



The Potter Yachter

Newsletter of the Potter Yachters

August / September 2012

A Whale of a Time in Monterey



A grand time was had by all at Cruiser Challenge XIII this year. Good sailing, good friends, good food— What more can you ask for? The race was a long one, particularly when the wind slowed. A couple boats did not finish. To make up for it, Humphrey brought a friend, and played alongside the fleet for a short time. Reports were made of a blue whale, as well, but no pictures were taken. It was there and gone too fast.

Dory and myself arrived early Saturday morning, rigged quickly, and launched. I fired up our trusty Honda 2 while Dory drove the truck around and parked. I was having fun counting Potters above and crabs below. I was wishing for a crab net the whole time. The meeting was over quickly, and we all left the warm clubhouse to our boats, to go have a little fun before the race started.

Now, I must admit, I am still working to become more comfortable on the ocean. I have not had much tiller time out there yet. That said, I was thrilled that I was at least *out there*, and having a good time. Nobody said I **HAD** to go around the buoy, so I didn't. Dory was happy to let me bounce back and forth between these two yellow can buoys a couple

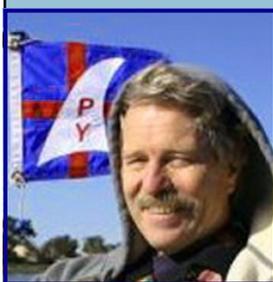
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miles offshore, and watch the fleets gather, dart across the line, and vanish. We stayed out there for another hour or two, and when I started getting cold, and the waves picked up a little, we went in, before my new high could fade. I was *stoked*: I had successfully survived a whole day out in Monterey, with wind and waves and BIG boats, without mishap, and without getting out of sorts. I even worked on heaving-to for a while. One of the day's mini-contests was a prize for the dumbest sailing maneuver. Too bad I saved this doosey until after the fleet

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The Commodore's Corner



Commodore's Corner

The Potter Yachters have had a great sailing year so far. Earlier this year the overnight sail on the Delta was fantastic, the new Lake

Hennessey sail was an experience that deserves repeating, Woodward was excellent, as usual, and there were other really good sails too.

But the icing on the cake has got to be this year's Monterey Cruiser Challenge. Our rescheduling of the event to avoid the motorcycle madness of the Red Bull Grand Prix worked marvelously. This was also the tenth anniversary

of the 2002 Cruiser Challenge, which was the first time it was held in Monterey (the

first 3 were held in the Oakland Estuary) and this was a memorable classic. It was amazing that when I asked for a show of hands for those who had been at the first Cruiser Challenge, there were many who were there. That is a testament to the persistence and longevity of the Potter Yachters and the wonderful people and heritage that makes this club what it is. And this year at Monterey was the first ever that we have had whales surface during the race in the race course; and I'm not talking little pilot whales, I'm talking enormous humpbacks and the biggest animal in the world, the blue whale. It was a fantastic race and this simply made it incredible. We are so lucky!

EVENTS ON THE HORIZON:

- 09/22/2012 Tomales Bay Overnight (Eric Zilbert)
- 10/13/2012 Moss Landing to Monterey Weekend (Mike Swartz)
- 10/27-8/2012 6 Bridges delta Overnight (Bud Kerner)



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

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But the season's not over; there's more to come. On September 22-23, there will be the always spectacular Tomales Bay Overnight hosted by Eric Zilbert and, if we are lucky, Oystermaster Rich McDevitt may decide to drop by so we can relish some of those barbequed local delicacies on the beach. On October 13, Mike Swartz will be hosting the Moss Landing to Monterey Weekend, which will be fun and could grace us with another wildlife show. And finally, perhaps saving the best for last, on the weekend of October 27th, Commodore Emeritus Bud Kerner has lined up what promises to be a very enjoyable and memorable Six Bridges Overnight Sail in the Delta, launching from Rio Vista, sailing down the Sacramento River under the Three Mile Slough Bridge, the Mokelumne River Bridge to Georgiana Slough, and after overnight at the Oxbow Marina on (bring your bathing suit, they have a pool), continuing the next day under Tyler Island Bridge, Georgiana Slough Bridge, the Isleton Bridge, and final under the Rio Vista Bridge, back to the start. This sounds like a fantastic adventure sail. Thank you Bud! And thanks for rescheduling it from an earlier weekend which posted temperatures upwards of 105 degrees in that neighborhood. Good call. So we have much more to look forward to, and I hope to see you out on the water.

