



# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

April 2004

## Sail Calendar

**April 24** Salt and Pepper Sail on Estuary. Launch at Estuary Park and/or Grand Ave. Alameda.

**May 1-2** Delta Sail and overnight. Launch at Brannen Island and overnight at Lundborg Landing @ Bethel Island.

**June 5-6** Lake Sail and overnight campout at Woodward Reservoir. Now with hot dogs and treasure.

Potter Yachters literally filled Korth's harbor for lunch. They were still happy to see us!

## Potter Yachters Invade Korth's

### 20 Boats Strong



## Delta Sail Report

### B&W to Korth's

March 20, 2004

By Rich McDevitt

On March 20<sup>th</sup> the Potter Yachters launched 20 boats from B&W Marina on the delta and sailed to Korth's Pirates Lair for lunch. Winds were light and bass boats were plenty. Unknown to us at the time, a bass tournament was taking place. After we schooled into a couple of pods in the middle of the river, we had the bridge opened for us and we were off. For a few members this was their first bridge opening. I have always liked being the guy on the itty bitty little boat that makes all the cars stop for him. It's one of the few times in life when I feel I have lots of power. Dave Kautz was showing the ultimate bridge solution, a lever fitting on the side stay that allows Dave to drop Tilly Lucy's mast without going forward.

Light winds and warm sun stayed with us for the day. It was an ideal time to test the spinnaker from IM. I will say it looks really sexy and is fun to sail but by the time every boat in the fleet passed me (with old, new, and in between sails), I was less than thrilled by the performance. This whole spinnaker project is a work in process so stay tuned for more developments.

As we pulled into Korth's Marina I saw Terry Gotcher on the dock getting things ready for us. I had neglected to call Korth's and I didn't expect 20 boats either. Thanks Terry for preparing our reception. Temperatures were approaching 80 so we shared the shade on the grass with each other and eventually all wound up in the restaurant for lunch. While still on the river we watched a float plane land. Shortly after us, he taxied into Korth's so we got a close up view of the bugs all over the shiny new airplane.

After lunch the wind had picked up a bit so good sailing was enjoyed by all. It never hurts to have a motor. Even up on the delta, currents can be swift and at times will take you where you did not intend on going. After tack-

*Delta Day Sail continued from page 1*

ing and fighting off a lee shore, I took things to the next level and showed the water who's boss, my trusty Honda 2hp! After 5 minutes of motoring, I was out of the current's grip and enjoying a good sail once again.

We had a leisurely sail back to B&W, opened the bridge again, and whoa!!!! What is that, 90,999 bass boats heading to the same ramp as us? I wonder where the last one went? Ahh well, at least it was a great day sailing and this year, no masts were lost to oak trees. Due to the unseasonably warm weather, we had late spring weather for an early spring sail and were rewarded with enough pollen on our cars to carve your name into. Dory and I had a wonderful sunset drive back towards the bay area. This was just to whet our appetites for the really fun delta event, Brannen Island to Lundborg Landing on May 1 and 2. See you all there.

*I was the last boat out of the harbor and it made the marina scene from Jaws pale in comparison at times. Then, Dick Herman, with guest crewman and long time friend of Potter Yachters and trailer sailors in general, Dale Stockdale on board, uses a spring line to get off the dock like a paid captain. I was anticipating Captain Ron or something and Dick, you blew me away. What I got was such a professional exhibition of our recent docking class I was left saddened that we don't have it recorded on video! Great job Dick and the entire fleet!*

Rich



**Schatz and Manatee face off with a float plane while visiting Korth's**

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## Brannen Island to Lundborg Landing or Island Hopping on May 1 and 2

May 1 and 2 will be our annual outing from Brannen Island to Lundborg Landing on Bethel Island. Come take part in our island hopping adventure. We will be launching from Brannen Island State Park around 9:00 AM. We will be staying overnight at the docks by Lundborg Landing and dining in their fine restaurant and bar. The past two years this has been a great turnout event for the Potter Yachters so come join the fun. No charge for the docking at Lundborg. At press time, Brannen Island State Park reported to me launch fees of \$8.00 and parking fees \$4.00 per day if you are not out of the water by 10:00 AM the day following your launch. This is however; California and budget woes can change things fast. So if Arnold starts looking at state parks before May, you may want to put an extra buck or two in your pocket just in case.

