



The Potter Yachter

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

Nov/Dec 2022

Moss Landing to Monterey: A whole flock of boats!!

Story by Bud Kerner



We had a great turnout for this year's sail to Monterey. I sneaked out of the house and got to Moss Landing Thursday. Gerry Nolan came down with his camper. He parked it in Monterey and came back to help me raise my mast. I am still having trouble raising it by myself. I wish I could find the person filling my mast with lead! Once the boat was in the water Gerry and I went to "The Sea Harvest", in the Moss Landing parking lot, for dinner. (Story continued pg 6)

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

Mail a check to Goose (see [Potter Yachter Membership](#), page 13)

or send by [PayPal to your friend](#)

Include your name, email address, and "Potter Yachter dues" in the notes.

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

With the Delta Bridges event in our rear-view mirror (and my memory uploaded to <https://youtu.be/ZAZUZb5xO0Y>), the Potter Yachters sailing season is officially over. Sad, I know, but this is the time when I look at the cruising guides and start planning future sailing trips. While *sailing* puts a smile on my face, *planning* is the other half of the fun! This year, I was also busy making the sailing event calendar for the Potter Yachters and checking that we could find sailhosts for those events. Although drought conditions are making lakes tougher to launch in, a close look at the schedule will show that we've got a mix of locations that could work equally well for large and small boats: for just a day sail or an extended two- or three-day weekend. If you'd like to be a sailhost, send your suggested venue and options for best time of year to: events@potter-yachters.org and we'll get them on next year's calendar.

I really want to thank all the sail hosts for stepping up and agreeing to do the groundwork for the rest of us: calling yacht clubs, looking at tides and currents, getting info on where to park, finding out about launch ramp fees, and especially for writing the announcement and after-action report for the newsletter. In fact, this is the time of year when I reflect on how thankful I am to have found this helpful group of Potter Yachters! If not for this crowd, I might never have sailed the San Juan Islands or gone to Fleet Week this year and sailed aboard *USA 76* – San Francisco's 2003 **America's Cup** entry. I'm grateful to have met all you Potter Yachters.

Remember to attend the Annual Meeting on Sunday, Dec. 11 at Oakland Yacht Club. Some folks have enjoyed a weekend of some estuary sailing and docking their boat at the yacht club. Just make sure to contact OYC in advance to make arrangements. See you at the meeting!

Regards,
Phil — 



Club Events on the Horizon		potter-yachters.org/calendar
December 11 th	Annual Meeting, Oakland Yacht Club	Phil Marcelis
<i>The meeting starts at 9:30 am, ending around 1:30 pm. They are no longer requiring vaccination cards, but they aren't open for Sunday Brunch yet. The club is working on food. We will meet to elect officers and discuss the sailing calendar.</i>		

Upcoming: Sunday, **December 11, 2022**

Annual Club Meeting at Oakland Yacht Club

You're Invited!

The Potter Yachters' Annual Meeting will be held on **December 11th** from around 9:30 a.m. until 1:30 p.m. in the Regatta Room of the Oakland Yacht Club, 1101 Pacific Marina, Alameda. You'll want to grab breakfast before the meeting because, although they've dropped the requirement to show your vaccination card, the club has not resumed their normal Sunday brunch, yet. We will, however, have pizza brought in for lunch. Also, those who wish to bring their boat may call OYC to arrange for an overnight stay at their dock. (You can find [directions to the club](http://www.oaklandyachtclub.net) on their website: www.oaklandyachtclub.net)

Any members who joined within the last year (and prospective members) are specifically invited to attend this meeting. Sometimes we get a little caught up in sailing off in different directions and don't get to meet new members at the monthly sails. This is the perfect opportunity to introduce yourself, meet like-minded sailors, and let the rest of us enjoy your company. It's also when we sit down to get a treasurer's report, nominate officers, and discuss the future sailing schedule.

Regardless of when you joined, please make every effort to attend.

As mentioned elsewhere, the Official 2023 Potter Yachters Calendar will be available for \$10 at the meeting. A limited quantity was printed, so you're advised to reserve your copy early by emailing Phil (potter-yachters.org/officer_mail.html). If you wish to have one mailed via USPS, you can [send \\$15 using PayPal](#) (and put "for calendar" along with your address in the "comment" section) or send a check for \$15 to Jim Gossman (865 West 'I' Street, Benicia, CA 94510).