-Commodore Carl

left: On my first attempt at heaving-to I zipped the jib, zipped the mains'l, and lashed the tiller to zig, and promptly put poor "*Petit Liege*" into a tight doughnut. Starteled, I released everything, and when the boat got her feet back, I tried again, with identical results. I thought I had it right in my head: make a letter Z with the jib, mains'l and tiller, right? Oh! Light-bulb. I tried a third time, this time using the rudder as the last leg of the Z. By gum, the boat settled right on down in to most interesting falling leaf pattern I've ever felt a boat do. Just as described, she'd head up-up-up-up-up, until you think she's about to tack, then suddenly she'll fall off, sail a smidgen, and start heading up again. Dory and I had a good lunch there, relaxing and watching the waves bob under us, chatting about my learning antics.

When we made the final turn to leave, the sun was still shining, the waves were still low and round, the winds was only barely making the rigging hum, and I was grinning happily. All was good in the world. What? A reefed mains'l? I didn't see anything. You were only imagining you saw our sail reefed in only 10-15 knot winds.

Below are a couple more accounts, snatched from the Trailer Sailor forum. Photos by Carl Sundholm and Tim Derry. Whale images by Jerry Kergan.

~Ed

From Harry Gordon:

I think I pretty much did everything right this year and still managed to take 5 hours to get around the course and was the last to cross the finish line.

I had a fairly good start, then just pointed *Manatee* at the far end of the peninsula and tried to hold that course. I must have been pointing pretty well because most of the fleet gradually bore off closer to shore (and into the kelp, I hear), then tacked out to sea, bearing away 90 degrees from the rhumb line I was clinging too. Far ahead and getting smaller, I could see only the rainbow sails of Bruce McDevitt's P15. Eventually, I began to encounter a little kelp also, so I tacked away briefly, but just far enough to avoid the kelp, then headed back toward the still-over-the-horizon Pt. Pinos buoy.



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It took a long time, but I eventually found the mark, more or less in the direction I had been heading. I had remembered the problem rounding last year because of the unexpected current, but I managed to fumble it again, and it took me three tacks. Mike Higgins rounded ahead of me, then quickly faded away in the distance, flying home to the finish line. Goose had also appeared and was right behind me. It was a fast fun run back to the harbor, and somehow I maintained a lead over Goose until we neared the finish line, then he quickly closed and passed me. Apparently my 85 sq ft lateen sail just doesn't have the horsepower of the other Potters and Montys on a long, not-too-windy race. Like the auto racers say (referring to engine displacement), "There is no substitute for inches."

From Jerry Kergan:

Robert Sampson cooperated with [the] photographer by orbiting his life-guard power boat to the south and west of the windward mark. We remained on station from the passing of the first P-15 until there were just four boats remaining, all pretty much on "final" to the buoy. Our position allowed for excellent views as each boat rounded the mark.

Pictured here is Jerry Barrilleaux's Sunshine, with Ken as crew, making the turn. I gotta tell you we were all holding our breath as Jerry cut closer to the buoy than any spectators on Robert's boat felt comfortable with. Virtually all of the boats before Jerry were caught by the current at the buoy, and were forced to make one last tack. But not ol' bare-knuckles Barrilleaux! Jerry worked his magic and, though VERY close, made it all look so easy and natural.

What a treat to witness. I could watch Jerry all day long and learn much in the process.

