



The Potter Yachter

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

May 2022

Report: Benicia to Napa Sail 2022 By Jim Gossman



Once again, we proved we weren't fooling around by heading up the river into wine country. Seven boats launched in Benicia Friday, and sailed a bit before tying up at the marina's guest dock. Bud Kerner, P19 *Cat's Meow* sailed down from Rio Vista in time for refreshments and dinner, but didn't accompany us to Napa the next morning. (See Report: Benicia to Napa continued page 6)

Ship's Stores for sale. Order from Goose:
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 Phil Marcelis

As the saying goes, the only constant is that things are constantly changing. True to form, a wrench was thrown into the works when Jim Hunt found out that the level of Huntington Lake will be lowered by 50' during the time we're scheduled to have the Cruiser Challenge there. We're trying to find another location so we can keep the date the same.

There was also a change to the Richmond to Loch Lomond sail, requiring a modification: it's now Richmond to Alameda. Oakland Yacht Club is a wonderful place, so that should be a nice destination. There are a few other very nice sails coming up, including one of my favorites: Moss Landing. Unfortunately, I won't be able to make that. On the positive side, I'll be sailing my boat in Puget Sound for most of the month, so it's all good. In other news, we continue to make slow but steady progress on the club incorporation. The form to incorporate has been filed online and should be recorded by the time this goes to press. The officers have been reviewing the bylaws with the hope of those being finished within the next few months. Slow but steady progress.

Speaking of slow progress, I cleared out about 3 inches of leaves and debris from my Santana 2023c (pictured here on the day I bought her in 2019) and got back to fixing the water ballast tank which has sidelined her for a couple of years. Several Potter Yachters have been involved in this project during that time, and I truly appreciate all the advice, cajoling, prodding, and other help. I see it time and time again; this camaraderie and mutual support is what makes the club so alluring. I guess that's one constant that hasn't changed!



Regards,
Phil



Club Events on the Horizon

potter-yachters.org/calendar*May 14-15**Richmond to Alameda**Goose & Eric*

Depending on wind and tides, this could be an intermediate to advanced sail. Launch in Richmond and sail to Alameda. Overnight at the Oakland Yacht Club. Return to Richmond Sunday.

*May 21-22**Moss Landing**Bud Kerner*

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.

*June 3-5**Whiskeytown*

This sail has been canceled.

*June 19-26**Catalina (SoCal)**Gary Nitta*

Sail to Catalina Island with the SoCal Potters.

Important: Changes to the calendar**Whiskeytown Lake Sail canceled**

Due to camping regulations on the lake, this sail will have to be abandoned for now. Look for this sail again in 2023.

Monterey Bay Sail added to calendar

We like sailing in Monterey! Sharon and David Soule' have decided to sponsor a Monterey Sail July 22-24. This will *not* be the Cruiser Challenge. We are hoping to arrive late Thursday night and sail all three days. Join us for all or part of this event. Details to follow.

Huntington Lake CC '22 relocated

Your club officials are working hard to find a new location for the Cruiser Challenge this year due to the draining of Huntington Lake. Many possible locations have been considered. Where will it end up? Stay tuned...

Caveat: Sailing can be a dangerous activity so please be careful and keep an eye on your fellow sailors. Participation in any Potter Yachter event constitutes agreement that each participant, and their guests or crew, assume all risk of any injury or damage they may suffer relating to any such event, and waive any claims of ordinary negligence against other Potter Yachter participants and the Potter Yachters relating to any such injury or damage. Have fun and sail safely. Participation in Potter Yachter events is subject to the guidelines published in [January/February PYN](#), page 3



Come join the Potter Yachters at the [Elkhorn Yacht Club](#) for a weekend of sailing with the whales in Moss Landing. The Elkhorn Yacht Club has once again made its guest dock available to us Potter Yachters. The sail is officially Saturday and Sunday, however, in the last few years, most boats have launched on Friday.


There is a new credit card pay station. The new station is closer to the kayak area than the old one was.

Friday night, there are appetizers from 4-8 at the Yacht Club bar. May 22nd is opening day for Moss Landing with several events scheduled including a dinghy race on Saturday. See their website for more details.

Let me know if you are coming for a day sail, or will overnight.

