



The Potter Yachter

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

Nov/Dec 2018

Report: Delta Bridges Sail

By Bud Kerner



Photo: David Soule

W

ell, the 2018 Bridges sail is in the history books. I don't want to hear anything about never having wind on this weekend sail! – more on that later. Seventeen boats were present for the beginning of the sail. There were sixteen sailboats and one pontoon boat. Unfortunately, two of the boats had to drop out before the start due to sail-stopping problems: a Potter 19 had a center board problem, the board was stuck halfway down; the other was a Montgomery 17 with a bent spreader caused while setting up.

(See *Bridges* continued on page 13)

Ship's Stores for sale. Send orders to Pat Brennan:

Show your colors! Fly an official Club Burgee on your next sail!

- Burgees \$25.00
- Bumper stickers \$ 2.50 (just shows the burgee; no text)
- Patches \$ 2.50 (Both round and burgee shaped)
- Info Packets \$20.00 (Primarily P-15 information)

Or head over to our 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 Eric Zilbert

Welcome to our last edition of the Potter Yachter Newsletter for 2018. This has been quite a year, and I have really enjoyed sharing my thoughts and impressions with you in the Commodore's Corner. This issue of the Potter Yachter is 18 pages long and positively crammed with tales of the kind of sailing adventures our wonderful boats make available to us: Cruising the Delta, messing about on San Francisco Bay, and camping out in Tomales Bay. I have no words that could possibly improve on the stories and photos in this issue, so I will let them speak for themselves.

I wish all of you a great holiday season and best wishes for the new year. See you at the annual meeting in January.

And remember:

*Trusting in Providence is a very good thing,
as far as it goes, but a chart and a compass
are worth six of it, any time.
Statistics have shown this to be true.*

See you on the water. - Z

– Mark Twain



Jon Barber
Bay Area Messabout

Section Photos: Rob Sampson



Mark & Cynthia Sabin
Golden Gate Bridge

Club Events on the Horizon

[Check Calendar](#)

Send in your suggestions for sailing locations! Email: clubevents@potter-yachters.org

Jan 20 (Sun) Annual Meeting at Oakland Yacht Club (Eric Z)
Brunch @ 9am, then meet in Regatta Room; those who wish to bring their boat may call OYC to arrange for overnight stay at their dock; estuary sailing is generally easy



From the Editor: *Happy Thanksgiving!*

I'd like to take this moment to thank all of the year's contributors for their part in producing our monthly newsletter during the sailing season. As the editor, I truly appreciate getting the news items, announcements, and after-action reports sent in by members. (It sure beats writing everything myself!)

And, in the spirit of the season, I also want to say how thankful I am to have found the fine, helpful members of the Potter Yachters. Back in 2012, I was looking to finally buy my own boat and sail every few weekends a month again after a long hiatus. If I hadn't found this group of sailors, I still would have done it, but it's much more enjoyable this way.

So, once again, to all my Yachter friends and contributors over the past year: THANK YOU!
Wishing you a wonderful holiday season and a happy New Year! *-The Editor* — 



Our own famous *Potter Yachter*, Goose Gossman, (or should it be "infamous"?) is a prolific **Latitude 38** contributor. Take a look at one of his shameless plugs for us: <https://www.latitude38.com/lectronic/better-late-than-never-potters/>

Request for Sailing Venues

We'd like your input for the official Potter Yachter *Sailing Event Schedule* of the 2019 sailing season. If you have a favorite place to sail that you'd like to share with the rest of us, send your suggestion to: clubevents@potter-yachters.org



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Website & Facebook:

www.potter-yachters.org
fb.me/PotterYachters

Upcoming: Sunday, January 20, 2019 - Breakfast and Meeting Annual Club Meeting at Oakland Yacht Club

You're Invited!

