



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

August 2009



CRUISER CHALLENGE X

By Dick Herman
Photos: Jerry Kergan

The tenth running of the Cruiser Challenge is in the books and the results are posted elsewhere in this newsletter. I'm writing a recap for Small Craft Advisor so you'll have to wait for the rest of the story. Meanwhile, I'm sitting here trying to put three years experience organizing the race in perspective. So far, I'm frustrated.

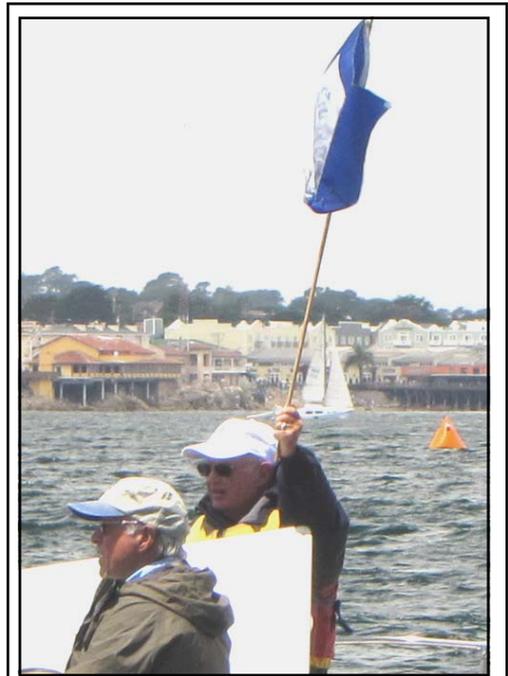
But one thing is certain - the Cruiser Challenge works because of the folks. That's you. I do not know a more diverse group from so many backgrounds who get along so well because of one thing, their love of micro-cruisers and sailing. You see it in the Grand Old Men of the Potters, Harry Gordon and Dory Taylor. Or the stalwarts like Keith Hubbard, Rob Sampson, and Jim Goeckermann who sail older P14s. elsewhere

I see it in the newer skippers like Nate Booth, Carl Sundhom, Katie Taylor, and Jim Gossman.

ALSO IN THIS ISSUE:

Commander's Log	Page 2
A first-timer's Cruiser Challenge	Page 5
Cruiser Challenge X Race Results.	Page 6
4th of July on Foster City Lagoon	Page 7
Gale Dismasted Following CC X	Page 8
July 4th at Mandeville Island.	Page 9
Richmond-Loch Lomond day sail	Page 11
Huntington Lake Campout	Page 14

Okay, so Goose's P14 is a story in itself, but it is fun. I am always amazed by the P19 skippers, all for very different reasons; the unique Jerry Barrilleaux, the quiet and always smiling Bard Johnson, the true blue water captain Bud Kerner, the rock Mike Swartz, the persistent Dave White, and resourceful Eric Zilbert. The old heads like



Dick Herman & Don Person making it all happen.

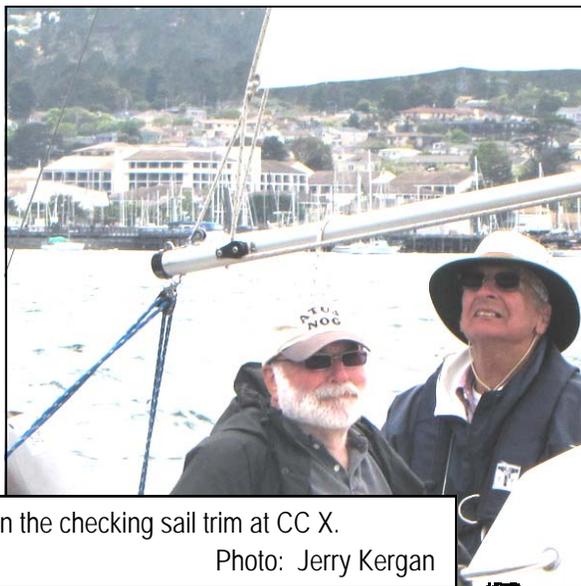
(continued page 3: CC X)



The Commodore's Log

Next up is the Richmond to Loch Lomond sail. I hope to see many of you there.

Bud



Commodore Kerner on the checking sail trim at CC X.
Photo: Jerry Kergan

Wow, CC X is now in the books, and it was great! Many thanks to Dick Herman and his crew for putting on a stellar weekend. They have made the Potter Yachters proud.

Putting on an event like this entails a lot of work, starting long before the day of the event. Many people are involved behind the scenes, from picking, and buying trophies, soliciting contributions from vendors, arranging for the Monterey Yacht Club, to the fantastic logo designs created by Wes Harrison.

Dick Herman can not chair CC XI, so, we must find a replacement. If we don't, CC X will have been our last Cruiser Challenge. Who ever volunteers for the job will have lots of help. I would like to have that person identified by our annual meeting in January.

EVENTS ON THE HORIZON:

August 8 (Sat)

Richmond Day Sail to Loch Lomond Yacht Club. Hosts: LLYC & Rich McDevitt

August 15 to 16 (Sat & Sun)

Huntington Lake campout with SoCal Potters. Host: Wes Harrison & Bard Johnson

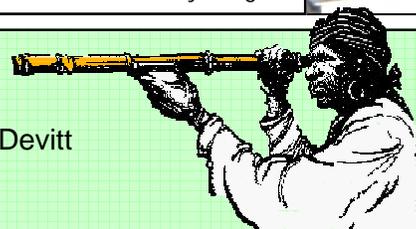
September 12. (Sat)

Delta Day Sail: Buckley Cove, Stockton, to Windmill Cove. Host: Bud Kerner

SoCal Potter Events

August 28th & 29th:

Oxnard / Anacapa Island—see the SoCal Potters website for details—<http://www.howies.net/socalpotter/>



The Officer's Club

Commodore:

Bud Kerner
8589 Siegel Street
Valley Spring, CA 95252
Cell: (209) 815-7542
Commodore@potter-yachters.org
P-18 *Cats Meow*

Vice Commodore:

Bruce Hood
21Regulus Ct
Alameda, CA 94501
ViceCommodore@potter-yachters.org
P-15 #2229, *Eilidh*

P19 Fleet Captain:

Mike Swartz
970 Laguna Court
Hollister CA 95023
Cell: (831) 801-1788
swartz@hollinet.com
P-19, *Burgundy Splash*

P-15 Fleet Captain:

Don Person
1651 Rambelwood Way
Pleasanton, CA. 94566
P15captain@potter-yachters.org
P-15, #2472, *Sarah Anne*

Secretary/Treasurer:

Pat Brennan
1305 Webster St. #C205
Alameda, CA 94501
(510) 769-1246
Secretary@potter-yachters.org
P-15 #621, *Eaglet*

Newsletter Editor:

Jerry Kergan
1815-B Wildbrook Ct.
Concord, CA 94521
Cell: (925) 497-3033
jerrykergan@gmail.com
P-15 #2357, *Lazy Ka*

Commodore Emeritus & Education Capt.