Jerry (the other one from Concord)

P.S. The other boat is Dave Kautz O'Day 192. Dave, like all except Jerry, had to take one more tack to make the mark. Nobody has posted on the subject of the current at the buoy . . . the, maybe I'd better leave well-enough alone.



Official Finish List

Small Boats

- 1 - Bruce McDevitt, P15
 - 2 - Bernard Price, M15
 - 3 - Oscar Koechlin, P15
 - 4 - Mike Truman, M15
 - 5 - Dan Phy, M15
 - 6 - Rich McDevitt, P15
 - 7 - Sal Glessner, M15
 - 8 - Dennis McDowell, Compact 16
 - 9 - Mike Higgins, Higgins14 Catboat
 - 10 - Goose Gossman, P14
 - 11 - Harry Gordon, P14
- DNF- Neil Dorf, M15

Medium Boats

- 1 - Stan Susman, Sage 17
 - 2 - Dave Scobie, Sage 17
 - 3 - Tim Derry, Cape Dory Typhoon
 - 4 - Dave DiRado, P19
 - 5 - Jerry Barrilleaux, HMS18
 - 6 - Dave Kautz, O'Day 192
 - 7 - Eric Zilbert, P19
 - 8 - Russell Swartz, P19
 - 9 - Carl Sundholm, P19
- DNF - Rafael Davidson, Compac Suncat

Big Boats

- 1 - Sean Mulligan, M23
- 2 - Bob Oril, Macgregor 26
- 3 - David Soule, Balboa 21
- 4 - Woodrow Campbell, Schock 2023

(More CCXIII pictures on page 5)

(CCXIII: continued from page 4)



International Marine owner Ken Lange presents this year's Tinkers Award to Jim "Goose" Gossman.



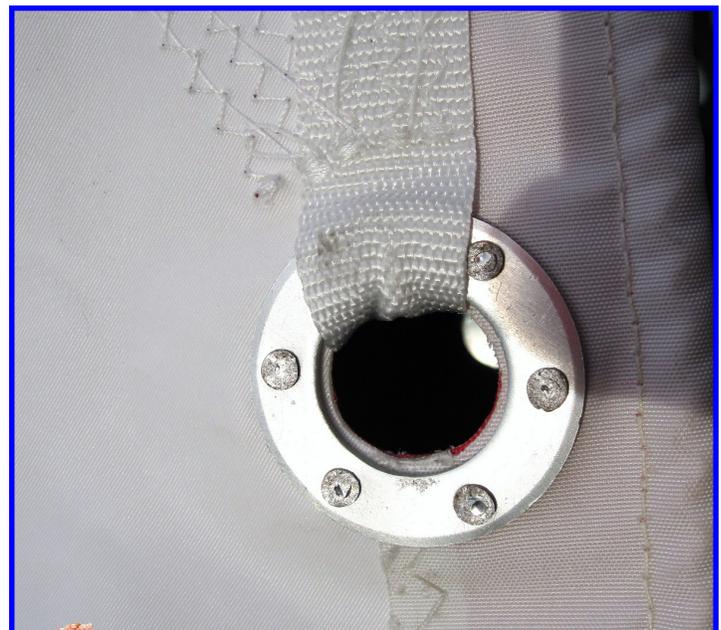
Jiffy Reef Kit Member Review

Last year at the Benicia event, I was advised to reef my sail. Since mine was stock, I was thinking that I drove all this way only to be turned around. Fortunately, this year's Potter of the Year, Goose, saw my predicament, and without hesitation, offered me the use of his spare. That day, I felt I had joined the best sailing club ever. What a great way to be introduced to the Potter Yachters! Fast forward to winter: I decided to add a reef to my sail, but where to begin? My sailing "turf" is Berkeley South Basin, which houses the Cal Sailing Club. I contacted their seamstress, Cynthia Wight (No, really!). And she was pleased to be able to add a Potter sail to her resume. She advised me to contact Sailrite and order their Jiffy Reef Kit (~\$70), which includes everything needed. After it arrived, I asked Cynthia if I could possibly help with the project (I'm a "teach a man to fish" type..) and she agreed. But that was not to be; we ran out of daylight before commencing and I asked her to do it on her own schedule.