Membership dues are based on the calendar year and are currently set at \$50 per family. You may [use PayPal](#) or pay the treasurer directly after the meeting.

As is our custom, there will be a voluntary exchange of nautical gifts after the meeting for those wishing to participate.

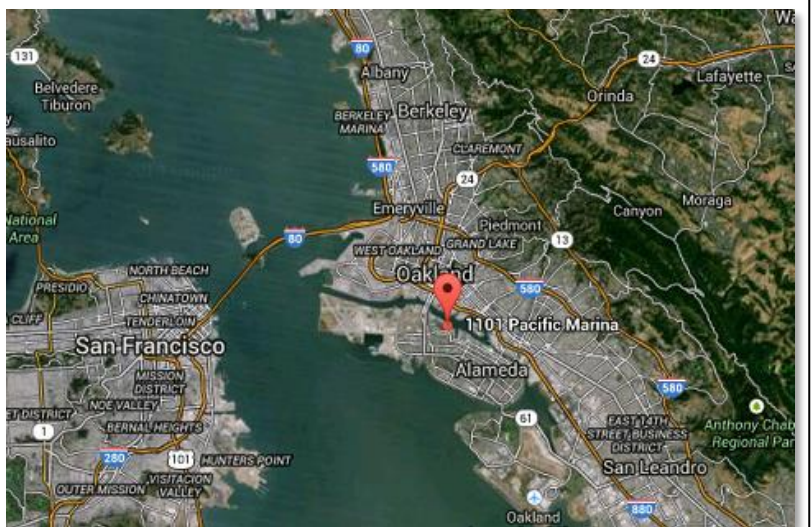
See you there — 🚤

From the North on 80/880 S (Berkeley, Bay Bridge) take Broadway/Alameda exit, turn right on 5th at Broadway head to Alameda (see Tube below)

From the North via 980 (Walnut Creek) take Jackson Street, turn left under freeway turn left on 8th Street, then left on Webster Street follow directions from the Posey Tube (below)

From the South (San Jose, Castro Valley) take 880 N to Oakland and exit Broadway turn right onto Broadway, then right on 7th Street turn right on Webster Street for the tunnel

From the Webster Street/Posey Tube keep left and turn left at Marina Village Pkwy turn right at Independence & left at Triumph Street the club is located at the end of the street. parking is in front of the club house



Agenda for Dec-2022 Annual Meeting

Welcome to New Members and Guests

Commodore's Report

Secretary/Treasurer's Report

Election of Director-Officers

Nominations received:

Commodore: Phil Marcelis

Vice Commodore: Jon Barber

Secretary/Treasurer: Jim "Goose" Gossman

Appointees:

Newsletter Editor: Sharon Soule

P15 Fleet Captain: Bud Kerner

P19 Fleet Captain: Eric Zilbert

Webmaster: Phil Marcelis

New Business

Presentation of Potter Yachter of the Year Award

2023 Sailing Schedule

Other New Business?

Adjournment followed by optional gift exchange



Potter Yachters

Proposed Event Calendar for the 2023 Sailing Season

<u>Date</u>	<u>Location</u>	<u>Coordinator</u>
Feb 18-19	Richmond to Angel Island	Eric Zilbert
March 18 * ¹	Coyote Point (St. Pat's Sail)	Phil Marcelis
April 1-2	Richmond to Alameda (OYC)	Eric Zilbert
April 22-23 * ¹	Morro Bay	Pete Evans
April 29-30 * ¹	Moss Landing (Elkhorn YC)	Bud Kerner
May 5-7 * ¹	Stockton Sailing Club (Poker Regatta)	Mike Kennedy/Jon B
May 20 * ¹	Delta Doo Dah Kick-off (Richmond YC)	(not Potter event)
May 26-28	Rio Vista-Antioch (Fri-Sun)	Gerry Nolan
June 3-4 * ¹	Redwood City (Westpoint Harbor)	Phil Marcelis
June 10 * ¹	Delta Ditch Run	(not Potter event)
June 19-26	Catalina Island (SoCal)	Gary Nitta
July 7-9	Benicia to Napa (Fri-Sun)	Goose
July 22-23	Huntington * ²	Jim Hunt
Aug 5 * ¹	Monterey: CruiserChallenge-XXIV	Alan Koepp
Aug 12-13	Delta Doo Dah event (Delta Bay Marina)	(not Potter event)
August 19-20	Rio Vista to Prospect Slough anchor-out	Eric Zilbert
Sept 16-17 * ¹	Loch Lomond	Goose
Sept 30-Oct 1	Moss Landing to Monterey	Bud Kerner
October 6-9	Fleet Week Events	(not Potter event)
October 28-29	Delta Bridges	Bud Kerner
December 10	Annual Meeting, Oakland Yacht Club	Jon Barber/Goose