Judy Blumhorst
228 La Pera Circle
Danville, CA 94526
(925) 820 0800
Education@potter-yachters.org
P-19 #266 *Redwing*

Webmaster:

Mike Westfield
Webmaster@potter-yachters.org

THE SKIPPERS & VESSELS

Small Boats

Mike Higgins—Higgins-14
Nathan Booth & Erik Swedberg—P14
Jim Goeckermann—P-14
Harry Gordon—P-14
Keith Hubbard—P-14
Robert Sampson—P-14
Dory Taylor—P-14
Dave Bacon—P-15
Pat Brenan—P-15
Rich McDevitt—P-15
Don Person—P-15
Steve Potter—P-15
Katie Taylor—P-15
George & Debbie Morrison—Montgomery-15
Reimer—Montgomery-15
Mike Trueman—Montgomery-15
Nathan Booth & Erik Swedberg—P-15

Medium Boats

Dennis McDowell—Com-Pac-16
Dan Phy—Montgomery-17
Darrel Heirendt—Venture-17
Jerry Higgins—Herreshoff / Bull's Eye
Jerry & Carol Barrilleaux—HMS-18
David & Henry Hardt—P-19
Don Hunter & Mike Traynor—P-19
Bard Johnson & Wes Harrison—P-19
Bud Kerner & Jason Hancock—P-19
Carl Sundholm—P-19
Mike, Russell & Swartz—P-19
Tim Derry & Mary Metcalf—P-19
Dave DiRado—P-19
Dave White—P-19
Erik Zilbert—P-19
Kevin Crowder, Peter Venslauskas (from Ida Sailor,) and Jerry Kergan—Com-Pac-19
Gretchen & Dan Ricker—Com-Pac-19
Dave & Francesca Kautz—O'Day 192

Big Boats

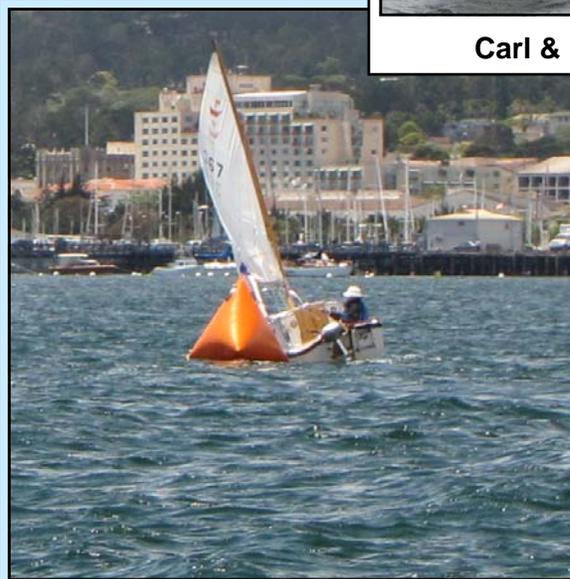
Keay Edwards, Matt Osborne,
& Scott Edwards—Santana 21

Don Hunter just add to the mix.

Of course, there is the conflicted bunch like Dave Kautz, Dan Phy, and Dan and Gretchen Ricker who sail other boats but always keep a Potter close to their soul and in their garage. Speaking of soul, Steve Potter and his P15 are a match made in heaven and Dave Bacon's P15 is a work of art.



Carl & Rich McDevitt



Rob Sampson rounding the windward mark in his Gunter Rig P-14

Heirendt and Dennis McDowell who are slowly getting sucked in.

The more astute have probably noticed a few names are missing. I owe these folks a very special thanks for making the Cruiser Challenge happen. Without doubt, Pat Brennan is the key and the keeper



Dennis McDowell (Com-Pac-16)

(CC X: continued from page 3)



Bard Johnson and Wes Harrison bearing down on the windward buoy.

of the books. Jerry Kergan and his newsletter are instrumental in promoting the Challenge and sets the standard for newsletters. Wes Harrison is the talented artist who created the logo designs for all the Challenges and they tell a story in themselves. Rich McDevitt has handled the trophies and master of ceremonies duties with rare aplomb and efficiency. Gretchen Ricker arranges the logo wear, and Bruce Hood was always there for advice and when I really needed it.



Potter Yachters senior members Dory Taylor and Harry Gordon



Jerry Higgins (left) leads the pack . . . Which includes Erick Zilbert,

Don Person, our resident philosopher and elf, deserves a special mention. He has served on the committee boat for two years, and that is hard work while never losing his sense of humor and rare perspective. I know I have forgotten some names, so please forgive me.

We have had some great sponsors, Small Craft Advisor magazine, West Marine, Ida Sailor, SLO Sails and Canvas, and Point Sails in the past. Please think of them when you need parts and equipment. Finally, for Commodore Judy Blumhorst and Josh Colvin at Small Craft Advisor, thank you for starting all this eleven years ago.

Organizing the Challenge has been fun, at times frustrating, and always rewarding. Now it is time to pass the baton on. But the pleasure was always mine. Thanks.



Tim Derry & Mary Metcalf



A First-timers Cruiser Challenge: No guts, No glory!

By Katie Taylor

Photo by Jerry Kergan

Cruiser Challenge X was my first Cruiser Challenge. Also my first time sailing solo outside on the ocean. I started off well, keeping up with everyone else waiting for the races to begin. The first race even went well; I didn't care that I was third or fourth from last, I was happy I was still upright and dry.

The second race didn't go so well. The winds were picking up, and I was having a blast going top speed through the waves and spray, dodging the other boats. Well, dodging all but one--twice! Sorry, Pat, I just couldn't get it together and move it in time. I approached the downwind mark and all heck broke loose. I suspect I got wrapped up in some kelp, because the boat just went crazy. I was going around in circles, sail jibing, and me yelling my fool head off. That was just the beginning, as once I got around the mark, the jib sheet started getting hung up on a large cleat on the mast. I never knew what it's job was on the mast, but now I know: it's a jib sheet eater! Every port tack I would have to let go of the tiller and main sheet, run forward and clear the sheet. By the time I got through the finish line the first time, the committee boat was cheering me as if it were my final lap. One more! The second lap was finished some time after the start of the big boats' third round. I knew that with the wind indecisive, and the sheet getting fouled, I'd finish sometime Sunday, so I said my sorrys and limped back to the yacht club. Dory followed, and since we couldn't stay the night, we started de-rigging for the trip home. I did make a point to stay for the awards ceremony, to my surprise and delight.