The Potter Yachters' Annual Meeting is set for January 20th from around 10am until 1pm in the Regatta Room of the Oakland Yacht Club. As usual, the club offers a tasty breakfast starting at around 9am. (The breakfast menu can sometimes be found with [directions to the club](#) on their website: www.oaklandyachtclub.net)

Any member who joined within the last year is 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. The annual meeting is the perfect opportunity to introduce yourself, meet like-minded sailors, and let the rest of us enjoy your company. Regardless of when you joined, this is the one time we sit down to get a treasurer's report, nominate officers, and discuss future sails, so please make every effort to attend.

The Official 2019 Potter Yachter Calendar will be available at the meeting, so bring your checkbook or cash; they're \$10 at the meeting, or \$15 pre-paid for mailing. A limited quantity will be printed, so you are advised to reserve your copy early. Members can reserve calendars to be picked up at the annual meeting by emailing a request to Pat (pat-brennan@sbcglobal.net). If you would like to have one mailed via USPS, you can [send \\$15 to Pat using PayPal](#) (and put "for calendar" – along with **your address!** – in the "comment" section) or send a check for \$15 to Pat Brennan (1305 Webster Street C205, Alameda, CA 94501).

On the subject of payments, membership dues are based on the calendar year and it's been \$25 per family for many years, but we still vote on the amount at the annual meeting. It will most likely be possible to pay the treasurer directly following the meeting. Details on how much to pay will be in the next newsletter, along with instructions for where to mail a check. (Note that our Secretary/Treasurer, Pat Brennan, has signaled that he will be stepping down – after nearly 15 years holding the position! – so there will probably be a new address for mailing your payment, and PayPal may or may not be available as a payment option.)

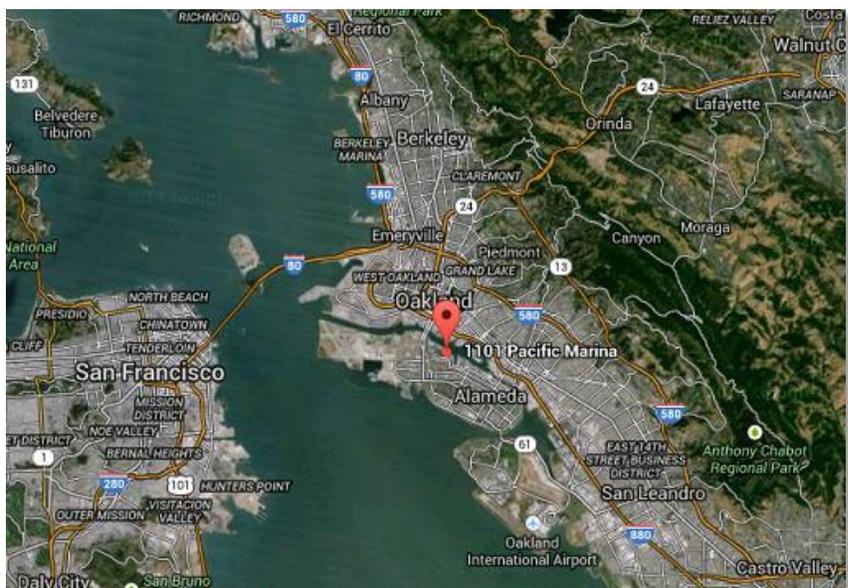
As is our custom, there will be a voluntary exchange of nautical gifts after the meeting for those wishing to participate. It's very low-key; people usually place a wrapped gift on the table in the Regatta Room just before the meeting starts, and then at the end of the meeting you just take a gift if you brought one.