[The [Sea Harvest restaurant](#) is now open from 11am to 8pm. –Ed.]

See you on the water!

Bud — 

Directions to Moss Landing, CA
For your GPS, the yacht club address is:
2370 CA-1, Moss Landing, CA 95039.
The club is right next to the ramp parking.

From San Jose, take Hwy 101 South:
take Hwy 156 West, exit onto Hwy 1 North
at Castroville, just past the famous power
plant stacks, go over the bridge and turn
left into the parking lot.

From Santa Cruz, take Hwy 1 South:
turn into the parking lot just before the
power plant stacks and before the bridge.

[Elkhorn YC](#)
(831) 724-3874



Photo credit: Vicki Anderson

Upcoming event:**Catalina/Two Harbors Cruise (SoCal Potters) - June 20-25**

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. Most folks spend the night before we depart in a slip at [Alamitos Bay](#), Long Beach. Slips are also available at [Shoreline Marina](#), Long Beach. 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.

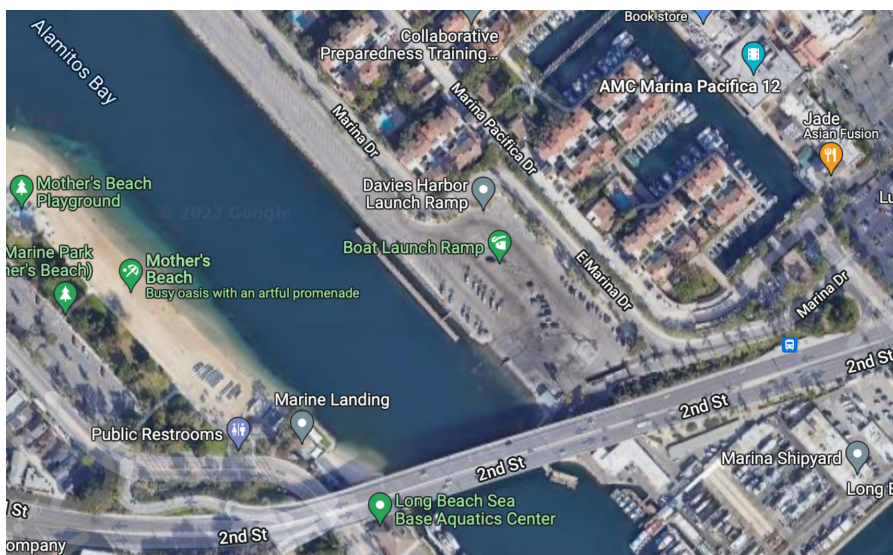
Via Hwy 101 South:

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.

Via Hwy 5 South:

Follow I-5 S to I-405. Take I-405 S to N Studebaker Rd in Long Beach. Take exit 24B from I-405 S. Continue as above.





Benicia to Napa Sail Continued...

Ralph Carslisle launched his pilothouse P15 *Wee Venture* early Saturday, and joined the pilgrimage up the Napa river along with Dan Phy M15 *Six*, Alan Koepf P19 *Kim Yvonne*, Larry Tkach M15 *Groovin*, Justin Lance and his son, Luke, P15 *Starburst*, Eric Zilbert P19 *Riptide*, Jon Barber M17 *Ol'44*, and Goose P18 *ReGale*.

We left Benicia about 10am on the last of the ebb, which would carry us past the Carquinez bridge to the confluence at the Mare Island Strait (the mouth of the Napa River) at slack

tide; and turn into a nice flood to sweep us up to our destination. Winds were light, so most of us motor-sailed (except for stalwarts Jon and Eric) until the breeze filled in. After a stellar formation passage under the Mare Island bridge we were all sailing on a wide open section of the Napa River. It was absolutely beautiful, and we had the whole waterway to ourselves. We arrived at the Napa Valley Marina about 3pm, and squeezed into open spots at the guest dock.



We had reservations, but there were some very large catamarans tied up. Napa is one of the only yards able to haul large multihulls, and a few were there for work. Alan and Larry helped Jay Gardner (owner of SF tour boat Adventure Cat) apply vinyl wrap to one of its hulls. Interesting process!