Thank you all so much for putting on such a fun event! I will certainly be back again next year, this time with more experience and better strategies.



Oops!

In our exuberance to get it all done, the Cruiser Challenge executive committee managed to overlook acknowledging Wes Harrison for his contributions to the success of Cruiser Challenge X. Wes is the genius behind the graphic art that is used in our pre-event promotions and as the centerpiece of the Cruiser Challenge souvenirs that are sold through Café Press. We'd like to take this opportunity to correct our error.



Many Thanks Wes! Your support is much appreciated.

Dick Herman
Committee Chair



<p>World-Class Rudders, Tillers and other Gear for Real-Life Sailing Peter Venslauskas Sales Manager</p>	
<p>idasailor.com 208-375-2204 1-866-400-2204 Toll free peter@idasailor.com</p>	

Thanks go out to the folks at IdaSailor for their continued support of CC X, and to Sales Manager Peter Venslauskas for flying in from Boise to personally take part . Thanks also go to Kevin Crowder for providing a ride for Peter and myself.

—Jerry Kergan

Cruiser Challenge X Race Results

Big Boats

1. Hank Benjamin- Marshall 18
2. Keay Edwards - Santana 21

Medium Boats

1. Dave Kautz - O'Day 19
2. Dave DiRado - P19
3. Jerry Higgins - Herreshoff / Bull's Eye
4. Darrel Heirendt - Venture 17
5. Dan Phy - Montgomery 17
6. Dennis McDowell - Com-Pac 16
 7. Bard Johnson - P19
 8. Eric Zilbert - P18
 9. Jerry Barrilleaux - P18
 10. Mike Swartz - P19
11. Kevin Crowder - ComPac 19
 12. Don Hunter - P19
 13. Dan Richer - ComPac 19
 14. Bud Kerner - P19
 15. Carl Sundholm P-19
 16. Dave White P-19



BIG BOATS: Hank Benjamin and Keay Edwards



MEDIUM BOATS: Left to right: Dan Phy, Darrel Heirendt, Jerry Higgins, Dave DiRado, and Dave & Francesca Kautz



SMALL BOATS: Left to right: Steve Potter, Mike Higgins, Mike Trueman, Blake Reimer, and Rich McDevitt.

Small Boats

1. Blake Reimer - Montgomery 15
2. Mike Trueman - Montgomery 15
3. Mike Higgins - Higgins 14
 4. Steve Potter - P15
 5. Rich McDevitt - P15
 6. Harry Gordon - P14
7. George Morrison - Montgomery 15
8. Jim "Goose" Gossman - P14
(modified)
9. Rob Sampson - P14
10. Pat Brennan - P15
11. Keith Hubbard - P14
12. Dory Taylor - P15

Guts and Glory: Katie Taylor

Axle Grease: Don Hunter

International Marine Trophy:

P19 - Dave DiRado

P15 - Steve Potter



4th of July on Foster City Lagoon

Story & photo by Katie Taylor

What's an old guy to do, when health problems keep you from going to the Fourth of July raft-up on the Delta? Just stay home? No way!

Dory and I had another idea. We were going to bring both boats and go monkey around in Foster city for the day, then come home and watch the fireworks on the TV. I had other plans, and wanted to go see the show at Great America. Both ideas were ditched when we saw Foster City swarming with people. It seems FC had something planned, too. We battled the fluky winds, jibing all the way to our favorite Greek lunch spot.

After a fantastic lunch and great ice cream, I found that Dory ran aground and bumped his centerboard off the pin. Who to call, who to call? Dory lost his cell phone and all the contacts on it, and I had none to begin with. Well, iPhone to the rescue! I was able to get the officer's list off the Potter Yachter website. Pat Brennan is the only one with a cell listed, so he's the lucky fellow to help talk us through getting the CB back on the pin. Thanks, Pat!



Neither of us wanted to try sailing back to the lagoon where the show was to be held, so Dory hitched up a line and towed electric-less me all the way there. We were certainly a hit with the crowd, and there was a constant bottleneck by the two cute "toy" boats. I spent much of the late afternoon fielding questions: "how much?" "where can you sail?", "how fast?", and even "how much do you gotta pay to ride one?" as if we were part of the attraction. I was loving it!

That morning we chatted with Bernie, a FC resident Potter owner, and he said he'll be watching the show on the water. Sure enough, as the sun went down, and the little electric gondolas began flooding in, here came a white P-15. Dory and I were way-y-y too comfortable where we were, both snuggled up in "Petit Liege", to go meet up with Bernie, so I sat back and watched him motor back and forth, finding just the right spot to see the show. It was a good show, too. No music to go with it, but plenty of sparkle and bang to get the summer going just right.

Of course, there is always a price to pay for such a treat. It's now well after dark, and we had two boats on the water that had to go home. But first, how to get back to the ramp-- safely? I have no electric motor, no running lights, and no wind, and a hundred other boats in very close quarters. Dory solved two problems by again towing me, but the lights were all up to me. Easy. I pulled out a shake-em-up flashlight, shook it until the tsunami siren went off on the opposite shore, and shined it up to the top of the mast. Since I am under tow, all I need is a mast head light, and that's just what I had: I fly the white WWP flag up under the blue PY, and it shone like a beacon that night.

De-rigging was a chilly and dew-damp affair, and it went slower than normal for all the slipping and fumbling about under dim yellow street lamps, but we got it done. Bed time was very late that evening-- 2:00 am, and all four of us, two boats and two skippers, were finally asleep.



Gale Dismasted Following Cruiser Challenge X

Story & photo by George Morrison

On the way back to the Harbor after the day's races, Goose was motoring in on a semi-plane with his Honda 15hp outboard motor. By chance a very large Coast Guard Patrol Boat passed between him and myself. I, with auxiliary power running, was dropping my sails. The wake from the Patrol Boat was very big. I turned my bow to point into it. Next thing I know, I see Goose's boat splashing through the wake, I'll bet he might have even caught some air! I asked my wife to grab the camera, as a flying Potter is a sight rarely seen. But something looked weird, and there was WAY more white water spray being thrown from Goose's bow. Goose throttled back and came to a stop. As I watched, I still couldn't figure what was going on. Goose's boat is already a highly modified one-of-a-kind design, but I didn't recall a tabernacle mast step or a bow mounted mast crutch, did I? Goose dropped his Dodger, climbed out of the cockpit onto the cabin top, and began to wrestle with his rigging. Concerned (and amazed), I motored over, pulled along side him and asked what happened. He said he lost his rig. He was going too fast when hit that wake. I asked if there was anything I could do to help?. He replied he didn't think so at the time, that he was going to disconnect the mast from the step and drag the rig aboard. By then, Steve Potter and Keith Hubbard were en-route to Goose's aide too. I circled around, snapped a few pictures, and motored in. With "Steve Potter to the rescue", I knew Goose would be just fine.