***Note:** 1) Suitable for daysailors. 2) Reservoir/Lake sails are subject to modification depending on water level.

Caveat: Sailing can be a dangerous activity so please be careful and keep an eye on your fellow sailors. Participation in any Potter Yachters 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 Yachters participants and the Potter Yachters relating to any such injury or damage. Have fun and sail safely.

(Moss Landing continued from page 1)

Friday morning, I went out and sailed for several hours. When I left the harbor, the sun was out and there was a slight breeze. I headed north towards Santa Cruz. After sailing north for about an hour, I looked over my shoulder, and two-thirds of the “smokestacks” were covered in fog. Anyone who has sailed on Monterey Bay knows the stacks are a great navigational aid. I turned around and when I got close to the harbor entrance, the fog was dense and down to the ground. The stacks were invisible. Alan Koepf with Phil's old Santana arrived Thursday but didn't rig the boat until Friday with the help of Phil.

As the day progressed boats started to arrive. Justin, with his wee crew of two, came in their new to them MacGregor 26M. They didn't launch until Saturday morning and sailed with us partway to Monterey. They then turned around and came back to Moss Landing. I bet they like the room in the McGregor, especially coming from a P15. By the end of the day Jon Barber, Bud Newhall, Mike Higgins and I were in the water. Eric Zilbert, Phil Marcelis, Alan Koepf, Kevin Crowder, Jim Hunt, and George Wehrfritz launched Saturday morning. My son Rob drove down Saturday to sail with me.



Photo credit: Phil Marcelis



*Riptide and Starlight
at Moss Landing*

Unlike the day before, Saturday was foggy with little or no wind. We waited until 10 am and there was still very little wind, but we decided to start our journey. I had never seen the ocean this calm. The water was smooth

except for a slight rise and fall of the swell. You could even see fish nibbling on insects that were on the surface of the water. Speaking of wildlife, we saw plenty--whales, seals, dolphins, sea otters, and all sorts of birds. The sail from Moss Landing to Monterey is approximately 13 nautical miles.

At about the halfway point, the fog lifted, and a breeze came up. The water got very confused with small waves breaking in many directions. I rolled my code zero up and tried to raise my genny. The genny got tangled with the code zero and would not go up. Rob volunteered to go

forward to straighten things out. He found out it is no fun being on the bow when the boat is bouncing.

We were finally sailing. Then Jon Barber flew by us.

The weather improved as we approached Monterey. When we were a half mile from the harbor, I radioed the harbor master and got a slip assignment.

We all had dinner at the English Pub, but beforehand we had a dock party.

Sunday we woke to a pleasant

morning, with little or no wind. Most of us waited until ten to take off. Mike in his beautiful catboat left early.

It is a major project for him to rig and de-rig the boat. (Continued next page...)



*Aurora
Photo Credit:
Phil Marcelis*

Moss Landing to Monterey Participants:


- Bud and Rob Kerner – *Cat's Meow*, WWP 19
- Jon Barber – *Ol' 44*, Montgomery 17
- Justin Lance – *Starlight*, Macgregor 26
- Kevin Crowder and Jim Hunt – *Aurora*, Compac 19
- George Wehrfritz – *Betty Sparrow*, Sparrow 16
- David Soule, Denny Hansen, Vicki Anderson – *Nighthawk*, Balboa 21
- Eric Zilbert – *Riptide*, WWP 19
- Mike Higgins – *Jean Alden*, Custom Catboat 16
- Alan Koepf and Phil Marcelis – *Napili Breeze*, Santana 2023
- Mark Sabin – *Half Fool*, Compac 16



As it was the day before, the ocean was smooth and we drifted north toward Moss Landing. There is a Murphy law in sailing, actually, there are many. The one I am referring to is if there is no wind take your sails down, and there will be wind. Jon Barber made the sacrifice as you can see in George Wehrfritz's picture—the water is flat.



Not long after Jon had his sails tucked away, the wind came up and it was a pleasant sail at 3 to 5 knots. Entering Moss Landing Harbor was the easiest I had ever experienced. Depending on wind waves and tide the entrance can be exciting.