After launching we generally have a leisurely meandering sail down the rivers and sloughs of the delta region. Wildlife abounds in the area and the bird watching can be fantastic. Motors are a must have in case of fluky winds and currents. Much of the journey is down some narrow waterways and motoring is often necessary but worth it. Bethel Island is a water oriented community and Lundborg landing welcomes Potters with open docks. Bring fenders and be prepared to raft up if necessary.

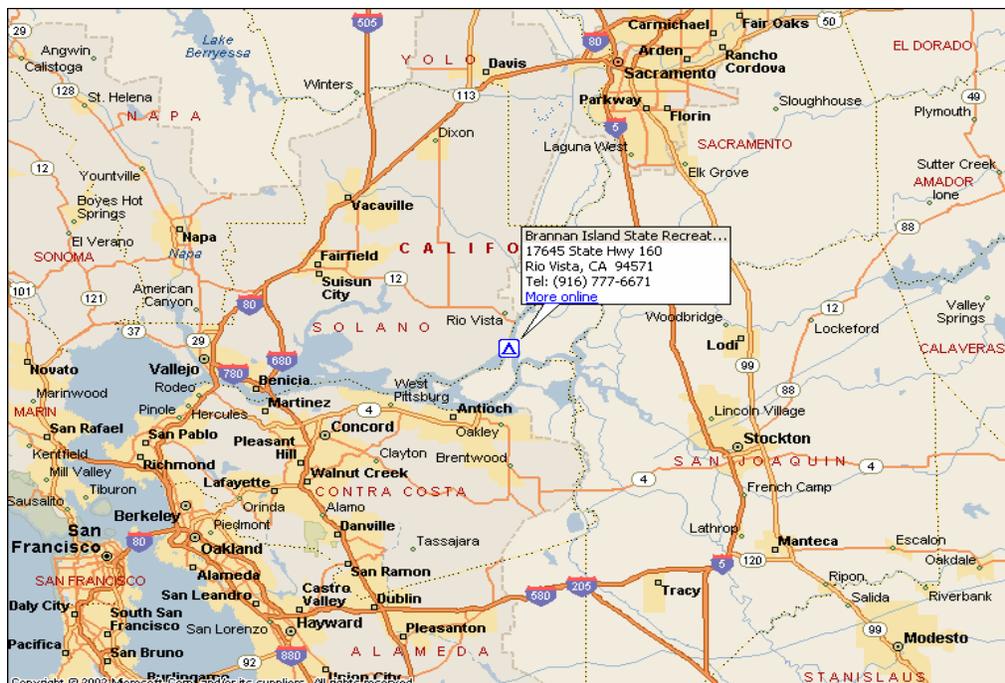
### Location - Directions

The park is on Highway 160 a few miles south of the city of Rio Vista in Sacramento County. The park is located on the lower peninsular extension of Brannen Island, and is surrounded by the Sacramento River on the west, Three Mile Slough on the southeast, and Seven Mile Slough on the northeast.

Latitude/Longitude: 38.1467 / -121.6469

### Things to bring:

- \$\$ to buy food and cold beer
- Sunscreen
- Bug screens or repellent
- Smiles
- Potter
- Rudder
- The rest of the stuff
- \$\$ to buy food and cold beer



## Boat Show

The Pacific Sail Expo boat show comes to Jack London Square in Oakland on April 14 through 18. If you get to the show make sure to check out the West Wight Potters with all the new tricks for 2004. If things go as planned, the P-15 on exhibit will become Ryan Forrest's personal yacht. Ryan informed us of that and that International Marine is exporting boats to Australia. Ryan is the new owner of International Marine. Discount boat show tickets are around at the usual outlets, West Marine, etc. Advance tickets can be bought online at [Sailamerica.com](http://Sailamerica.com)

Swell - A wave that's just great.

Port - A fine wine, always stowed on the left side of the boat.

Rope ladder - A ladder designed to get you into the water but not back out.

Telling stories - A fairy-tale begins 'Once upon a time... A Potter story begins 'So there I was...'

Yo, yo, yo - A ship carrying a cargo of yo-yos, bound for San Francisco from Hong Kong, was hit by a typhoon and sank twenty-three times.

Where do you take a sick boat? - To the dock.

Emergency mooring lines - Old ropes too rotten to use regularly but too good to throw away.

Clew - An indication from the skipper as to what he might do next.

Chart - A type of map which shows exactly where you are aground.