George & Debbie Morrison coming off the windward mark.

Not to make fun, but with the rig forward, it looked more like a heavily armed Potter, than one that had grown a bowsprit. "Prepare for Cannon Fire!" I thought. I talked to Goose on the dock. We were all glad no one was in hurt, and he thanked me for offering to assist. Goose said the hounds failed from hitting that wake, and with that went the side stays.



July 4th at Mandeville Island

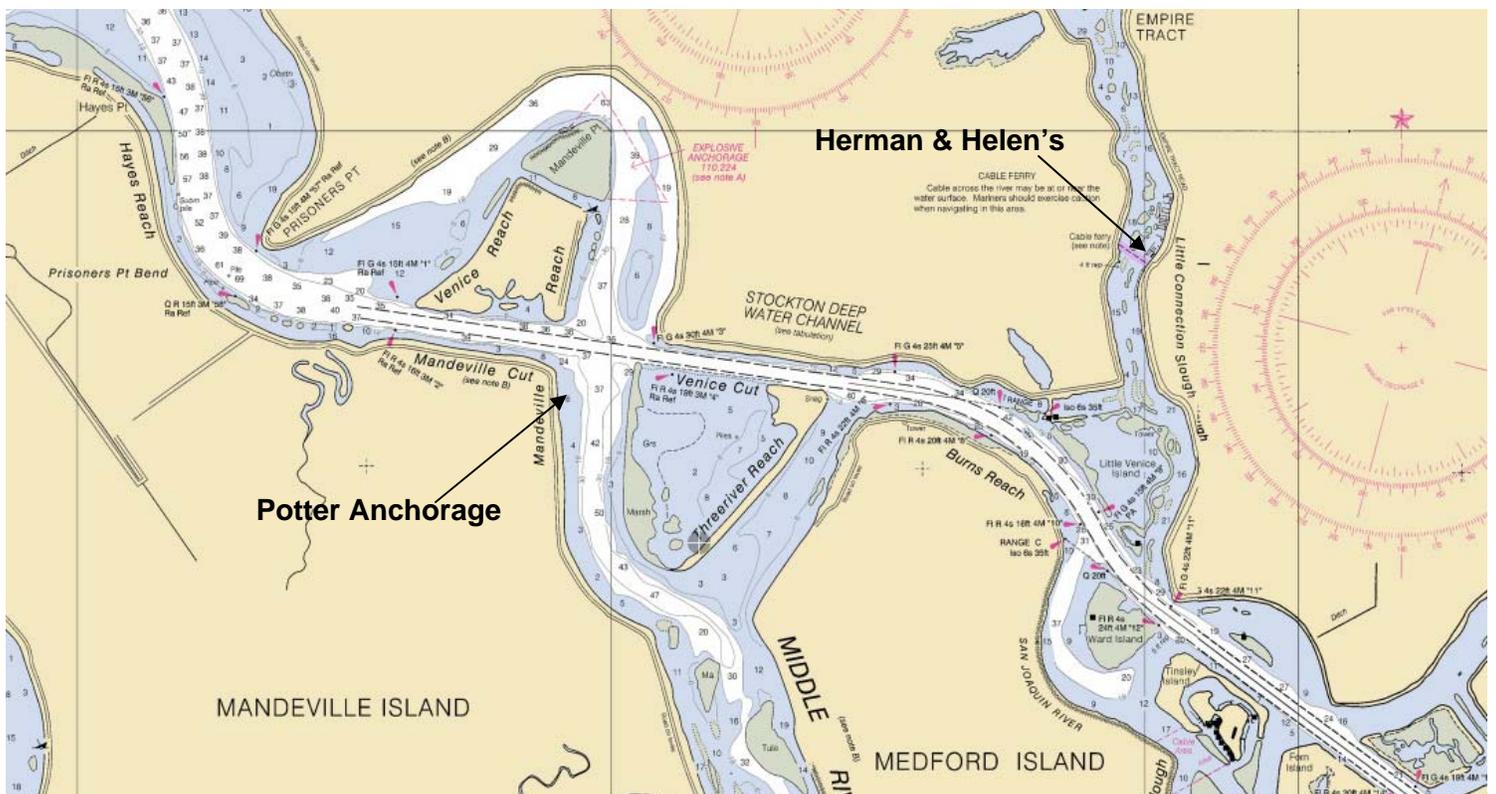
By Dick Herman

It was truly a memorable Fourth with a few great highlights. First was the sail from B&W marina to the rendezvous off Mandeville Island. The wind was a fairly constant eight knots down the Mokelumne to Korths Pirates Lair where we (Dave and Cheryl White, Brad, and I) met Steve Potter for lunch. Then it was on to the Rendezvous with the winds steadily increasing to about twelve knots. We made a delightful run through Mandeville Cut where a thirty-foot, red-hulled boat flying a multi-colored spinnaker overtook our three boats, taking photos. He asked Brad if we were headed for the Potter Rendezvous. The word must have gotten out. It turned out the web master for the Nor-Cal Sailing Ass. was on board and has put up a very good article with pictures about us on the Nor-Cal Sailing web site. We turned south into Mandeville Reach where Jim Kirwan and Dan Phyll were anchored on Jim's 24-foot Bayliner.



Brad and I decided to go howdy all the folks anchored north of the fireworks barge and Coast Guard Cutter. We raised Muddy Duck's tanbark sail and headed for the gaggle. At first I couldn't see a way into the fleet, but at the last minute, spotted an open lane. We made a constant four knots on a beam reach through at least a thousand boats. Talk about partying! I have never seen so many non-bathing suits in my entire life. As a NOG, I have reached the age of "Tut-tut" and foregone "Wowie!" Folks were waving at us and smiling as we sailed past, flying the Potter burgee. We came about and found another lane for the return leg. We certainly got our photo taken.

(continued page 10: Mandeville Is.)



