



# The Potter Yachter

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

August 2016

## Report: Cruiser Challenge 17!!

by 'Goose' Gossman

Photo: Carl Sundholm



Pat (ComPac Legacy, *Latis*) downwind of Dana (P19, *Sip*) maneuvering at the start

**O**f all the Cruiser Challenges I've attended since joining Potterdom almost a decade ago, this had to be the "crusiest" one, yet. In past years, parking lot juggling and racing smack seemed to dominate the energy... but this year we had a mellow, easy-going scene, which in my mind speaks to the essence of our group persona.

With "privileged" reserved parking along the waterfront, and almost all of the nearly thirty attending boats launched and on the water by Friday, the annual event got off to a smooth start. Three boats splashed and sailed down from Moss Landing, in a preview of what is possible. Also, there was uncharacteristically slow fishing, with fewer seals, otters, and fishermen around... which turns out to have been caused by full bellies, courtesy of the influx of tuna crabs (weird crab/lobster critters). Additionally, there was a much lower density of tourists walking around (even with packed hotels), despite the perfect 75-degree weather and minimal morning fog. With tourist chaos avoided, and the cooperation of the Harbor Office providing slips for us (at a discount!), easy pottering and (See *Challenge* continued on page 4)



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# The Commodore's Corner

By Rob Sampson

Another great Cruiser Challenge is in the bag. It seems like everyone had a great time. The racing was definitely in "sporting" conditions with fairly strong winds and choppy waves.

A big thanks to our sponsors Sage Marine, Spyderco, Montgomery Boats, Hyde Sails, Small Craft Advisor, Good Old Boat Magazine, and RudderCraft.

Thanks also to the Monterey Peninsula Yacht Club for graciously hosting us for our meeting and dinner. Also, a special thanks to Racing Committee and John and Randy for letting us use the MPYC committee boat and for accompanying us at the race. Thanks to David and Sharon Soule for parking patrol duty and keeping the parking lot clear for Cruiser Challenge participants. The biggest thanks go to Jim "Goose" Gossman and Dick Herman for organizing the whole thing. I think this was one of the smoothest Cruiser Challenges ever. The parking was effortless and the racing was well organized and clear.

I had a great time hanging out in Monterey. Checking out everyone's boats is a favorite pastime, and the launch ramp is always entertaining. Walking the docks and wharfs was great fun and the food was delicious. Spotting sea creatures and marine mammals is interesting even if sometimes the seals and otters were up on the docks checking us out, too.

Coming up in August will be a Richmond to SF Bay Sail on the 20th with the option to stay overnight in Richmond at the Marina Bay Yacht Harbor, and the Lake Hennessey Day Sail is the 27th. Look for more information in this newsletter.

See you on the water,  
Rob — 



## Club Events on the Horizon

[Event Calendar](#)

- Aug 27 (Sat) Lake Hennessey Sail (*Rich M*)  
*quiet, easy day sail; no motors over 10 HP; no camping or swimming; new launch ramp*
- Sept 10 (Sat) Alameda to Clipper Cove Picnic Sail (*Carl S*)  
*typically an easy day sail with a quick picnic at Clipper Cove, although it has been intermediate windy on occasion; free parking lot fills early, additional parking on street*
- Oct 1 (Sat-Sun) Tomales Bay Overnight Sail (*Eric Z*)  
*generally easy, often windy; overnight at anchor, on beach, or in tents; we have group camp permit for tents and fire; parking fills up early; sporadic cellphone service; great family sail*
- Oct 15 (Sat-Sun) Moss Landing to Monterey and Back Overnight (*Mike S*)  
*open ocean sail about 16nm (3-6 hours); only for experienced sailors; overnight at docks*