Several of us stayed for the burger and beer at the yacht club. We were finished eating when one of the yacht club members came over to us and said one of their members came in with a freshly caught salmon which they turned into sushi. It was a great way to end a great weekend. The Elk Horn Yacht Club once again was the perfect host. — 

Officer's Club

Commodore:
Phil Marcelis
Catalina 22, Merri Time

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

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

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

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

Website:
www.potter-yachters.org

Newsletter Editor:
Sharon Soule'
Balboa 21, Nighthawk

Webmaster:
Phil Marcelis

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

Report: Sailing on the Columbia River

Story and photos by Eric Zilbert



I have for some time wanted to go sailing on the Columbia River near Portland where my brother, Todd, lives. The stars aligned and it turned out we were both free from the 21st to the 25th of July. I proposed we sail from Astoria to Cathlamet Washington and back, spending two or three nights on the river.

I drove up on Thursday, spending the night in a campground on the Sacramento River at a place called Sims Flat Campground near Dunsmuir. It was a good overnight spot with plenty of available sites, water, and pit toilets, but no hookups. Price for seniors was only \$5 per night. Made dinner and found out that the train passes by the campground right on the other side of the river. Came through about three times that night, each time waking me. I could feel its passage even though I was in the boat.

I spent Friday with Todd preparing for our trip and visiting his family. We were lucky that Todd's son was associated with the maritime school in Astoria and was able to get us charts. We left Portland early and made it to Astoria in about 2 hours. It was a really nice drive. I was amazed how little traffic we encountered. The weather was unusually clear and warm for Astoria, as Todd remark about a dozen times during the trip.

The adventure really started when we got to Astoria. It turned out that I had received sorta right, sorta wrong information over the phone from the harbormaster. In planning the trip, and in part a big reason for departing from Astoria, was that the marina should have a ramp and allow multi day parking. I had been assured that this was the case. When we arrived, it took some effort to find the ramp, and even more to find the harbormaster's office. The ramp is located in a man-made basin on the east side of the bridge to Washington. We were greeted with a sign reading NO OVERNIGHT PARKING. Well damn.

Finding the harbormaster in the West Basin, on the other side of the bridge footing, we learned that you could park overnight there, but not at the ramp. This wound up taking a considerable amount of time in addition to the time normally required for setting up the boat and launching. Todd parked the truck while I motored the mile or so from the East to the West Basin. After picking up Todd we got out in the channel, put up the sails, and promptly went aground.

We recovered, got back in the shipping channel, and consulted our charts. It turned out the vast, open area around the bridge was mostly dry land covered by a little water. (Continued next page...)

We turned our attention to making our way upriver. We motor sailed for the first half hour or so until the wind began to build. We had planned on going upriver on the flood and this worked out well. We made good time, which was good because it is about a 30 mile trip to Cathlamet Washington, where we hoped to find cold beer and a safe harbor. We enjoyed a good downwind sail with the Genoa poled out, making better than 5 kts most of the time. There was a significant amount of commercial traffic and you had to keep a sharp lookout. Also, it is best to stay in the marked channel as many of the "islands" on the chart are in fact under water most of the time.

About 3 miles from Cathlamet you leave the shipping channel and enter the Cathlamet Channel which was really good sailing--no commercial traffic and a nice wide channel of good depth from side to side. We got into Cathlamet and found the guest dock in the Elochoman Slough Marina. Cathlamet was all I was told to expect, and then some. An unassuming marina with a good ramp, lots of parking, clean free bathrooms, and a slip fee of \$15 a night. The brew pub within stumbling distance of the guest dock held numerous charming locals (brews), and the people were nice too. The pub was only a block or so away from an excellent pizza place, and we were told of another bar and a breakfast place and store close by on Main Street.

The marina was very low key, with kayakers and kids swimming off the docks. Nearby mini cabins and a campground gave the place a very family friendly feel.

Did I mention the weather was excellent, the views gorgeous, and the beer and pizza wonderful? It was a

great first day, and we spent a very quiet night.