(Mandeville Is.: continued from page 9)

By the time we got back, the wind was kicking up to fifteen knots and we knew it was going to be an interesting evening. We set a third anchor and settled in as Steve Potter rafted up for a chat and hors d'oeuvres. Later, he cast off in the dark and headed for a hidey-hole on the lee side of a tule bank. Smart man. At 1:30 that morning, something big motored by kicking up a big wake. I know because it tossed me out of my bunk.

The next morning, Brad, Dan, and I decided to take advantage of the wind and go exploring. We sailed south in the last direction where we had seen Steve Potter headed. A half mile later, we saw a mast sticking out of the tules. Yep, it was Steve. After saying hello, we turned north up **Three River Reach** and headed for Herman and Helen's Marina on **Little Connection Slough** for lunch. The cafe was closed but the store was open. We bought some snacks and sat at a picnic table enjoying the sights: boats dodging the nearby cable ferry, more non-bathing suits, and small boats of every description. Rather than fight a headwind going back, we motored to Mandeville Reach.

We were pleased to find Andy, Maxine and Duncan Lees, Duncan's friend Colton, John Dalton and Judy Person had arrived on "The Usual Suspects" houseboat. Andy very competently set two good sized anchors which held perfectly for 24 hours in spite of high winds, powerboat wakes and 180 degree current swings.

I opted for a circling approach around the stern to head up into the wind to tie up on the starboard side. That was when Muddy Duck's motor decided to take a break. Before I could get it restarted, the wind had pushed us into the weeds and tules. What happened next reminded me more of a Keystone Cops fire-drill than anything nautical, so rather than go into details, suffice it to say, Andy got us out. That was about when Sarah Ann arrived with two very beat sailors. Don Person and daughter Marthe Dalton had spent five hours tacking up the Stockton ship channel into increasing wind, gusting over 20 knots, and doing their best to avoid getting run down or wake swamped. They were tired but claimed the whole trip was a blast. They were the last to arrive and the gang gathered on the houseboat to eat, drink, talk, laugh a lot and later to watch the brilliant fireworks, a present from Barron Hilton. The next hour or so we watched a parade of boat lights returning to wherever and then snuggled up in our boats. The wind continued strong through the night and we all threw on an extra blanket or two.

Sunday dawned clear and breezy promising another windy day. After morning coffee, Judy and Maxine treated us all to a delicious big breakfast and we readied the boats for departure.

The trip back to B&W proved quite exciting. Brad, the Whites, Rob & Minkun, and I motored into Mandeville Cut, fighting a fifteen to twenty knot headwind. Once we were in the San Joaquin and rounded Prisoner's Point, I raised the main with a reef. But it was a poorly set reef with a lot of bag. Rather than do the smart thing and head up to reset the reef, I soldiered manly on, cracking along between five and six knots. Talk about fun! Transmissions on Channel Sixteen got interesting when a large, white, motor yacht blasted through Mandeville Cut at a high rate of speed causing a lot of wake damage and raising the ire of a cast of thousands. The Coast Guard got involved but I don't know if they caught the miscreant.

I had passed Korth's and was headed up the Mokelumne when I blew out the traveler on my mainsheet. Suddenly, things got very sporting until I got the sail furled. Dave and Cheryl White, on Wee Boat, hit a submerged object and Q-tipped their prop, but could still make about two knots. They limped in last, but for some reason, were wearing big smiles, like all the rest of us.

Dan Phy reported that he and Jim had a much more than sporting trip down the San Joaquin into Suisun Bay. Winds were in the 30 knot range and green water was breaking over the cabin top on Jim's 24' Bayliner. At one point Jim said "I don't want to alarm you but we had better get our life jackets on." They managed to make it into a crummy Marina west of Pittsburgh but "it seemed like heaven." Monday the wind slacked off and the leg back to Petaluma was very relaxed.



Come out and join us on Saturday August 8th for a challenging bay sail. After a short dockside skippers meeting, we will be underway at 9:30 to 10:00 AM on Saturday morning for our trip out the Richmond harbor then we head northwest past Red Rock and under the Richmond/San Rafael Bridge ending up at the Loch Lomond Yacht club for lunch. After a brief rest and a couple cold beers we'll retrace our wakes back to Richmond. We had quite a turnout last year for this event and filled the docks at the club with our boats.

As skill levels go this can be a benign sail, an intermediate sail, or an advanced sail depending on the conditions of the day. We cross some open bay waters and shipping lanes



Richmond to Loch Lomond Yacht Club

Host: Rich McDevitt & the LLYC

When: Saturday, Aug. 8th; Launch 9:00 AM-Depart 10:00 AM.

Where: Richmond Municipal Boat Ramp to Loch Lomond Marina and dock at the Loch Lomond Yacht Club guest docks.

Fees: launch \$10.00 (parking included) Fees are paid by machine . . . Exact change recommended.

Meals: Lunch at Loch Lomond Yacht Club (\$6.50 last year.) A no-host bar will also be open for your favorite adult beverages.

Distance: 8 miles, Richmond Marina to Loch Lomond.

Phone #s:

- McDevitt Home 415-451-1952
- Richmond Harbormaster 510-236-1013
- Dan Phy Home. 707-961-1257



while dealing with winds and currents. The nice thing about Richmond is in the event conditions warrant you not attempt the crossing there is plenty of great sailing within the breakwater and along the bird sanctuary.