Upcoming: August 27, 2016  
**Lake Hennessey Sail**

Sailhost: Rich McDevitt

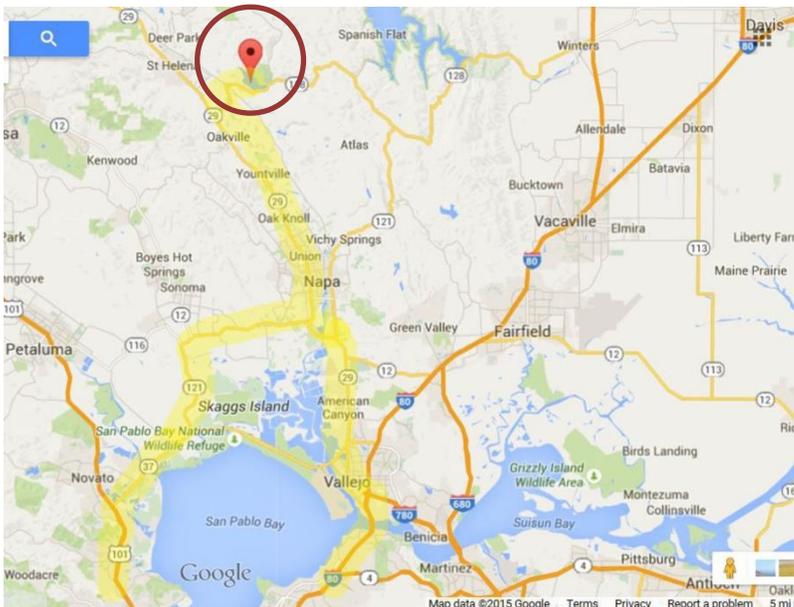
Due to launch ramp size (and possibly park regulations), this sail is for boats under 16-feet.



Join the Potter Yachters in the guilty pleasure of leisurely sailing in a beautiful oak woodlands setting, drifting through the tules for lunch, and enjoying one of the best kept secrets of bay area fresh water sailing: Lake Hennessey.

Aim to meet up around 10:30 am, but don't worry about being late. Since the lake is small, there will be plenty of time to kick back and relax. Be sure to bring lunch and beverages/water. Lunch can be eaten under one of the many shade trees along the shore or on your boat drifting into the tules.

Last year, the group was mostly off the water by 2 pm, with time to enjoy the Chiles Valley or the leisurely drive back home. To those of you who haven't sailed Lake Hennessey, you don't know what you're missing. For the rest of you, come on out this year, but don't tell anyone how nice it is so we can keep this one of the best secrets of Potterdom!



**Directions:** From the Bay Area, it is about 1:15 hours north of Berkeley. Travel on HWY 80 NORTH. Then exit and take HWY 37 WEST which you drive on until you turn off onto Highway 29. Take HWY 29 NORTH toward St. Helena, but just before reaching it, turn right onto RUTHERFORD ROAD/HWY 128 EAST. It is about five minutes until you reach the SILVERADO TRAIL, where you turn right, and then take an immediate left (east) onto HWY 128/SAGE CANYON ROAD. This takes you on about a 10 minute drive into the hinterland, so follow it past Conn Dam on the winding road around the lake until you see the boat ramp parking lot on your left. If you hit the T split in the road, you've gone too far. Turn around and it's about 100 yards behind you. —

Participation in Potter Yachter events is subject to the guidelines published in [March 2016 PYN](#), page 3.

<b>Officer's Club</b>		
<b>Commodore:</b> Rob Sampson PY.Commodore.Rob@gmail.com P-15, #367, <i>Espero</i>	<b>Vice Commodore:</b> Carl Sundholm sundholm@att.net P-19, <i>Dagmar</i>	<b>Newsletter Editor:</b> Phil Marcelis sail@marcelis.com P-19, #1487, <i>Family Time</i>
<b>P-15 Fleet Captain:</b> David Bacon dbaon2636@me.com P-15, #2636, <i>Ah Tiller the Fun</i>	<b>P-19 Fleet Captain:</b> Eric Zilbert ezilbert@cde.ca.gov P-19, #629, <i>Riptide</i>	<b>Webmaster:</b> Mike Westfield westfield@potter-pod.com
<b>Secretary/Treasurer:</b> Pat Brennan pat-brennan@sbcglobal.net ComPac Legacy, #1, <i>Latis</i>		<b>Website:</b> www.potter-yachters.org

(Challenge continued from page 1)

multiple dock parties ensued.