New or prospective members are encouraged to come. See you there! — 

From the North (Berkeley, Bay Bridge)
take 880 S and exit Jackson Street
turn left off the ramp and go under the freeway
turn left on 8th Street
turn 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
turn right on 7th Street
turn right on Webster Street
take the tunnel into Alameda (aka Posey Tube)

From the Posey Tube
keep left and go over the overpass
turn left at Atlantic Ave.
turn left at Triumph Street
the club is located at the end of the street.
parking is in front of the club house



Report: Yachters Return in 2018 to a Persistent Favorite

Moss Landing to Monterey and Back

by Bud Kerner with
photos by Dave Kautz



Five Potter Yachters met in Moss Landing on Friday, for Saturday's sail out. Dan Phy arrived from Ft. Bragg on Thursday. There were two Montgomery 17's, a Montgomery 16 Cat Boat, an O'Day 19, a Potter 19, and a Banjo 20.

While the money has been approved to dredge the harbor at [Elkhorn Yacht Club](#) (EYC), all of the government agencies which must sign off on the dredging – and I believe there are 9 of them – have not done so; the club's guest dock is still an island. Brian Ackerman, EYC's Port Captain, found space for our six boats. Again, enough cannot be said about the way EYC goes out of their way to make us Potter Yachters feel welcomed.



We awoke Saturday morning to sunshine and a cloudless sky. The fleet left the harbor at 10 am with just a hint of a breeze. I motored out to the 1-mile buoy and then had enough breeze to sail. A moderate breeze developed and the fleet was able to sail along at 3 to 4 knots; I never clocked wind over 8 knots on my anemometer. The forecast was accurate on the wind, but missed the sea state. NOAA's forecast was two-foot swells every nineteen seconds. That is almost a flat ocean. The closer we got to Monterey the more chop we encountered.



Cats Meow and Banjo are dwarfed by the huge Seabourn Sojourn cruise ship anchored in Monterey

There was a cruise ship anchored just outside the harbor on Saturday, and when we sailed past they were ferrying passengers back to the ship using the lifeboats.

[Monterey Marina](#) staff did a nice job of finding us slips fairly close to each other and not far from the bathroom. Mike Swartz joined us at the dock, and Dan Phy supplied us with gin and tonics. We nibbled on snacks before going to the [London Bridge Pub](#) for some serious eating.

Day two started much like the day before, just a slight breeze and clear skies. Us “early birds” walked to the [Paris Bakery](#) for breakfast. We left the harbor at 10 AM. The breeze



Monterey's
Mile Buoy

filled in and we had a pleasant smooth sail back to Moss Landing.



**Moss Landing to Monterey -
October 2018**

Attendees:

- Jon Barber – *Ol' 44*, M-17
- Dick Herman – *Banjo*, Banjo 20
- Dave Kautz – *Trailer Trash*, O'Day 192
- Bud Kerner – *Cats Meow*, P-19
- Dan Phy – *Six*, M-16 catboat
(soon to be a sloop)
- Dana Suverkrop – *Shiksa*, M-17

Both days, we sailed with whales and dolphins. It is quite humbling to have a whale breach near you. It makes one feel insignificant in our little boats, next to such a magnificent animal.



Dick Herman
with *Banjo*

The fleet made it back to Moss Landing. Dan Phy, Dick Herman, and I stayed overnight at the Yacht Club. We took advantage of Sunday's Beer and Burger night, and avoided Sunday night traffic. — 



After-Action Report: First SF Bay Area Messabout Familiar Faces in New Places: BAM-1!

by Phil Marcelis



Photo: Rob Sampson

Friday's Sunset view from Coyote Point YC on the first night

In September, an intrepid group of sailors – if you’ve been paying attention or reading past issues of the newsletter, you know that the esteemed [CoE Don Person](#) [has been insisting](#) we use the word “intrepid” as often as possible... at any rate, an intrepid group of sailors converged upon [Coyote Point Yacht Club](#) on Friday, Sept. 14th to start a 10-day sailing extravaganza in the San Francisco Bay Area. As stated in the *Travel & Sail Plan* (a 20-page guide, replete with photos, charts, and GPS coordinates) the mission for this, er, mission was “to trailer our intrepid vessels to a launching spot of our choosing, demonstrate that Potter Yachters actually go out and sail our boats, and advance the cause of Potterdom.”