In short order, she cranked it out and I couldn't be happier with the result. She even bettered the kit by using reinforced grommets at the mid-points versus fabric loops. I would heartily recommend her for your sail repair needs. She can be reached at cm.wight@gmail.com or through her website at www.cargoculturecanvas.com. Happy Sailing (now in high winds)!

Jay Sparks



Potter Yachters Six Bridges Delta Sail

Rescheduled to October 27th and 28th

This is a two day sail through the Delta, starting in Rio Vista. Launch time is 10:00 am. We will sail through Three Mile Slough to the San Joaquin River, turning to port towards Stockton. We will leave the San Joaquin onto the Mokelumne River and then through the Mokelumne River Bridge to Georgiana Slough. Slips are \$75 per foot. That is \$11.25 for a Potter 15 and \$14.25 for a Potter 19. There will be complimentary hamburgers and hot dogs Saturday night. The marina serves a Sunday Brunch starting at 8:00 am. Lunch Saturday will be on the boats under sail.

We will spend the night at the Oxbow Marina on the Georgiana Slough. Bring your bathing suit, they have a pool. The next day after brunch we will continue up the Georgiana Slough towards Walnut Grove. The first Bridge we will encounter is the Tyler Bridge, followed by the Georgiana Slough Bridge in Walnut Grove.

In Walnut Grove we will join the Sacramento River and head down the river towards Rio Vista. The next bridge we will encounter is the Isleton Bridge in Isleton. Five more miles and we will go under the Rio Vista bridge, back to the start.

The following is wind statistics from Windfinder for Rio Vista.

Rio Vista/Delta (RIOVISTA)													
Statistics based on observations taken between 1/2007 - 5/2012 daily from 7am to 7pm local time.													
Month of year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	SUM
	01	02	03	04	05	06	07	08	09	10	11	12	1-12
Dominant <u>Wind dir.</u>	↘	➤	➤	➤	➤	➤	➤	➤	➤	➤	➤	↘	➤
Wind probability >= 4 Beaufort (%)	9	12	18	25	33	43	40	34	16	11	8	10	21
Average <u>Wind speed</u> (mph)	7	7	9	9	10	12	12	10	9	8	7	7	8
Average air temp. (°F)	50	53	59	62	69	75	78	77	77	66	57	46	64
Select month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year

I did this sail in the beginning of June, there was almost no wind and the air temp. was 100. Hopefully the temperature and wind will be more average for the sail.

See you there!
Bud



ANNOUNCEMENT - CALLING ALL POTTER YACHTERS: WE NEED A VOLUNTEER TO BE THE NEW CRUISER CHALLENGE COORDINATOR TO KEEP THIS WONDERFUL EVENT GOING.

At the last Cruiser Challenge XIII, Gretchen Ricker let us know that she needs someone to take the helm from her as Cruiser Challenge Coordinator.

Gretchen, we thank you for the many wonderful years that you have served the Potter Yachters well as the Cruiser Challenge Executive Chair. You have done much to make this key event the spectacular success it has become for the Potter Yachters.

Our organization works because our members are responsible people who, when they see that an important job needs to be done, step up to the plate and volunteer to get it done.

We each have our turn to take the “watch” when our help is needed. We do that knowing that when we have served our tour of duty, someone else like us will take up the cause and take our place to relieve us when we have done our share and need someone else to take over.

That time has come for Gretchen, and it is someone else’s turn to volunteer.

So please, anyone who is not already doing something in an official capacity for the Potter Yachters, please step up and volunteer by emailing me at sundholm.att.net. Gretchen will transfer her very organized files and knowledge of how to do the job to the next Cruiser Challenge Coordinator.