Special kudos go to David White, Kevin Crowder, and Phil Marcelis who upheld the best spirit of a cruising event by launching and sailing down from Moss Landing. They close-reached fifteen or so miles across Monterey Bay in fewer than four hours on Friday, and returned Sunday in three hours (aided by favorable current and swell). This option, while not for newbies, is certainly a great way to experience the adventure of trailerboat destination cruising. They stayed together skirting the fog bank, and braved the potential small craft advisory of 20 knot winds (which never materialized). No whales sighted, but they gave themselves the best opportunity to see some. Count me in for next year (if I don't make it to the east coast).

Saturday's racing featured another showdown between the Monty and Sage, this time in 15's. With Sage showing up with both of their prototype 15's (one sloop and one catboat rig), and several P15's and Monty 15's, (including Dan Phy's very quick *Six*, a carbon-decked, fathead sloop M15). We had seven small boats for the first race, using a simplified starting sequence with fixed starting times, radio communication (no flags), and motors until one minute before the start. It went smoothly, and almost everyone got on the course without a hitch. Unfortunately, right before the start, Jerry Montgomery's catboat rig decided to go for a swim (I thought cats didn't like water), so he was done before he started. I

dropped Dick Galland off from *ReGale* to help sort things out on the water, and then towed him back to the marina to sail another day.

After a good start, the small boat race turned into a match between the Daves... Dave Scobie on the Sage 15 Sloop, *Asolare*, and Dave Bacon driving *Six* (with Dan crewing). The Baconater is well cured, and just too tough. *Six* finished in 47 minutes, to win by a minute over the Sage. I was occupied with crash boat duty for the other Sage, and regretted not being there in my P14, *Gale*. Rich McDevitt had reefed in anticipation of 20 knot small craft warnings (which never materialized), and couldn't keep pace. With the other McDevitt

(Bruce, no relation) on walkabout, Bacon "on the dark side", and Don Person on the committee boat, who was going to defend Potterdom's honor? Answer: Harry Gordon! He sailed his circa-1967 lateen-rigged P14, *Manatee*. Go Harry!!! He placed third (only 13 minutes back), followed by Rich McDevitt (P15) in 4th, Pat Brennan (ComPac Legacy) in 5th, George Corrigan (M15) in 6th, and Bruce Mossman (ComPac 16) in 7th.

Second race (small boat): *Six* (M15) in 1st at 51:30, *Asolare* (Sage 15 Sloop) in 2nd at 56:30. Only two boats finished as conditions at dock were deemed more pleasant. Great racing for stalwarts...wish I was out there!

In the medium class, both races won by Stan Susman on *Goshawk* (Sage 17). First race finished in 41 minutes, with Steven Hartman in 2nd place (by only a minute) on *Jack Tar* (Marshall Sanderling 18 catboat). Rob



Sampson picked up 3rd place, six minutes later, in his Vagabond 17. 4th was Mike Swartz (P19) another 1.5 minutes back, then Kevin Crowder (ComPac 19), and finally Phil Marcelis (P19).

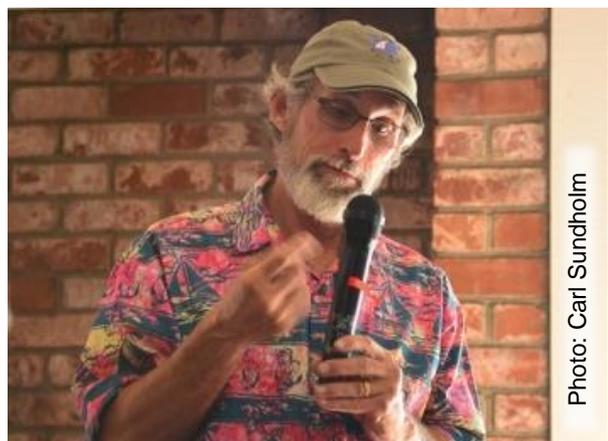
In the second race, Susman was 1st at 44:30, Sampson 2nd at 48:30, Hartman 3rd at 52:30, Swartz 4<sup>th</sup> at 54:00, Crowder 5th, and Marcelis 6th.

In the first race of the Large /Open class, David Soule (Balboa 21) was 1st at 46 minutes, and Julian Peterson (Aquarius 21) was 2nd. The second race was a repeat with different times.

