



The Potter Yachter

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

December 2013

HAPPY HOLIDAYS!

Potter Yachters Conquer Delta's 7 Bridges



Rio Vista Windmills, photo by David Myers

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On Friday, October 25, 2013, seven boats launched and stayed overnight at the Delta Marina in Rio Vista. I was one of those boats. The crew that came the furthest to join in the fun were David and Pam Soule in their

Balboa 21. They arrived early Saturday morning; traveling all the way from Gardnerville, Nevada, to join us. On Saturday, eleven more boats launched at the Rio Vista City launch ramp.

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The Potter Yachters



The Commodore's Corner

Happy Holidays to all. In retrospect, the Potter Yachters have had an absolutely outstanding 2013. After one of the best January annual meetings I can remember, Dr. Judy Blumhorst kicked off March at the Oakland Yacht Club by giving a superbly detailed and informative lecture.

The subject was Improving the West Wight Potter 19, and applied cutting-edge sail developments, physics and sailing knowledge to getting the most out of our beloved boats. This was followed on March 10 by Harry Gordon's leading another Harry Gordon Adventure Sail consisting of an "unofficial" impromptu yet successful Potter-Yachter slough exploration expedition up Newark Slough, which put astonished looks on the faces of park visitors who never saw sailboats on those waters before. Our Redwood City St. Patrick's Day sail was re-channeled by tides into a fine sunny picnic sail to the USS Thompson wreck, with a windy return. In Benicia, we sailed to the Carquinez Bridge and lined up our boats to cruise by a religious functionary aboard a boat giving blessings to all who wished. *(continued on page 8)*

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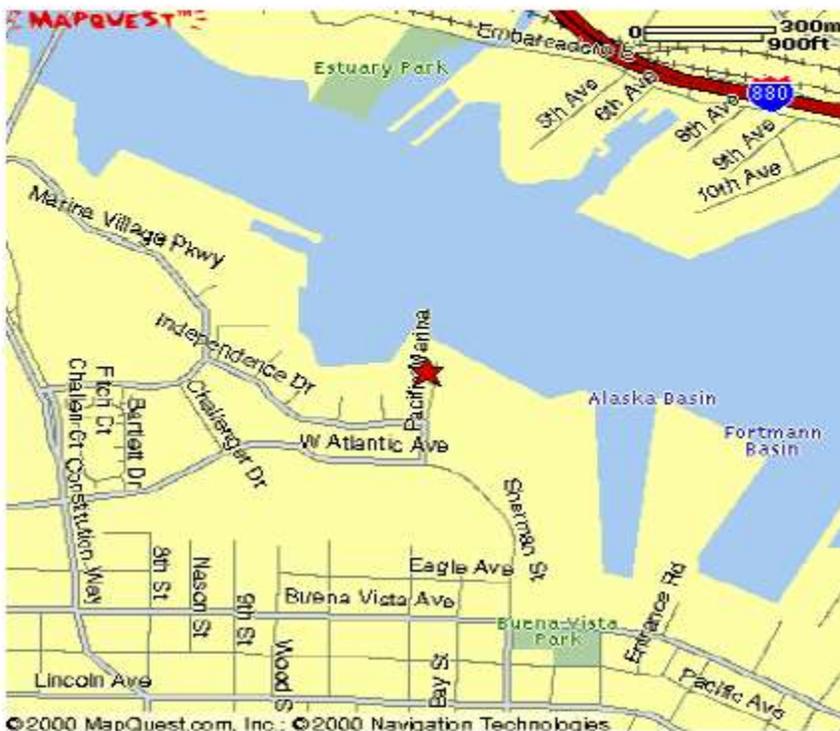
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ANNUAL MEETING ON SUNDAY, JANUARY 26, 2014

The Potter Yachters' Annual Members Meeting is set to take place from around 10am to 1pm on Sunday, January 26, 2014 in the Regatta Room of the Oakland Yacht Club. As usual, breakfast is offered around 9:00am for a reasonable charge, and there will be a voluntary exchange of nautical gifts after the meeting, for those

Directions to Oakland Yacht Club, Alameda, for the Annual Meeting



From the South... (from San Jose)

Exit 880 N , at Broadway Exit , Oakland, and turn right onto Broadway
turn right on 7th Street
turn right on Webster (2 blocks) and take the Webster Street Tunnel under the Estuary, (aka Posey Tube), to Alameda, bear left out of the tube and go over the overpass, turn left at Atlantic Avenue (2nd light)
turn left at Triumph Street
the club is located at the foot of Triumph
parking is located in front of the club house, with additional parking across the street

Coming from the North, (from Berkeley, Walnut Creek, Bay Bridge), from 24 west, or 80 south via 580, , take 880 south and exit Jackson Street
turn left off the ramp and go under the freeway left on 8th Street (2nd light)
left on Webster Street and through the tunnel, follow above directions

who choose to participate. Be sure to bring cash or a check to pay your membership dues and perhaps to purchase the Potter Yachter 2014 Calendar. The usual order of business will include Pat Brennan's State of the Club Report, elections of officers, and planning the sailing calendar for 2014. This is the only time of the year we all get together and discuss common issues, so it is important all Potter Yachters attend. See you there.