Napa Marina's waterways are surrounded by hills covered in vineyards, with only grazing cattle and flocks of geese breaking the silence. The "Boatyard of Broken

Dreams" is onsite, and a treat to walk through. Honorary PY'er Charlie Jeremias was there working on his trimaran, and hung out with us. My wife, Gail, met us with delicious pizza and salad which we devoured before hitting our bunks. We had a less than good night's sleep aboard *ReGale*, as gas fumes were somehow making it into the cabin; and we had to open up all the windows and hatches during the chilly night. (Continued page 7)



I believe the culprit was a leaky gasket on the fuel hose connector on the tank. Consequently, we couldn't use the fireplace!

Sunday morning Jon and Ralph left early, while the rest of us had coffee and pastries and waited for the tide to carry us down the river back to Benicia. The breeze was really nice (8-10k), with temperatures in the 70's. As we turned left at the confluence with San Pablo Bay the waters were alive with activity. The Maritime Academy had a dinghy race going on, and a freighter was rapidly approaching from the west. We all paid attention, and passed comfortably under the Carquinez bridge, while heading back to the barn. We made it back by early afternoon without incident. It felt like we had been away for way longer than a weekend, but that's what destination cruising does for the soul.

Regards, Goose. — 

- Ralph Carlisle – *Wee Venture*, Pilothouse WWP 15
- Dan Phy – *Six*, M 15
- Alan Koepf – *Kim Yvonne*, WWP 19
- Larry Tkach – *Groovin'*, M 15
- Justin & Luke Lance – *Starburst*, P 15
- Eric Zilbert – *Riptide*, P 19
- Jon Barber – *Ol' 44*, M 17
- Goose Gossman – *Regale*, WWP 18
- Bud Kerner – *Cat's Meow*, WWP 19



You want wind! We've got wind!

Sherman Island Sail After Action Report

By Sharon Soule'



Constantinos and Erin in Three Mile Slough

It was with some amount of trepidation that four boats set out from Rio Vista on April 3rd. The start of the sail was marked by dire forecasts for gusts over 30, much sail shortening, and a few second thoughts. There was some sort of photo op, we were told. We hoped they had a very long lens because we had our hands full trying to stay somewhat upright and in the approximate same area code as Rio Vista while everyone gathered.



Small talk at Delta Marina

David and I were able to drive down Friday, earlier than usual. It was nice to set the boat up in the light of day and avoid the inevitable process of peering up at the top of the mast through the murk with a comically small flashlight trying to figure out “what the heck is going on up there!” We swung through the lot at Delta Marina and saw parking places and dock space so we chose to launch there. The guest dock was crowded with large motor yachts. When we asked about dock space, the nice folks gestured vaguely at an area of empty dock and said “these people canceled, so you can tie up here if you want.”

Nighthawk looked tiny surrounded by these behemoths, but she dwarfed the P-15 that was tied up over by the gas dock. The presence of this boat concerned us no small amount. Were they really going to do this? We had been expecting to meet Dan Phy, but he had wisely fled the area for more hospitable climes. However, these hardy souls in the nameless P-15 seemed bent on joining us. (Continued page 9)

There were a few of *those* conversations. You know the kind. “Sooo... done much sailing?” and “how many reef points do you have?” The newcomers turned out to be Constantinos and Erin who seemed to have enough sailing experience, so we crossed our fingers and went back to rigging our own boat.

Gerry Nolan motored past on *Hoot* and it was time to head out.

David and I sailed away from the dock with our 110 up and realized that we were heavily over canvassed as soon as we hit the river. Or rather, the river hit us. We milled around off of the public pier with Jon Barber on *Ol’ 44* while Bud launched *Cat’s Meow*. Somehow, we managed to switch over to our small jib and raise the main double reefed during this process. There were a few shouts of “are we really doing this?” exchanged and then we were off.

The wind was out of the north and as we reached downriver, we discovered that 6.25 knots is probably hull speed for a Balboa 21. Jon appeared to be doing okay with his jib only, but Bud seemed to be having some trouble with his mainsail. Gerry was motoring along with Constantinos and Erin, so we figured they were in good hands. The three larger boats reached the bridge about the same time. Bud called for an opening and we slalomed into the relative calm of Three Mile Slough.