After lunch on the water it was time to get *ReGale* (modified P18) sailing, and with Larry Tkach and Dick Galland aboard, we hoisted sail – first with a reef and then shaken out to a full main. For reasons unknown by staunch sailing enthusiasts, we took off... hitting over 6 knots. When I noticed the forestay was a bit too loose, I made the mistake of trying to tighten my adjustable stays without going head to wind... and the pressure pulled the tensioner out of my hand... which caused the Hobie mast to "jump" out of its base and topple the rig. We didn't break anything, and were advised at the dock by a Hobie aficionado that this was a common problem. Live and learn! So, Dick Galland had the honor of helping sort out **two** dismastings in one regatta. What a guy.

Back at the harbor and yacht club we proceeded to unwind. With our slip assignments spread throughout the marina, *ReGale* became a water-taxi to the various Cruiser Challenge dock-parties which spawn before the yacht club opens for awards and dinner. Our usual emcee, Eric Zilbert, was away taking care of family, so I doubled my grog ration and stepped up to the microphone. Fortunately, as was the case all weekend, things went smoothly, and we all survived to face another day on the water.

The only glitches in another fantastic Cruiser Challenge were minor. We had three separate trailer/bearing problems resolved without tragedy (or missing the event), and a trailer protected its precious Sage cargo after being side-swiped by a pick-up truck. Try calling AAA in the middle of the ocean! Trailersailing cruising rules! Now, if we can just keep our masts up.



By the way, this was my fourth and final year as Poobah of the Cruiser Challenge. I've really enjoyed it, and hope that my contributions will help this great event continue its long tradition.

Goose. — 

## CC17 Race Results

### Small Boats (Class 'C')

Place	Name	Boat	Type	Race1	Race2
1 <sup>st</sup>	Phy/Bacon	Six	M15	47:00	51:30
2 <sup>nd</sup>	Scobie	Asolare	Sage15	48:00	56:30
3 <sup>rd</sup>	Gordon	Manatee	P14	61:00	DNF
4 <sup>th</sup>	McDevitt	Minnow	P15	63:30	DNF
5 <sup>th</sup>	Brennan	Latis	ComPac16	68:00	DNF
6 <sup>th</sup>	Corrigan	Upbeat	M15	76:00	DNF
7 <sup>th</sup>	Mossman	Dmanda2	ComPac16	91:30	DNF
	Suverkrop	Sip	P15	DNF	DNS
	Herman	Muddy Duck	SunCat	DNS	DNS
	Montgomery	SageCat	Sage15	DNS	DNS
	Person	Sarah Anne	P15	DNS	DNS
	Ricker	TwoCan	M15	DNS	DNS
	H. Ward	Baby	M15	DNS	DNS

### Medium Boats (Class 'B')

Place	Name	Boat	Type	Race1	Race2
1 <sup>st</sup>	Susman	Goshawk	Sage17	41:00	44:30
2 <sup>nd</sup>	Hartman	Jack Tar	Marshal18	42:00	52:30
3 <sup>rd</sup>	Sampson	N/A	Vagabond17	48:00	48:30
4 <sup>th</sup>	Swartz	Burgundy Splash	P19	49:30	54:00
5 <sup>th</sup>	Crowder	Aurora	ComPac19	52:00	64:00
6 <sup>th</sup>	Marcelis	Family Time	P19	59:00	65:30
	White	Wee Boat	P19	DNF	DNF
	Sundholm	Dagmar	P19	DNF	DNS
	Carr	Bluebird	Mirror19	DNS	DNS
	Galland	Catbird	Marshal18	DNS	DNS
	'Goose'	ReGale	P18	DNS	DNS
	D. Ward	Overtime	P19	DNS	DNS

### Large Boats (Class 'A')

Place	Name	Boat	Type	Race1	Race2
1 <sup>st</sup>	Soule	Nighthawk	Balboa21	46:00	54:30
2 <sup>nd</sup>	Peterson	Feel them spirit	Aquarius21	56:30	69:00

### CC17 Photos from Carl Sundholm



Large Boats: 1<sup>st</sup> David Soule (left), 2<sup>nd</sup> Julian Peterson



Medium Boats: (from left) 1<sup>st</sup> Stan Susman with Bernard Price, 2<sup>nd</sup> Steven Hartman with Stefan Jacquet, and 3<sup>rd</sup> Rob Sampson