## Woodward Reservoir Weekend Campout, Weenie Roast

(say that three times real fast)

&

## Treasure Hunt

On June 5 and 6 the Potter Yachters will invade Woodward Reservoir en masse. For those folks that have not been to Woodward, it is a wonderful fresh water sailing destination and park operated by Stanislaus county. You will be camping on the shore or on your boat. Pit toilets are the closest to the campsite and flushers are within walking distance (they were non-operational last year). A small marina store exists that is great for ice cream bar breaks, but you should arrive at the lake with all your supplies since the store's selection is quite limited. Multiple launch ramps are available and we generally use the paved ramp by the unimproved campsites and I'm sure some of the lucky ones with tilt trailers will be showing off by launching right from the beach. Swimming, sailing, fishing, bird watching and more await you at Woodward. You can find more info on Woodward Reservoir online at <http://www.co.stanislaus.ca.us/er/RESERV.HTM>

On Saturday June 5 at 1:00 we will start our treasure hunt. Skippers should be at the campsite by 12:30 with boats launched and rigged in order to pick up instructions and packets. Look for the Potter Yachter banner. Skippers and crew are to work their way through a series of clues and sailing maneuvers while

collecting treasure from specific treasure chests around the lake.

Saturday night, following the Treasure Hunt will be a BYO happy hour and we will have our traditional pot luck dinner only with a twist. The club will be providing hot dogs, buns, condiments, and charcoal. You need to find your own roasting stick. This is normally a very heavily attended event so arrive prepared to have too much fun. Last year we held this sail in May and it was a bit cool so maybe this year we will have warmer days to enjoy. In three years I still have not used the Minnow's stern ladder, maybe this is the trip (no photography is allowed of me climbing over the stern in order to protect the innocent).

Woodward does not take reservations for camping and I need a trip sponsor who can maybe arrive on Friday or Thursday and save our spot. If this is you, please let me know soon so I can sleep again. Our wonderful recent and consistent 20 + boat turnouts mean planning in advance is more important than ever.

Woodward is about 1.5 hours from the Bay Area. Find your way to Hwy 99, exit hwy 120 east (towards Yosemite), about 7.5 miles past Escalon turn left (north) on J 14 by the sign and you will arrive at Woodward after a short drive past some farms and a wonderful corral called "Hold Your Horses" (I love that name). At press time unimproved camping was quoted at \$14.00 per day, boat fees are

\$6.00 per day and if you are coming for the day only it is \$7.00 per day (must be out of the park by 10:00 PM).

Come one come all, lets see if we can get 25 boats out there. There's plenty of room here don't be shy.

*Rich McDevitt*

## Larry Costa and Dave Lawson gave an impromptu shore side seminar on centerboard re- trieval at Woodward in 2003

*(Well I know they  
weren't digging  
clams!)*

*Posted by Malcolm, P-15 # 2465 Skipper. I saw this on the trailer sailor web site and it is so simple, clear, and informative that I asked Malcolm if I could share it with you. This is from The Handbook of Sailing by Bob Bond.*

## Wind Velocity and Sailing Conditions

**Calm less than 1 knot** Smoke rises vertically leaves do not stir. Drifting conditions. Heel the boat to reduce the wetted surface and enable the sails to assume an aerofoil shape. Make no sudden movements.

**Light Air 1-3** Smoke drifts. Weather vanes do not respond. Sufficient to maintain gentle forward motion. Sails should be flattened. Crew balance boat to keep it slightly bow down and heeled to leeward.

**Light breeze 4 - 6** Wind felt on the face. Leaves rustle. Light flags not extended. Weather vanes respond. Sufficient to sail at an even speed with the boat upright. Sails can be full but must be adjusted to changes in wind speed and direction.

**Gentle breeze 7 - 10** Light flags extended. Leaves in constant motion. Most small boats will sail at hull speed. Planing possible. Ideal conditions for learner.

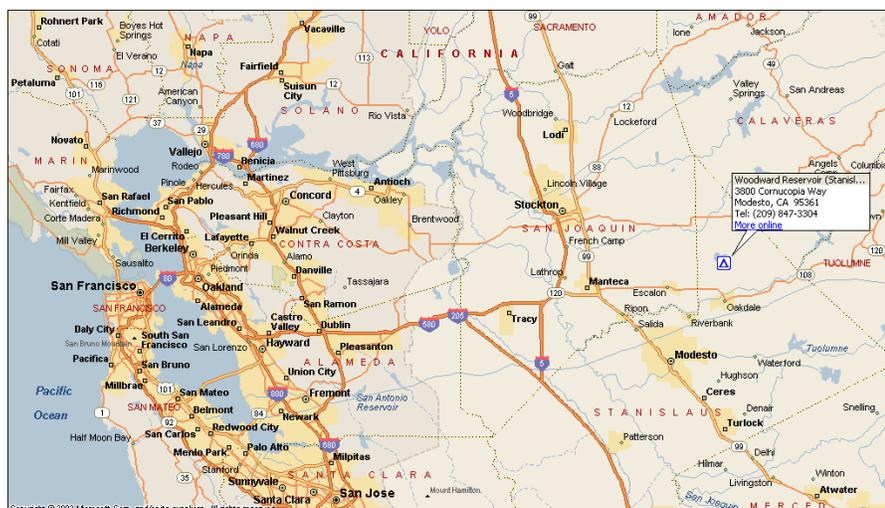
**Moderate breeze 11 - 16** Most flags extended fully. Small branches move. Dust and loose paper may be raised. A learner's gale -- make for shore.