We pulled into Brannan Island to allow Bud to fix his mainsail and were shocked to find the place completely deserted. It turns out that the State Park is closed as they have lost their concessionaire. There were large signs to this effect at the top of the boat ramp. As we were about to dock, Constantinos called on the VHF. “How do I get the bridge to open?” We were impressed that they had made it this far. They joined us at Brannan Island and we all made changes to our sail configurations, scarfed down some snacks and headed back out.

The wind picked back up again on the San Joaquin. We were already outdistancing the P-15, so David and I decided to do a few “casual” circles at the confluence to let them get closer. It wasn’t very casual. And then David’s hat flew off. What followed was a comedy of epic proportions. We did Benny Hill proud as we tacked and jibed around and around and ran the poor hat over at least 3 or 4 times. At one point, I handed David the whisker pole, instead of the boathook. You could almost hear Yakety Sax playing in the background. The exercise did serve its purpose as Constantinos and Erin were able to catch up with us, so we consigned the hat to its watery grave and continued towards Antioch.

The closer to the Antioch Bridge we got, the stronger the wind built. As we slowly made the turn to the west, we found ourselves on one long close reach towards the bridge. We kept watching Jon and Bud, ahead of us, getting knocked around by gusts and thinking “here it comes.” But it was already there, knocking us around too. The wind was basically one long gust at this point, ripples sheeting across the top of the waves almost nonstop.

Whenever we had a chance, we would look back. And sometimes, we would see a tiny white triangle that let us know the P-15 was still with us. (Continued page 10)



Jon Barber moving fast downwind under jib alone



Regrouping at Brannan Island

Surprisingly, once under the bridge, the wind began to let up some. At first, we were afraid to say anything lest the wind gods decide to punish us again, but soon we were shaking out reefs as we approached the Antioch Marina. A last look with the binoculars showed us the tiny white triangle had almost made it to the bridge, so we breathed a sigh of relief and headed in. We were amazed to find that it was only about 2:30, so we put up the sun shade and broke out the cheese and crackers for an impromptu happy hour for the group on board *Nighthawk*.

Constantinos and Erin were in good spirits as they described their adventure on the San Joaquin. After leaving Three Mile Slough, they had dropped the main and raised the jib, but as they approached the turn to the west before the bridge, they found themselves driven by the wind towards the levee. They had to raise their mainsail so that they could point high enough to clear the levee and make the reach to the bridge. Constantinos put his dinghy racing experience to good use as he and Erin worked to keep the boat upright in the strong breeze.

Gerry and Bobbie drove down from Rio Vista to meet us for dinner at Smith's Landing and we had a nice time hearing about Gerry's FAA meeting (the reason he couldn't do the whole trip with us) and rehashing our sailing adventure. We were planning to leave at 8 am to try to catch the tide the next morning and Gerry volunteered to provide a shuttle for anyone who wanted to pull out rather than get beat up a second day in a row.



Relaxing in Antioch

Later that night the wind came up again. It started as a low howl, but built rapidly until it was screaming through the rigging of every sailboat in the marina. Fortunately, we had taken down the sunshade before turning in, but we could hear our jib rattling around on deck and hoped it was lashed down well enough to stay put. *Nighthawk* was literally sailing at the end of her dock lines. Gerry's offer was sounding more tempting.

But the wind had died down again by the time we got up. Constantinos and Erin, and Bud, had opted for the shuttle, so we were down to two boats. We suited up in all of our foulies expecting a wet sail upwind to Rio Vista. Only it wasn't. Broad Slough was a relaxing series of tacks. We took photos. The foulie jackets came off. We moseyed out into the Sacramento and fell off to wing and wing. The sun sparkled on the water as we passed Sherman Lake. It was your grandmother's Sunday sail. Right up until the moment it wasn't. (Continued page 11)



As we passed Sherman Island, someone turned on the taps. The wind swung around into the north-northwest and within 5 minutes we were putting in the first reef. Jackets back on! The waves built quickly until we were taking water over the bow with almost every wave. Our conversations were punctuated by the waves: “Do you think...”

(duck-splash!) “we should tie in...” (duck-splash!) “the second reef?” We chose to heave-to in order to tie in the second reef. We had a few missed tacks and realized that we couldn’t always carry enough speed into the wind and waves with our shortened sail to complete a tack. We had to tack Hobie Cat style, keeping the jib sheeted until it backwinded to bring the bow across.