Small Boats: (from right) 1<sup>st</sup> Dan Phy and David Bacon, 2<sup>nd</sup> Dave Scobie, and 3<sup>rd</sup> Harry Gordon



(Clockwise from upper left): Large Boat Winners; Medium Boat Winners; Wharfed Potters; Tuna Crabs; Carl's Mechanical Failure; Wonderful Dinner; Cute Otter; Dana Suverkrop; Change of Plan; Small Boat Winners



**CC17 Photos from Carl Sundholm (cont.)**



CC17 Photos from 'Goose'



The Official Hat



(middle inset): Goose, doin' what he loves. (clockwise from upper left): Phil Marcelis is eaten by fog; Don Person throws up his hands; David White on Wee Boat, Sharon & David Soule with "one of the hell hounds"; Dick Herman recovers the start-line buoy; Don Person watches Mike Swartz untangle lines; Dave Scobie chats w/ Gretchen Ricker; the ever-organized Dick Herman with pen in hand.

Upcoming: September 10, 2016

# Come Enjoy the Clipper Cove Sail and Picnic on the Beach

By Carl Sundholm, Sail Host

The Potter Yachters are scheduled to do the annual “Grand Street Alameda Ramp to Picnic on Clipper Cove Beach” sail on Saturday, September 10, 2016.

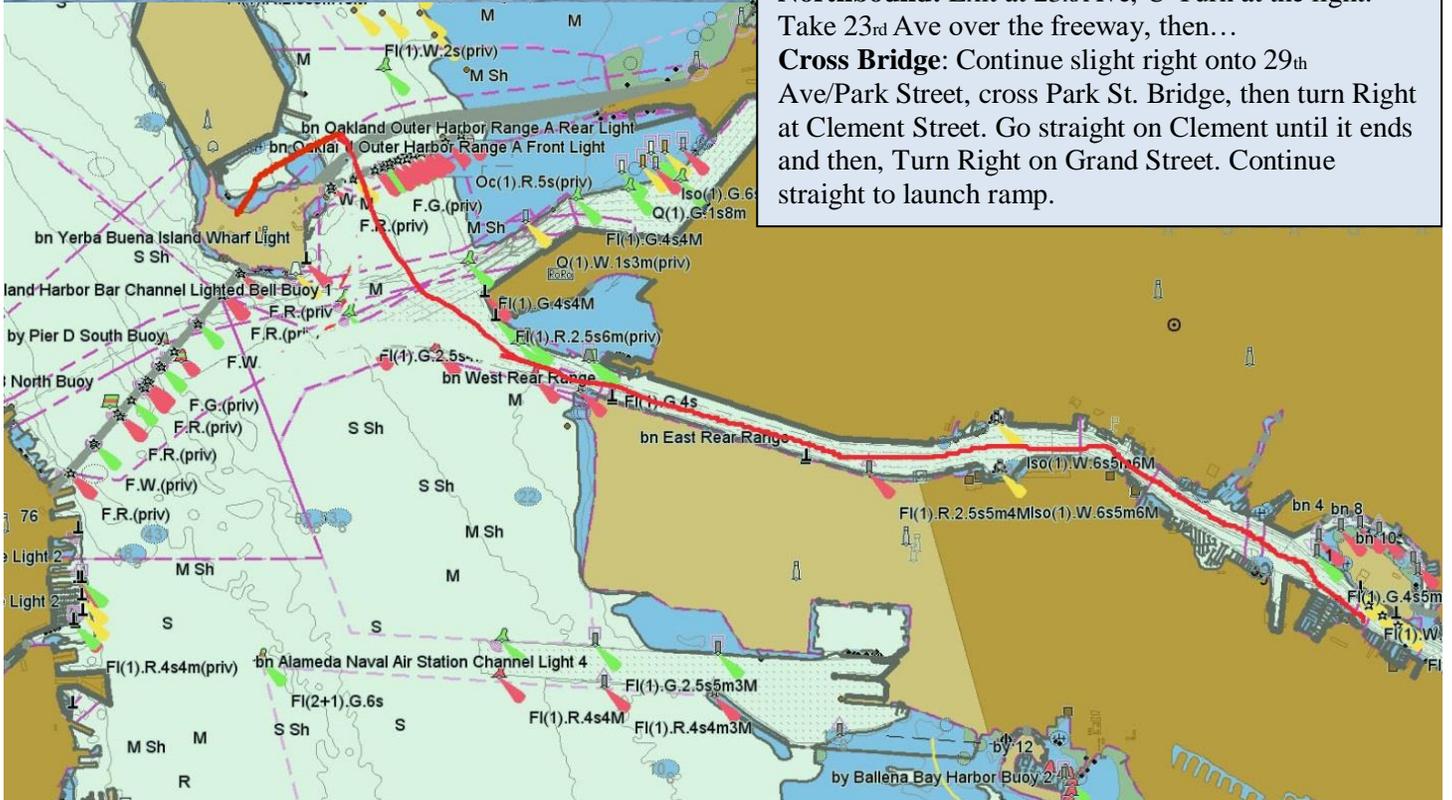
We should meet up at Grand Street Marina Boat Ramp around 9:00 a.m. Be sure to bring picnic lunches and supplies, beach chairs, sunscreen, etc. Also bring extra gas in case we have to motor. —