**Fresh breeze 17 - 21** Small trees in leaf sway. Tops of all trees in noticeable motion. Ideal sailing conditions for experienced sailors. Capsizing common amongst the more inexperienced crews.

**Strong breeze 22 - 27** Large branches in motion. Whistling heard in wires. Small-boat sailor's gale. Reef and only experienced sailors should go out.

**Near gale 28 - 33** Whole trees in motion. Inconvenience felt when walking against wind. Remain on shore.

**Gale 34 - 40** Twigs broken off trees. Rarely experienced on land. Small boats should be securely tied down to prevent them blowing away



**Several Potters basking in the sun at Lundborg Landing while the skippers must be basking in the bar or restaurant.**

## From the Commodore

Wow, April already. This year is flying past faster than the fog into the Golden Gate in summer. I hope you already have some great sailing time in this year. If not, come on out and join us on the water. We have so many neat events planned it's easier to go to all of them than to decide which ones you can schedule.

We have a few big projects ahead of us as a club and I'm going to throw some chum in the water early and see how it roils. I have really enjoyed and been honored as your Commodore for two terms, but I do not seek election to a third consecutive term. The Potter Yachters will need some new officers next January and you may be just what the club needs. I hid from duty in the club for a long time and then said what the heck, I can and I will. I have to tell you, it's not bad. It does take a couple hours now and again, but it's usually boating related so it's fun. The support you get from the membership is absolutely fantastic and the best things I have experienced are the smiles, joy, and confidence the sailors share with each other. Just being a small part of making his happen is rewarding in ways you need to experience to understand (now doesn't that make you want to volunteer?!?!)

You may have noticed that our newsletter is a little broken this year. We need some help, so let me know if this is you. The newsletter has been and remains the heart of the club. The internet has afforded us great advances in communication and fostered our collective pottering, but the only thing that comes close to competition with the monthly Potter Yachter Newsletter at my house is maybe [Small Craft Advisor](#). Publishing this rascal is a big and never ending project. In fact, the roots of the club are not "officers". Before we had commodores, etc. we had a Newsletter Editor. That to me signifies the real importance of the position. Food for thought: Maybe the duty needs to be broken up. An editor with reporters? Editors serve for 3 months? Newsletter run by committee? Other thoughts? I don't have the solution or a publishing background but when you really want to go sailing, being an effective editor can be a burnout position. We're all sailors and volunteers so maybe breaking this task up a bit is in order. Most flag positions have peaks and valleys of activity, but webmaster and newsletter are never ending.

Another exciting project is our club web page. I'm looking for volunteers

that have web design experience. There are a lot of thoughts bouncing around and I would like to assemble a small team that can work with the Webmaster in designing the look and feel of our web presence. We are also hoping to work on some web based photo hosting for members but this is again, a big project in need of volunteers with some experience. Let me know if you may have talent and time to help with this.

So while you're out there waiting for the wind to fill, give some heartfelt thought to some club positions next year, from trip coordinator to the flag officers. All positions are fun filled and well worth your investment of time and talent. I continue to meet great people as a result of being a Potter Yachter. The fun and laughs never end, the education on boats and sailing is cheap and somehow the lawn always gets mowed anyway so I guess I'll see you sailing soon.

*Rich McDevitt*

*Commodore and Skipper of the Minnow  
P-15 # 2531*



## *The Potter Yachter*

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April 2004

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### **Inside the Potter Yachter**

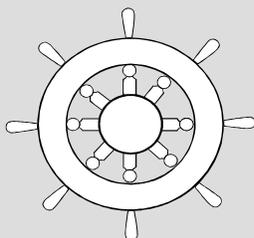
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### **With a Grain of Salt**

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 ex-

perience 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*

