with and put a crew of three on each of two boats.

The wind started mild but built up a bit until we found ourselves reefed. We enjoyed exploring our new but somewhat limited sailing area. We had a great time!

When we got back to the dock, the manager said he was impressed with our skill and gave us the nod to go ahead and sail outside of [Buttonwood Sound](#) to some nice islands he recommended. That’s exactly what we did the next day, sailing 6 nm out to [North Nest Key](#) and anchoring to snorkel around and walk on the island. We even brought a little lunch and made a whole day of it. It was glorious!

When we weren’t sailing, we were enjoying one of the many restaurants within easy reach of the cottages. The cottages had kitchenettes, so we could make our own meals as we wished. We were able to walk to Walgreens and Circle-K to resupply, and whatever we couldn’t find there was just a 2.3 mile drive away at the Publix supermarket.

We had a beautiful sunset on our last day, and as we had our typical Potter Yachters “Happy Hour” to finish off whatever was left over, we all agreed that it was sad to have to leave. If you get a chance, you should go check out a cottage at Key Lime Sailing Club and Cottages!



Cheap Suds at Point San Pablo

By George Wehrfritz

On Feb 8, three vessels representing the Potter Yachters made a brief call on the [Point San Pablo Yacht Club](#) in Richmond. Club officer Lena Johansson met us at the guest dock, led a brief tour of their facilities, and served up a round of drinks. As Co-Rear Commodore, Lena oversees the expansive bar, reputed to offer members some of the cheapest suds on San Francisco Bay (our intake included Guinness on tap for just \$5 a pint).


The club—established in the wheelhouse of an abandoned ferry boat in 1945—became a hangout for sailors from the Coast Guard Auxiliary, and per its official history developed “a reputation as a party club.” For example, it once staged a luau with flowers flown in from Hawaii and catered by Trader Vic’s. “We had hula girls, sword dancers, torches and tiki lights. A special tiki bar was built. To date this has been the biggest party at the club,” says its official history. A past commodore faced near revolt when he doubled the price of beer to 50 cents.

“It was like the end of the world, and they almost threw him out,” says the club’s website. The offending officer, Commodore Will Heyne, is also remembered for organizing long cruises including one up the Delta to the Feather River and others offshore. Like the Potter Yachters, the PSPYC self-identifies as “a working man’s club.” Its events are family-friendly and for decades it has offered a budget-minded venue for Bay Area boaters.

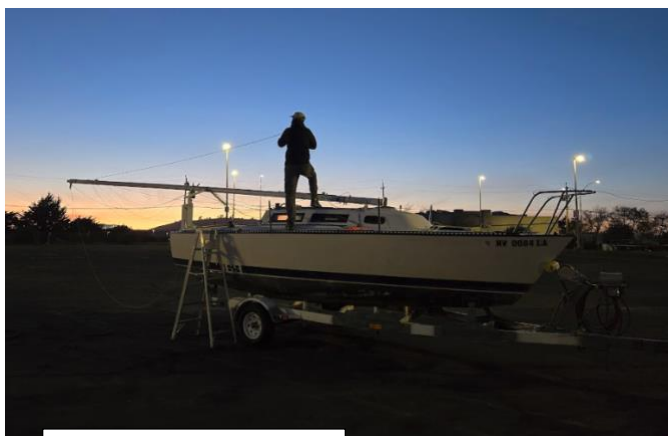
Today the club is self-managed by its members who put on monthly dinners, join maintenance crews, and socialize during frequent sail outs. Its bar remains open to members 24/7 and runs on the honor system. In an era of disappearing marinas and rampant waterfront gentrification, the PSPYC stands apart. Having been established on the float with docks of planking lashed to oil drums, it survived successive development waves and, in 1999, secured ownership of its property from the Santa Fe Railroad. (Continued next page)



Getting there entails navigating the Santa Fe Channel, a short spur off Richmond’s Point Potrero Reach that surely ranks among the Bay Area’s most industrialized waterways. With docklands owned by Phillips 66, Kinder Morgan and railway giant BNSF, this channel supports what the energy company [TransMontaigne](#) calls the “essential liquids logistics industry” – meaning the terminals, storage and transportation infrastructure used to move crude oil and its biproducts. Several TransMontaigne cranes, painted a vibrant red and black, line the eastern shore.

PSPYC’s clubhouse, positioned above a turning basin at the terminus of the Santa Fe Channel, has a commercial kitchen, a meeting room and a lounge with fireside seating. Its huge deck is sheltered from the prevailing wind and offers unique views of Chevron’s primer-red tank farm on the hillside. Before bidding farewell, Commodore Eric Zilbert exchanged club burgees with our hosts and pledged to consider the club for future Potter Yachter gatherings. The visit exemplifies the new opportunities created by our club’s decision to join the yachting association PICYA in 2023. — 

From the editor: Some of you have asked about the status of our “new” boat. We finally did make it down to Richmond to sail on the 20th of February. Here are a couple of photos:




Rigging at dusk—our usual MO



Gary W joined us for a sail Saturday. He snapped this shot of us becalmed, just outside of the Reach.

We’ve named her *Kestrel*.

Sharon — 

Officer’s Club		
Commodore: Eric Zilbert P-19, #629, <i>Riptide</i>	Vice-Commodore: George Wehrfritz Sparrow 16, <i>Betty Sparrow</i>	Newsletter Editor: Sharon Soule’ Balboa 21, <i>Nighthawk</i>
Small Boat Fleet Captain: Bud Kerner P-14, <i>Splash</i>	Large Boat Fleet Captain: Jim Hunt Santana 2023, <i>Blue Moon</i>	Webmaster: Phil Marcelis
Secretary/Treasurer: Phil Marcelis Catalina 22, <i>Merri Time</i>	Website: www.potter-yachters.org	Facebook: Potter Yachters



Potter Yachters
3710 Lone Tree Way, Suite 493
Antioch, CA 94509

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