After a boat breakfast burrito, we started back upwind and down river for Astoria. We planned to do it in two days, spending the night about halfway back. Tacking up the Cathlamet Strait was fun, and we made good time in part thanks to the following current. We stopped for lunch in the slough near Price Island, which was a good anchorage with a couple of mooring buoys. We saw at least 10 osprey and numerous bald eagles there. We decided that it was too early to stop for the day, so we sailed on. At about 3:30 pm we started looking for a place to spend the night. We were about 10 miles from Astoria at a place called Brookfield

Todd Zilbert at the helm of *Riptide*



Point where there was an inlet I had identified from the map as a likely overnight spot. I did not like the look of the inlet; it looked shallow and boggy, like there might be a lot of insects. I liked the beach and cove to the north of the point better. So, we prepared the boat for beaching, and wound up having a nice time on a very secluded beach.

Throughout the afternoon several commercial ships went by, but the boat only rocked moderately, and we enjoyed dinner and drinks on board. Having anchored fore and aft, I pulled us into deeper water off the beach for the night. Turned out to be a poor decision. We said goodnight and soon fell asleep. At 10:30 something went by with a wake that knocked us down. I was in the fore berth and was hurled against the mast post, then thrown against the side, then thrown on the mast post again. What a wallop. I found myself yelling, "What the hell ???" at the top of my voice. Then there was silence.

As we lay there recovering from the passage of what we think was an automobile transport, I thought to myself, hmm, I wonder if the rudder is still on the sideboard. You see, I have (or had) a one piece rudder that I remove for beaching. I stow it behind the shrouds when on the beach, however, I did not replace it when I pulled the boat out for the night. Damn! I hadn't even tied it on! (Continued next page...)

"Todd, could you look out the hatch and see if the rudder is still on the sideboard?"

"No rudder on the sideboard."

I lay there thinking, "not good, not good at all."

"Todd, we are going to do an exercise." From under the fore berth I retrieved an 11lb Horizon anchor that I have carried as a spare since our trip to Mexico. I attached it to some rode and threw it over the side, hoping to mark the position of the rudder for easy retrieval in the morning. Alas, it was not to be. Although we spent 2 hours diving and searching the bottom for the rudder (and tiller) it became evident that the water we were in was too deep for any visibility, and it became rapidly deeper from where we were out into the channel. Judging by the speed of the tidal current that morning, the rudder might already be halfway to Astoria.

Without the rudder we could not sail up wind, so we motored the 10 miles to Astoria, trading off every 30 minutes. Conditions were very good almost all the way to the bridge--that damn bridge! It was very windy and choppy under the bridge that afternoon. Instead of going directly to the ramp, I had to take Todd to the West Basin to get the car. I should have made him walk. I got him to the wharf after very difficult motoring under the bridge into the chop. When I went back out into the channel the wind was really ripping, and the waves were a disorganized mosh of two to three footers coming at a variety of angles and making a general mess of things.

If coming under the bridge was a chore, downwind was a nightmare. The stern kept being thrown in the air, propeller spinning wildly. We would land, the propeller would bite, a wave would push us and the boat would careen off in a totally undesired direction. It was crazy whipsawing, and I did not know whether it was better to power through, or slow down and try for some control. I made it into the East Basin and was very grateful for the western entrance. Cruising toward the ramp I noticed something a few boat lengths ahead of me. They were little buoys in the air, in the AIR? Holy s**t ! It was a power cable that split the entire basin in half. Tall enough for most fishing boats to go under, but not *Riptide* with her mast up.

I flipped the boat around in an instant and just missed taking out the cable, my mast, or both. I had to exit the damn basin, go back out into the maelstrom, and motor around to the ramp. I can easily say that was the end to the most tiring day I have ever had on the water, though I neither raised nor lowered nor trimmed a sail the whole day. I was pooped. We returned to Todd's house with no further incident, and I made it safely back to Davis the next day.

All in all it was a great trip. I think for a Potter trip it would be best to launch and stay in Cathlamet, going out and anchoring in some of the sloughs in the area. The area was very beautiful, and the Cathlamet channel good sailing. There are several different areas to explore, and a circumnavigation around Little Island an attractive possibility. I would not recommend launching and retrieving at Astoria. In addition to the trouble parking, there did not seem to be much space in the yard for overnight parking. I would recommend a trip originating and terminating in Cathlamet. It would need to be at about the same time of year as most of the year the forecast calls for rain. It amazed me how much easier the drive was when you did not have to traverse Seattle and Tacoma. While not quite as beautiful as the San Juans, it is still very beautiful, and there are lots of interesting birds. Hopefully summer 2023 will see more than one Potter Yachter in Cathlamet (the beer is really good).



Eric Zilbert and *Riptide*



'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