[See [Oct-2015 PYN \(page 8\)](#) for last year’s report. –Ed]



Photo: Phil Marcelis

**Directions** to Grand St. Ramp, Alameda  
Take I-880 toward Oakland/Alameda, then...  
**Southbound:** Exit at 23rd Ave/Alameda, merge onto Kennedy St., then follow **Cross Bridge** below.  
**Northbound:** Exit at 23rd Ave, U-Turn at the light. Take 23rd Ave over the freeway, then...  
**Cross Bridge:** Continue slight right onto 29th Ave/Park Street, cross Park St. Bridge, then turn Right at Clement Street. Go straight on Clement until it ends and then, Turn Right on Grand Street. Continue straight to launch ramp.



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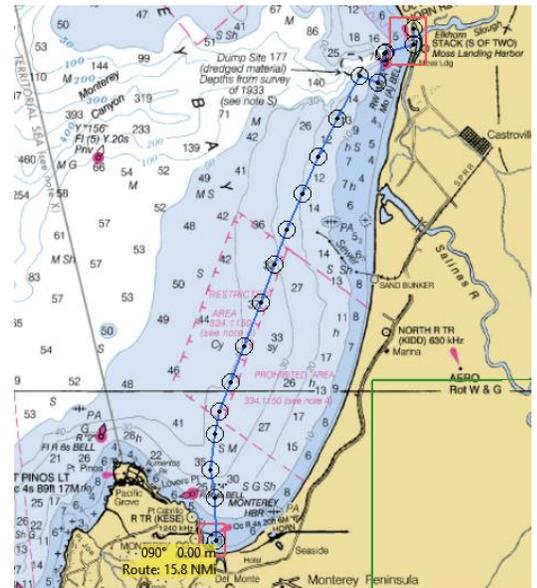
# Report: Potter Yachters splash in Moss Landing The ‘Cruiser’s Challenge’ Cruise

By Phil Marcelis

Maybe I’m the type that would say, “The journey is the reward.” Or maybe it’s because I’m not much of a racer – you can see that in the race results – that I decided to emphasize the **cruiser** part of the challenge and sailed the roughly 15 nautical miles to Monterey from Moss Landing. Luckily, there are some like-minded Potter Yachters who were willing to create a flotilla. I like “safety in numbers.”

We coordinated via e-mail, checked the weather, and met in Moss Landing at 8:30 am on Friday morning, July 22, 2016. We were greeted by sunny skies and t-shirt temperatures. Weather predictions further out were nothing to look forward to, but acceptable, so we started rigging. We were mostly ready to go by 10:30, and finally left the harbor at 11 am, on the tail end of a flood, which made for a fine exit through the harbor channel and possibly gave us an ebb to aid the journey.