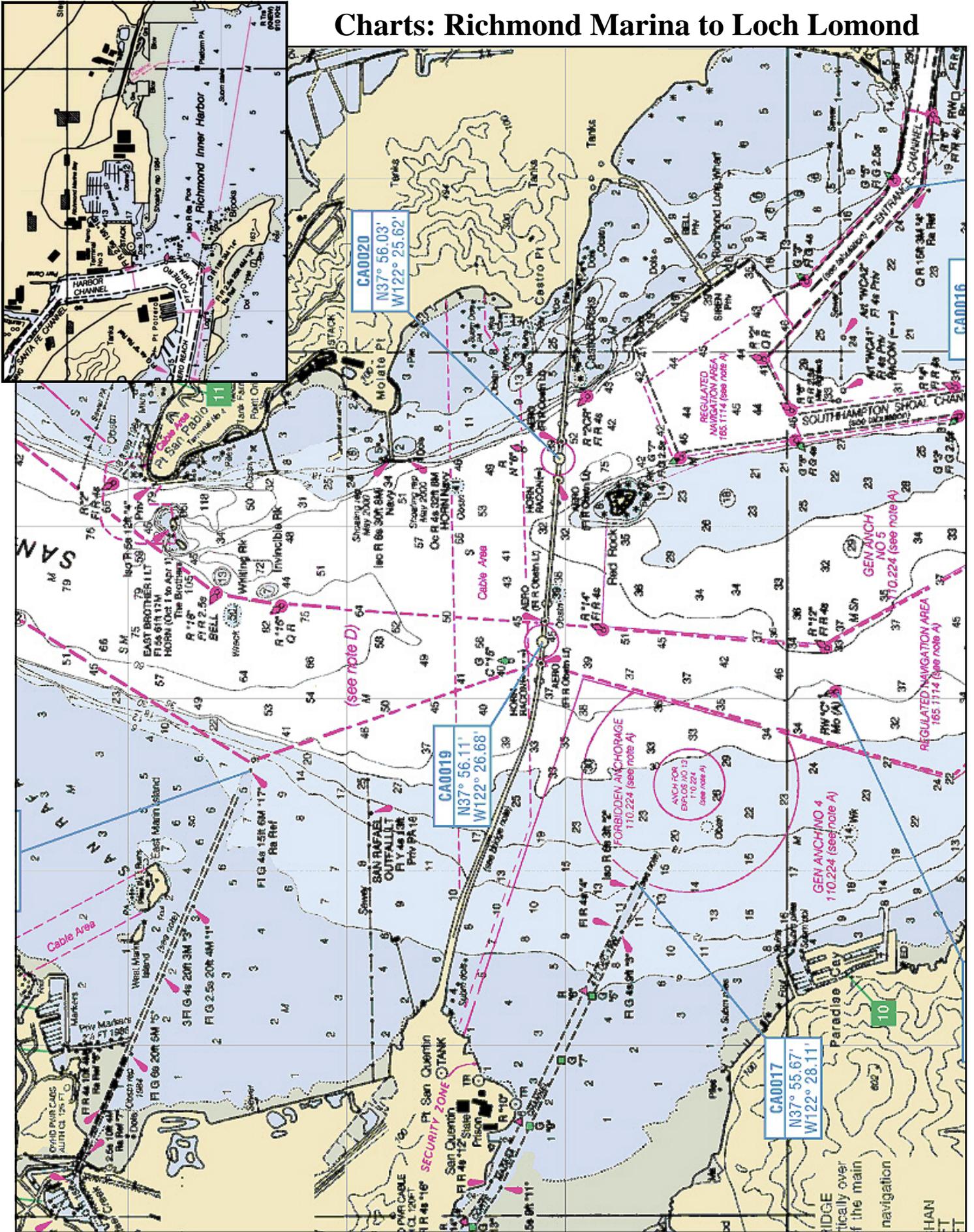
Vince and Linda Henley are in the process of buying a home in WA and will not be able to join us but Vince has set it up so Rear Commodore, Karl Hanken and LLYC's Incoming Cruise Director, Sol Cohen will be there (and perhaps others) to welcome the Potters, open the bar and prepare lunch. The club has a Potter Burgee and that should be flying in the bar area when we arrive. The club also has a VHF

Tides for Richmond Inner Harbor starting with August 8, 2009.

Day	High /Low	Tide Time	Height Feet	Sunrise /Sunset	Moon Time	% Moon Visible
Sa 8	High	1:30 AM	5.8	6:19 AM	Set 8:52 AM	96
	Low	8:03 AM	0.3	8:11 PM	Rise 9:20 PM	
	High	2:44 PM	5.4			
	Low	8:21 PM	2.1			
Su 9	High	2:11 AM	5.4	6:20 AM	Set 9:52 AM	92
	Low	8:31 AM	0.7	8:09 PM	Rise 9:44 PM	
	High	3:10 PM	5.6			
	Low	9:03 PM	1.9			

(continued page 13: Loch Lomond)

Charts: Richmond Marina to Loch Lomond





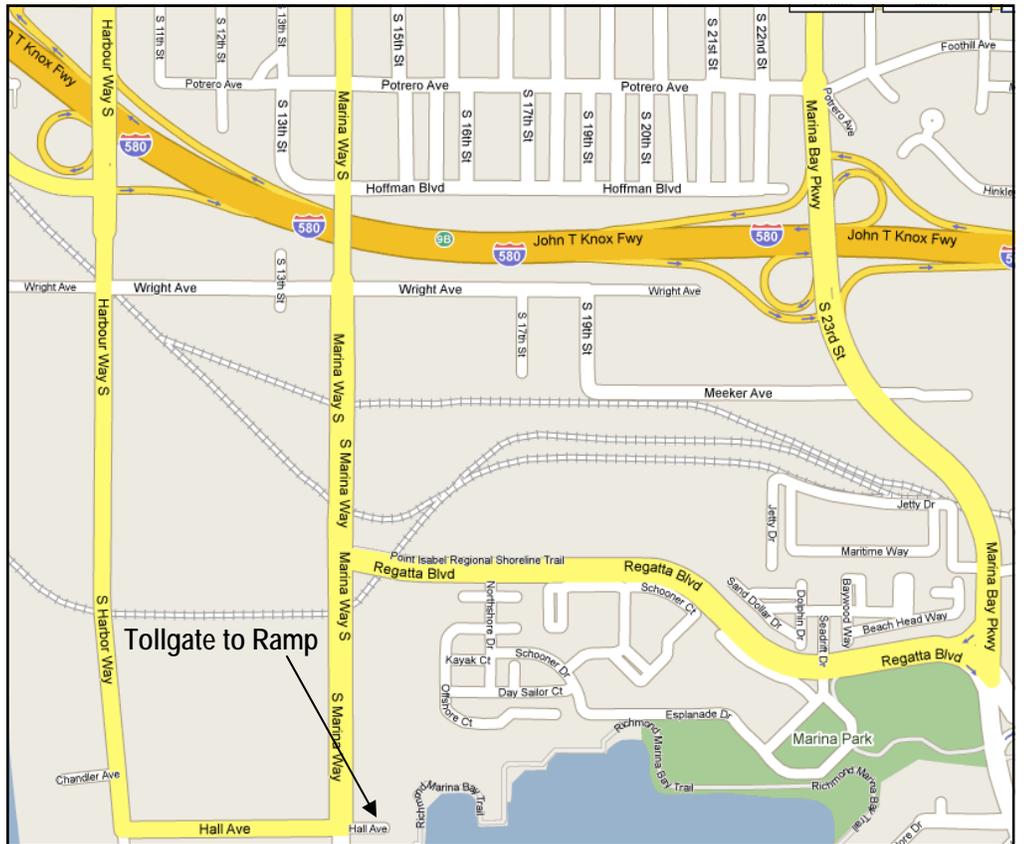
Huntington Lake 2008



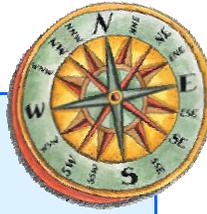
(Loch Lomond: continued from page 11)

transceiver in the bar area and the club will monitor channel 68 for the Potter arrivals and ensure that we can transit the marina gates into the club area..