Jon seemed to be doing okay. He hadn’t even reefed yet! The Monty hull doesn’t pound into the waves like the Balboa does. We could see he was getting pasted by the waves some, but not nearly as badly as we were. So we braced, ducked, pounded and backwinded our way up the river until we were about a quarter mile from Delta Marina. Then we hove-to again to start the motor. I can’t recommend heaving-to enough—it’s one of those skills that can really make your life easier. In our boat, one of us takes the tiller while the other starts the motor, but the person starting the motor is *in the way* of the tiller, so if something happens fast (and *everything* was happening fast), it could cause a real problem. Heaving-to was a great work-around in those conditions.

Jon appeared to be headed to the public ramp as we headed to Delta. We tied up at the guest dock and peeled off all the layers of life jackets and foul weather gear and collapsed in a heap. It was only noon, so we had lunch and relaxed before pulling the boat out and heading home. These were some of the windiest conditions we have experienced. We bought our new mainsail two years ago and this is the first time we’ve used the second reef. From the wind sites we determined that it was probably blowing about 18-20 steady with gusts in the high 20s to mid 30s. As we drove over the Rio Vista bridge on our way home, we could see that the wind had once again dropped to reasonable levels—it would have been a nice afternoon to sail! —

- Constantinos Laliotitis and Erin Searfoss – *(Nameless)*, P 15
- Jon Barber – *Ol’ 44*, M 17
- Bud Kerner – *Cat’s Meow*, WWP 19
- Sharon and David Soule’ - *Nighthawk*, Balboa 21



The wreckage!



Jon Barber enjoying a beautiful early morning sail in Broad Slough



From: Dana Suverkrop

Hi Don and Goose,

I heard from Goose you are changing the sail plan for your P-15 to a lateen rig. Good to know you are still sailing these days!

I wanted to let you know that the set of sails you gave to Goose passed into my hands a few years ago and are now being put to good use.

Last Summer, I was de-rigging Sip at Huntington Lake when a young man (high school student) came up to me and asked if the boat was a Potter. I confirmed his guess and then found out he is a member of the Sea Scouts in San Diego and his organization was currently working on rebuilding a P-15. They were in need of some sails and I told him that I had a couple of used sails and would be happy to donate them to his organization. He told me he would speak to his scoutmaster and that he would get in touch with me.

The scoutmaster and I started connecting by text messaging and finally he and one of the scouts came by to pick up the sails - two main sails and a jib. I also had a lot of hardware that I gave to them as well. They were quite excited and very appreciative.

Greg, the scoutmaster, has been sending me updates on their progress. I just wanted to send you and Goose some photos of them sailing and having a grand time. This experience has been personally rewarding to me and I just wanted to pass this on to you two.

Take care and hope to see you out on the water soon.

Dana





Benicia-Napa...Kudos

From: Dan Apr 2022

Kudos to "Goose" for a perfect weekend event...Benicia-Napa-Benicia....good weather, good tides, good food, good grog, good company...Thanks Jim...Best, Dan M15 "six"

Officer's Club

Commodore:
Phil Marcelis
Catalina 22, *Merri Time*

Vice-Commodore:
Jon Barber
Montgomery 17, *Ol' 44*

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

P-15 Fleet Captain:
David Bacon
P-15, #2636, *Ah Tiller the Fun*

P-19 Fleet Captain:
Eric Zilbert
P-19, #629, *Riptide*

Webmaster:
Phil Marcelis

Secretary/Treasurer:
Jim "Goose" Gossman
P-19 *Regale*

Website:
www.potter-yachters.org

Facebook:
[PotterYachters](https://www.facebook.com/PotterYachters)

How good is your memory? What event is shown in this photo and when did it take place?



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. As of 2022, Annual dues are \$50 per family.

Make checks payable to "Jim Gossman", or use PayPal to treasurer@potter-yachters.org, or use the link <https://www.paypal.me/PhilMarcelis/50> and include "Potter Yachters Dues" in the notes.



Or see us online at:
www.potter-yachters.org

Send your payment with your name and address to:
Jim 'Goose' Gossman
865 West I Street
Benicia CA 94510

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.



'Goose' Gossman
865 West I Street
Benicia, CA 94510

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