We had a constant supply of wind to keep the boats moving, but less than an hour into our trip, the sunny skies



*Just about ready to leave the dock*



*Kevin Crowder on **Aurora** with crewmember Jim Hunt*



*Leaving the relative warmth and clear skies of Moss Landing*

## *The Potter Yachter*

dissolved into a fog. Kevin and I used David's highly visible red sails to keep track of each other and we made contact via VHF if we lost sight. In order to stick together we would luff up a while to regroup. That happened sporadically, until the fog mostly thinned out and it got windier.

The swell period seemed to get closer together and perhaps the wind helped the waves build. We were tossed around a bit and it was difficult to hold our close-hauled course sometimes.

After that, it got harder to take reasonable pictures. After snapping about 10 pictures in a row which all had my subject on one side or the other of the field of view, I just put the camera away.

It was time to do that, anyway. The autopilot was swinging the tiller back and forth so much, trying to keep up with the pounding waves, that I decided to try my hand for a while.



*Aurora in the fog; sails of Wee Boat barely visible mid-photo*



*When the fog wasn't a problem, the nasty waves made up for it.*



*We stuck together as best we could.*



*Monterey Harbor coming into view*



*Party on H-Dock after a successful traverse of Monterey Bay*

After some time, we were able to head down slightly and get to a more comfortable point of sail, and the autopilot went back into operation. (I'm glad I enjoyed its use. My battery died 2 days later – halfway through the return trip.)

Eventually, Red Buoy #4 (the Mile-Buoy) appeared pretty much where the chartplotter said it should be, and I called the harbor master to get our slip assignments. It was about 3pm; a 4-hour transit. Soon, we were tied up in Monterey Harbor and getting the chairs set out for a dock party.

I probably should have spent more time resting, since the next day was [Cruiser Challenge 17](#) (which is covered elsewhere in this issue). Suffice it to say that I'm now going to skip to the part of the story where the three of us are preparing for the return to Moss Landing.

**Sunday, July 24 – Return Trip to Moss Landing**

The trip back to Moss Landing got to a rocky start. We had planned to meet up at 7:30 am for breakfast and set sail around 10am, but the early morning fog creeping up on the harbor got us thinking about bringing our trailers to haul out in Monterey. (Ah, the beauty of trailerable sailboats!)

We had multiple offers for a ride to Moss Landing, if it became necessary (thank you, everyone!), but after checking our weather sources, we decided around 9am that we could make the trip. David and Sharon Soule decided to keep us company until the halfway point, and we were out sailing by 10:30am in mild conditions and clear skies.

There was some patchy fog and we did have some swell and waves. But it wasn't so bad that I couldn't have some lunch. Again, we kept an eye on each other and used the radio when we got further than we could see.

I was pleased at about 2pm when the entrance buoy showed up right where it was supposed to be. Elkhorn Yacht Club members made us feel right at home with a Burger & a Beer for six bucks, and even some halibut caught by a member!

It was a full weekend of great sailing, and I can't wait to do it again! Maybe you'll join us next time? — 



*The channel past mooring balls into Monterey Harbor*



*(from left) Wee Boat, Aurora, and the Soules on Nighthawk*



*David White looking happy sailing Wee Boat*



*Jim Hunt at the tiller of Aurora with Kevin on winch*



*Wee Boat at the entrance leading Aurora*



*Moss Landing Buoy*



*All safely in Moss Landing by 2pm; about 3½ hours.*

CC17 Photos from Phil Marcellis



Photo: Don Person

Phil Marcellis works for last place on **Family Time**



Julian Peterson trails a secret weapon behind **Feel them Spirit**



Potter Yachter burgee hangs proudly with 100's of others



Committee boat members get our thanks for braving these waves



Some waves are bigger than others



'Goose' did a great job at the awards ceremony & dinner

## 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. Annual dues are \$25 per family.

Make checks payable to "Pat Brennan", or use PayPal to [pat-brennan@sbcglobal.net](mailto:pat-brennan@sbcglobal.net), or try this link: <http://www.paypal.me/WPatrickBrennan/25> and include "Potter Yachter Dues" in the notes.



Or see us online at:  
[www.potter-yachters.org](http://www.potter-yachters.org)

Send your payment (with your name and address) to: Pat Brennan  
1305 Webster Street #C205  
Alameda CA, 94501

**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.**



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

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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*