(Delta Seven Bridges Sail, continued from page 1)

We were slightly late on leaving the launch ramp area. I was kicking myself for moving the start time up from the 9:30 a.m. start last year to 10:00 a.m. this year. This year's sail was five nautical miles longer.

I was really concerned about the bridges. They are old and don't always work. I knew that some of the boats didn't have navigation lights for after dark sailing. It turned out every bridge worked and, because we were lead-footing better than four knots, we arrived at Ox Bow Marina much earlier than I expected.

Day One of the Seven Bridges Sail started on the Sacramento River in Rio Vista, to Steamboat Slough, back onto the Sacramento River, and then to the Georgiana Slough. One of the first encounters on Steamboat Slough was the Howard Landing Ferry. This ferry is cable driven.



Howard Landing Ferry, Photo by David White

When the ferry is moving, the cable is just below the surface. The ferry captain cooperated with us and held the ferry up while our flotilla motored by. We actually passed the ferry in two separate groups.

I left Harry Gordon in the parking lot trying to figure out his Gunther rig. It had gotten all tangled up and he didn't want to delay the group start. I told him to call me if he decided to not go. While we were waiting to cross the ferry, Harry caught up. He had left his mast and boom in his mini-van and was a West Wight Potter 14 motor launch. Boy, the Potter 14 without a sail is a small boat.

We did have some unusual excitement while sailing on Steamboat Slough. We were buzzed several times by an ultra-lite airplane. He flew by just above mast



Photo by David Myers

height. Like so many dolphins I have sailed with in the past, we move too slowly to keep their interest; likewise the plane too flew off into the sunset.

When we reached the Steamboat Slough Drawbridge, one of our P15's captained by Tom Garing turned around and headed back down the slough. Tom had other plans and couldn't spend the next day with us.

Passing under the Steamboat Slough Bridge put us back on the mighty Sacramento River. From here we headed down river, still with very little wind, towards the towns of Lock and Walnut Grove. When we were passing Walnut Grove, there was some talk about stopping for ice cream. There is an outstanding ice cream store in the town, but common sense prevailed and we continued on passing under the Walnut Grove Bridge.

Shortly after Walnut Grove we left the Sacramento River and entered the Georgiana Slough. Immediately after entering the slough we passed the Georgiana Slough swing bridge. We wound down the slough to the Tyler Island Swing Bridge, and from there it was a short sail to the Ox Bow Marina. We arrived at the marina shortly after 4:00 p.m. Derek the marina manager was there to greet us, make us feel at home, and get us settled into slips.



Ox Bow Marina, Photo by David White

At 5:00 p.m., Bobbi came with our dinner of pulled pork and rolls, salad, and brownies for desert. Various bottles of wine appeared, David White brought his bar out from Wee Boat and everybody had a great time. Sunday morning we awoke to a chilly sunny day with a hint of a breeze.

Breakfast was provided by the Ox Bow Marina. A number of sailors topped up their gas tanks. I added almost a gallon to mine. I didn't think I needed it, but I was the only one who ran out of gas last year, and I didn't want a repeat. We left the marina at 10:00 a.m. under sail and motor to continue down the Georgiana Slough to the Mokelumne River.



Mokelumne River Bridge, Photo by Bud Kerner

The boats gathered as a group for the last time, and we all went past Route 12 together. When we reached the San Joaquin River, several of us raised our head sails and tried to sail. We still had an incoming tide that was strong enough to prevent much headway. However the wind continued to build and when we came into

sight of the Rio Vista windmills, we were still on the San Joaquin River, there was enough wind to sail.

Some of the boats motored ahead and were in Three Mile Slough long before the majority of us. They decided to go under the Three Mile Slough Bridge and head for Rio Vista to avoid the rush with all the boats trying to get out of the water at the same time. It was at this time we had one of the P15's venture into the reeds alongside the river. He was adding gas to his little Honda when the wind blew him into the tules. After some effort he was able to free himself and we all continued down the river into the slough.

The Sacramento River greeted us with 15 knot winds, occasionally gusting to 20 knots, and white caps. We had all dropped our sails while traversing Three Mile Slough, some boats just left them down and motored up the river. I raised my main sail, took the motor out of the water and sailed. Some boats sailed with head sail only. In all cases, we quickly made it back to Rio Vista.