We will be launching from the Marina Bay Yacht Harbor at 1340 Marina Way South, Richmond, CA. Ramp fees are \$10.00 paid to an automatic gate. This gate has been known to rip me off when it owes change so \$5's and \$10's are recommended. Overnight accommodations are also available and can be arranged by contacting the Richmond Marina Harbormaster at (510) 236-1013. To get to the launch ramp take 580 through Richmond and exit at Harbor Way South. Take Harbor Way South about .75 mile and make a left turn (east) on Hall Ave. In a couple short blocks Hall Ave. will dead end right by the launch ramp gate and harbormaster's office. Be rigged, launched, and ready to depart by 9:30-10:00 AM.



Potter Yachter/SoCal Potters Joint Sail (Huntington Lake)



How to get there From Northern CA:

Host: Bard Johnson & Wes Harrison (SoCal Potters)

When: Saturday/Sunday, August 15th & 16th (Overnight camping) Our hosts will be in place Wednesday to Wednesday.

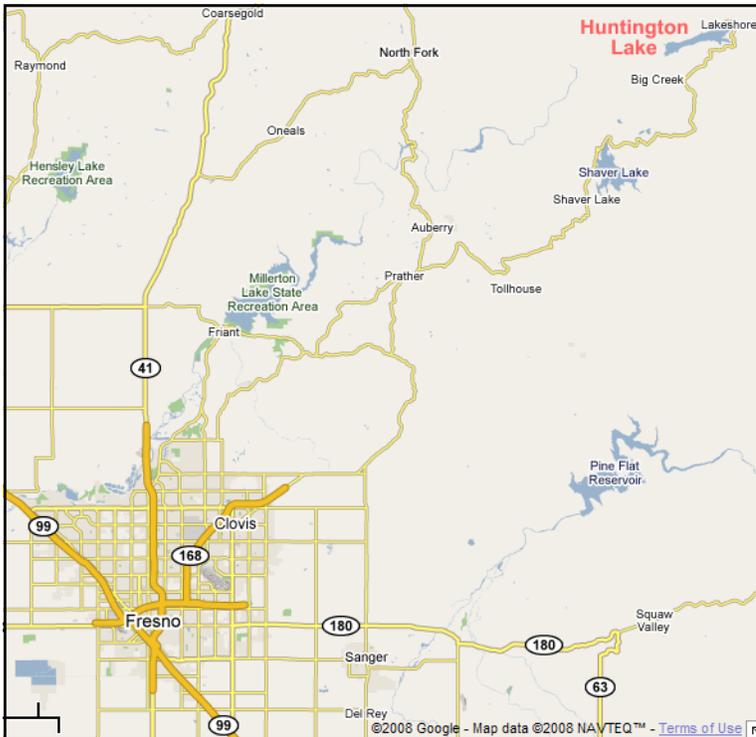
Where: Rancheria Campground. The Marina is at 62311 Huntington Lake Road, Lakeshore, CA.

Meals: Bring your own. Potluck Saturday evening. Lunches at the Restaurant at Huntington Resort or Picnic.

Distance: 70 miles north-east of Fresno.

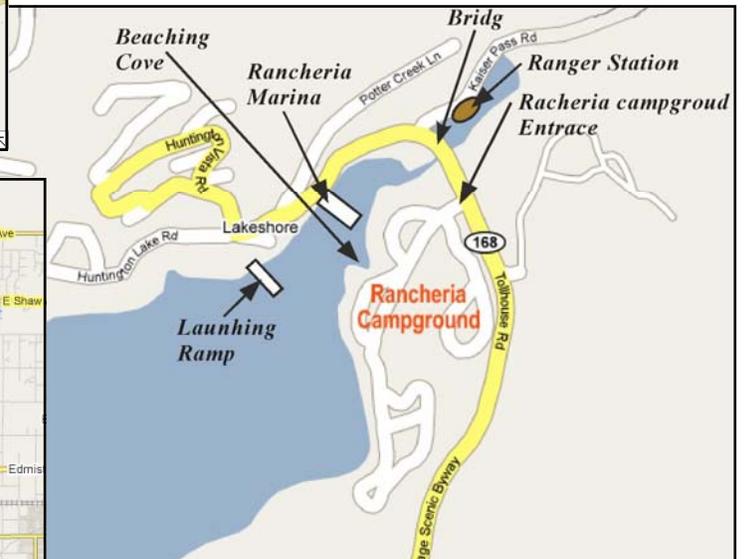
Phone #s: Rancheria Marina (599) 893-3234 ask for Mark Richards and mention you are friends of Wes and Bard.
 Rancheria Campground Reservations 599-893-3234
 Wes Harrison can be reached at 408-245-3218

- Get ye to SR 99 Southbound toward Fresno.
- Exit SR 99 (Exit #143) to West Herndon Avenue, at Herndon, turn left, eastbound, onto West Herndon.
- Continue East on Herndon (12 miles) to the intersection with SR 168 (Sierra Freeway.)
- After passing under the Freeway, take the northbound Freeway onramp onto 168 (Sierra Freeway.) The ramp will be on the right.
- Continue East on SR168 60 miles to Huntington Lake/Lakeshore.



From Southern CA:

- Take I-5/SR 99 Northbound toward Fresno.
- Exit SR 99 (Exit #131) onto SR 41 (Yosemite Freeway) northbound for 2.5 miles.
- Exit SR 41 (Exit #128A) onto SR 180 (Sequoia-Kings Canyon Freeway) Eastbound for 1 mile.
- Exit SR 180 (Exit #60A) onto SR 168 (Sierra Freeway)
- Continue East on SR168 65 miles to Huntington Lake/Lakeshore.