There was a point when the Cruiser Challenges nearly came to an end because of a lack of someone to take responsibility for keeping it going.

We cannot let the Cruiser Challenge fall by the wayside for lack of support.

Please do your part to help the Potter Yachters keep the Cruiser Challenges going and volunteer now!

Looking Forward,

Carl Sundholm, Commodore, Potter Yachters



Letter to the editor:

Do you have the Cruiser Challenge bug or does it intimidate you? Do you have an interest in fun racing? Semi-unorganized racing? Potter Yachter racing? Racing on warm, fresh water, with sunshine? The trophies will be boasting rites, the skippers meeting will be 5 minutes and not repeated, the start sequence will be close to "ready set go!" HORN! Confusion will reign, it always does. Entrance fees will be a "race oriented" donation like a can of gas for the start/finish horn, or an orange Clorox bottle for the weather mark, 25' of cheap cord to anchor the mark with, if you are really into donations consider a digital camera to record the photo finishes as the scream across the line at 2 knots.

Racing with teeth is not my thing but I learn things racing against Potter Yachters. I learn sail trim, I learn safety, I learn boat trim, I learn to calm the hell down and have fun. After most of the Potter Yachters have kicked your butt, they'll tell you how at the campfire and you wake up a better sailor once the Saturday night rum wears off. But to even further remove teeth, we could mix it up even more. Divisions for kids, non sailors that use skippers as "on board advisors", unlimited. If we want a "teeth" match, we can do it, but I'm thinking more like fun fun fun in the sun sun sun, with the only real competition to be who laughs the most. If you have in interest, let me know and this will hit the water in Spring 2013, so if you are a serious teeth racer, you will get in a little Potter Practice before Monterey.

Rich McDevitt

(the late racer, not the one that won)





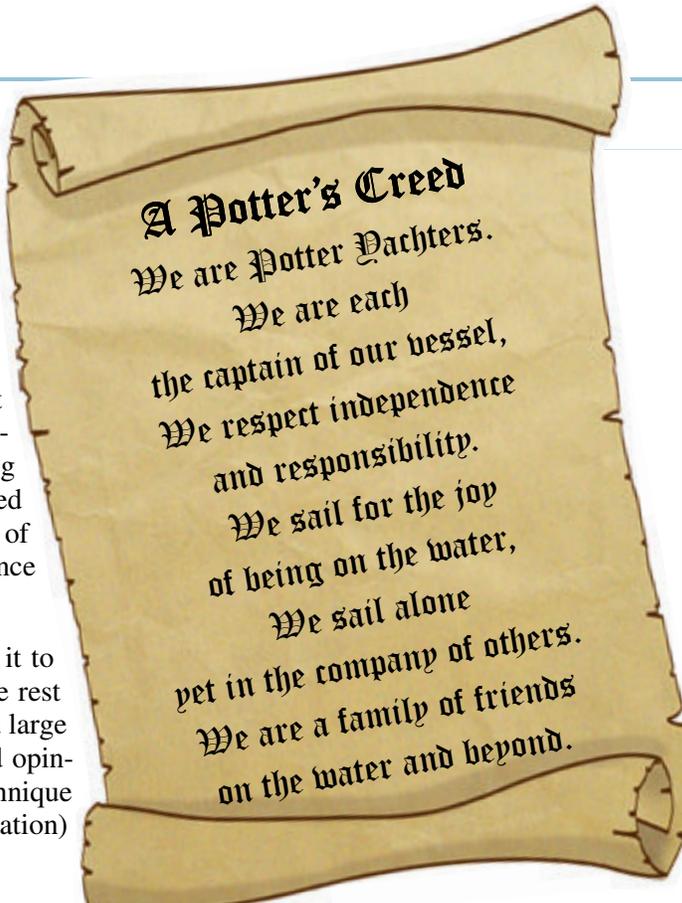
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With a Grain of Salt

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.