I get the impression from the feedback that everyone had a good time. Do you think there might be eight bridges in our future?

-Bud Kerner



(continued from page 2, Commodore's Corner)

Jerry Barrilleaux's Delta sail and the Woodward overnight were thoroughly enjoyable, as were the secluded Lake Hennessey sail and Kevin Crowder's new and successful New Spicer Reservoir overnight in the Sierra. Jim "Goose" Gossman did a fine job organizing Cruiser Challenge XIV, which enjoyed fine weather and optimal winds. Neil Dorf took the Richmond Sail to new destinations, and the sails at Del Valle and Clipper Cove went off without a hitch. The Summer was punctuated by the America's Cup races held on San Francisco Bay, and they learned what we knew all along: the Bay must

be respected and can provide a very wild ride. These races were probably the most exciting and the best of all time, especially with the incredible comeback of Jimmy Spithill and Oracle Team USA to win the Cup. The Tomales Bay sail was one of the most memorable ever and brought out many newcomers to learn the magic of how special it is to sail and camp on Tomales Bay. Mike Swartz's Moss Landing to Monterey sail went very well and rewarded attendees with sightings of porpoising sea lions and whales. And Bud Kerner's Seven Bridges Delta Overnight proved a smashing success, even better than his prior year's Six Bridges sail. Is it possible to have a better year? I doubt it. Thanks to all who served as sail hosts and others who contributed to make 2013 a most enjoyable year for the Potter Yachters.



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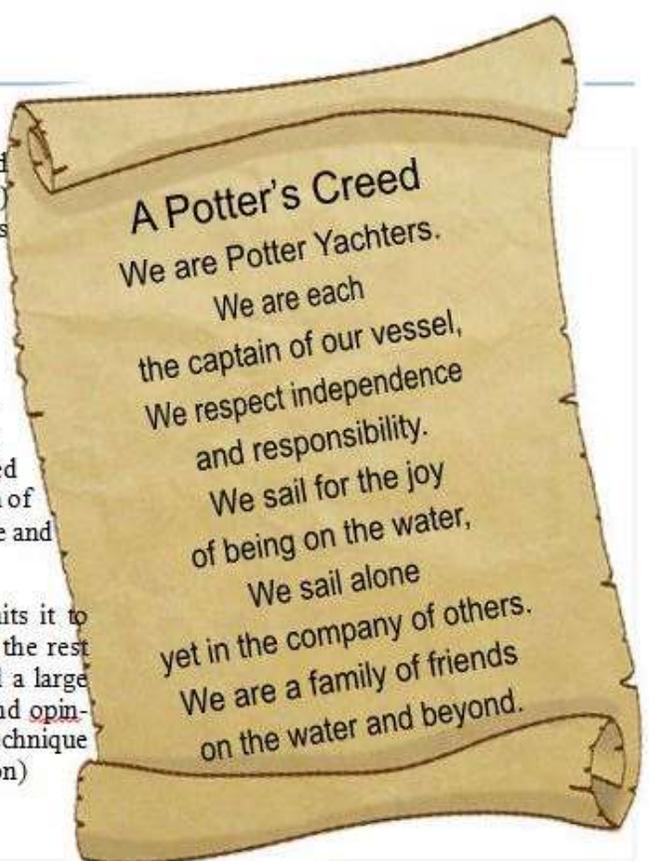
With a Grain of Salt

The **Potter Yachter** is a forum for exchange of ideas and information among West Wight Potter (and other mini-yacht) sailors. But we Potter Yachters are mostly a bunch of amateurs finding our way by trial and error and luck.

You will probably find some very helpful tips or ideas in the Potter Yachter that will enhance your sailing experience, but you may also find some ill-advised suggestions or ideas that just don't work for your particular boat, your sailing environment, your level of sailing experience, or your boat-working skills. So please understand that any sailing tutorials, suggested boat modifications, recommended cruises, etc., are the opinion of the author, based presumably on his or her personal experience and judgment at the time the article or letter was written.

If a Potter Yachter believes s/he has a good idea and submits it to the newsletter for publication, we will usually pass it on to the rest of you in the newsletter, but take it "with a grain of salt" and a large portion of your own good judgment, and perhaps get a second opinion before undertaking a modification or cruise or sailing technique you read about in the **Potter Yachter** (or any other publication)

- The Editor



A Potter's Creed
We are Potter Yachters.
We are each
the captain of our vessel,
We respect independence
and responsibility.
We sail for the joy
of being on the water,
We sail alone
yet in the company of others.
We are a family of friends
on the water and beyond.