The Potter Yachter

Words from our host:

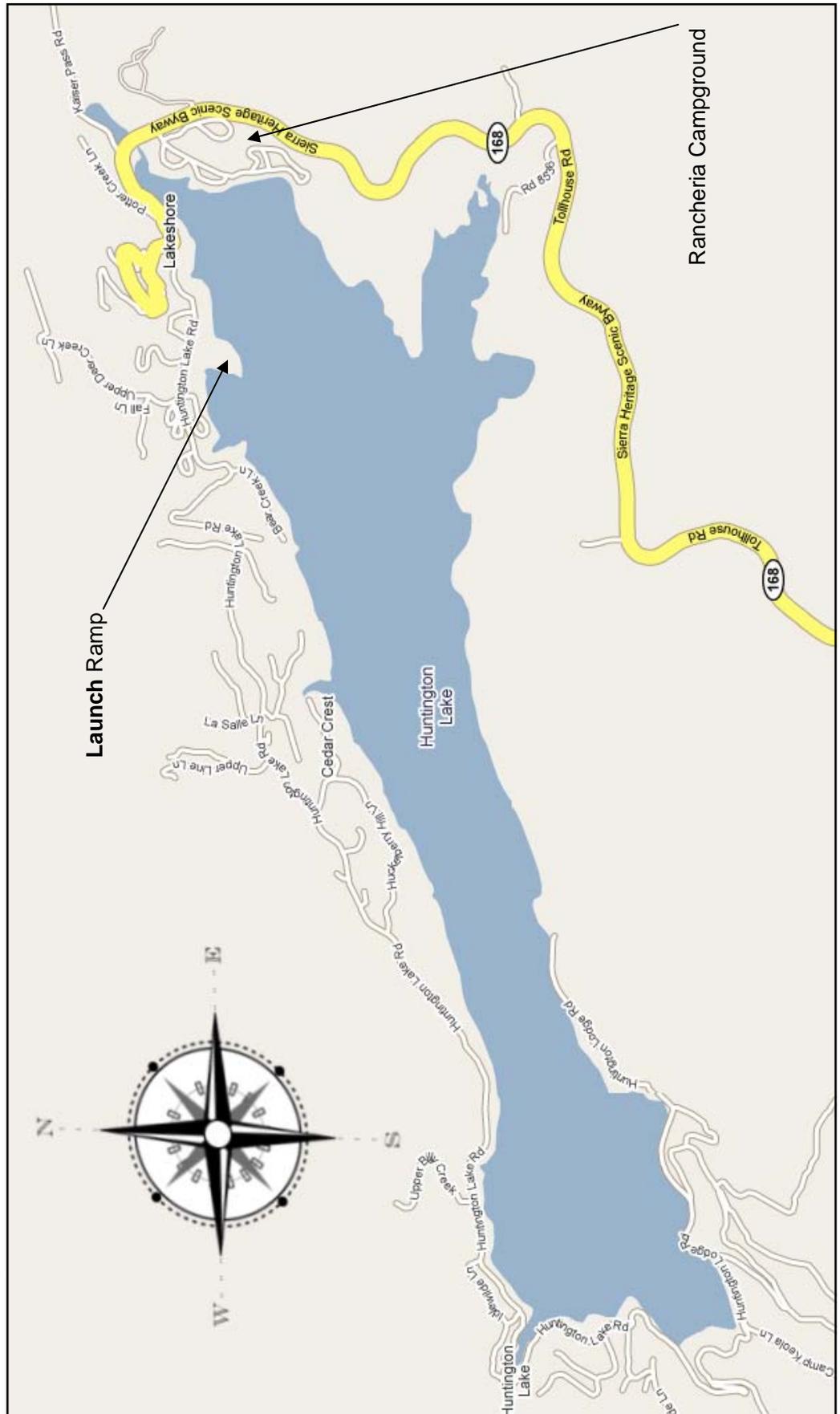
The second annual Huntington Lake get together of the northern and southern California Potterers is coming soon. aLL trailerable boats are invited. Winds at Huntington come up routinely at about 10:30 A.M. and die anywhere between 6 and 7 P.M. We like to tack south to Huntington Lake Resort, about 4-5 miles, and buy lunch and sit on their veranda and look over the Beautiful view of their moorings and forest. For the fishermen, fishing is very good for Rainbow Trout and Kokanee Salmon.

The Potter Yachters Wes & Bard will be at Huntington Lake Wednesday, August 12 to 19th and will be at Rancheria Campground, site 104. Anyone wishing a slip at Rancheria Marina, should call Owner Mark Richards at (559) 893-3234 to make a reservation. This is highly recommended.

There are a couple of areas that you can beach your boats with reasonable proximity to our campground. One is at the small cove at Rancheria Campground. You can expect competition for the limited space here. Another is at Deer Creek Campgrounds. It is a large protected cove with soft shoulders. It is next to the Lakeshore launch ramp area, but it is about a couple of miles from our evening campfire at the Rancheria campground.

Campground reservations can be made by calling 1-877-444-6777, or online at:

<http://www.recreation.gov>





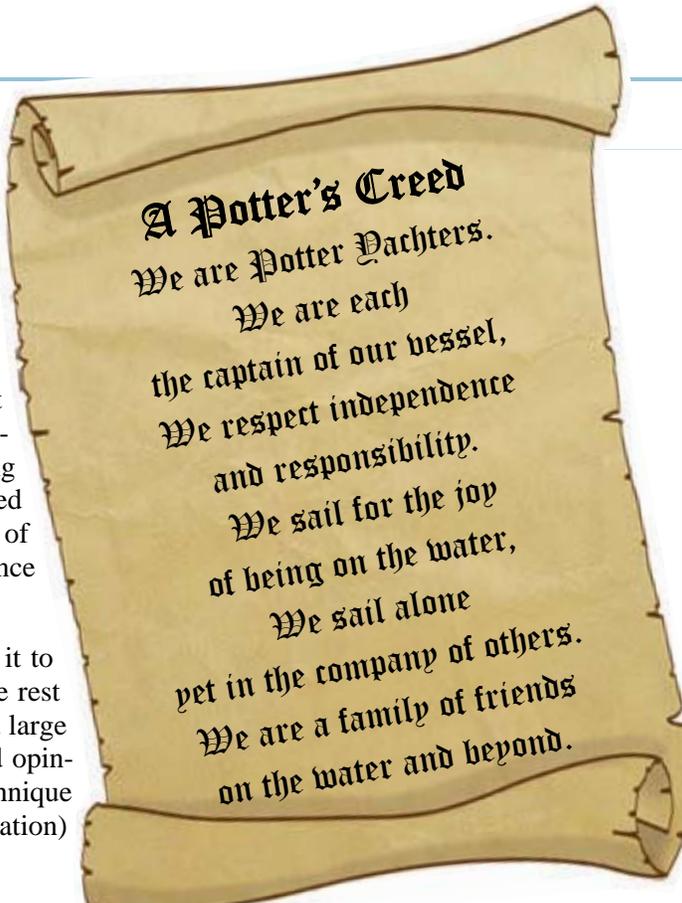
Patrick Brennan
1305 Webster St., C205
Alameda, CA 94501

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.