The one certainty, in a somewhat fluid plan, was arriving at the [Coyote Point Rec Area](#) to partake of the club’s incredible hospitality which Mark Malcolm and Jack Verducci (outgoing and incoming port captains) had arranged: trailer parking, dockage, and drinks & dinner upstairs in the clubhouse.

Mark & Cynthia, Rob, and I launched Friday morning. Dave and Francesca Kautz sailed their Capri 26 (the BIG boat) from Redwood City. We leisurely sat upstairs in the bar sipping a beverage while keeping an eye in the direction of the San Mateo Bridge and listening for them on the VHF. When they arrived, they used a waterproof camera and Rob’s GoPro selfie-stick to diagnose prop shaft knock, to no avail.

Bay Area Messabout - September 2018

Attendees:

- Jon Barber – *O’ 44*, M-17
- Judy Blumhorst, Anton Berteaux – *Funtastic*, F24
- John Chille – *At Last*, M-15
- Goose Gossman – *ReGale*, Mod-HMS18
- Dave & Francesca Kautz – *Zoe*, Capri 26
- Tom Luque, Jim Ferguson – *Mastgates*, WWP-19
- Phil Marcelis – *Family Time*, WWP-19
- Mark Sabin, Cynthia Shallit – *Half Fool*, ComPac 17
- Rob Sampson – *Mud Hen*, Ranger 21
- Eric Zilbert – *Riptide*, WWP-19



Yes, this P-19 in dry-storage sports wheel steering!



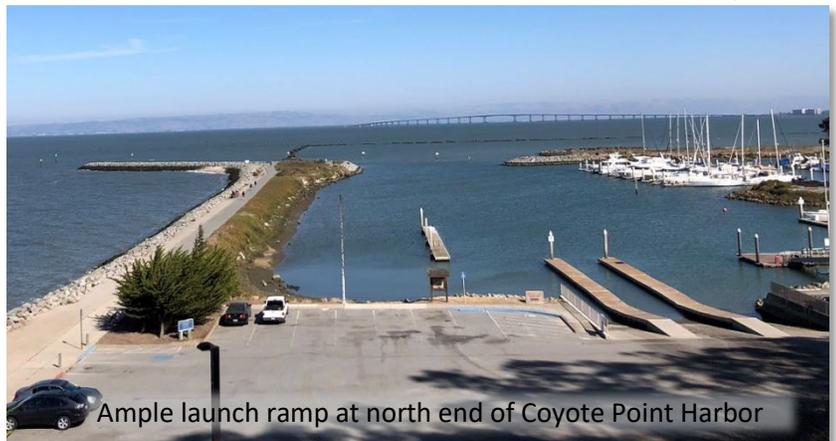
Coyote Point YC with breathtaking views upstairs

John Chille had a long, arduous drive through commute traffic from Alameda, where he keeps another boat, after driving up through more horrendous traffic from SoCal.

Sometime after 4 PM, Tom Luque of *Mastgates.com* pulled in from WA. Jim Ferguson, who drove down without a boat from WA by way of AZ, happily surprised us with a visit and stayed to crew with Tom. And Dave Bacon stopped by for a visit!

The stragglers for Friday night were the crew of *Funtastic*, (Joe, Judy, and Dave Blumhorst) who were blown in by strong winds just after it got too dark to see what the heck they were going to run into, making it hard to douse the sails and dock. They plopped themselves down in an exhausted mess for a well-earned dinner and libations, while Joe energetically searched for an outlet to recharge his electronics, like any good teenager would.

Jon and *Ol' 44* joined us as we were leaving Coyote Point on Saturday morning en-route to [Ballena Bay Yacht Club](#) in Alameda's Ballena Isle Marina. The wind was already blowing 15 knots by 9am, so *At Last* got loaded back on her trailer to avoid what was surely going to be sporting conditions.



Ample launch ramp at north end of Coyote Point Harbor

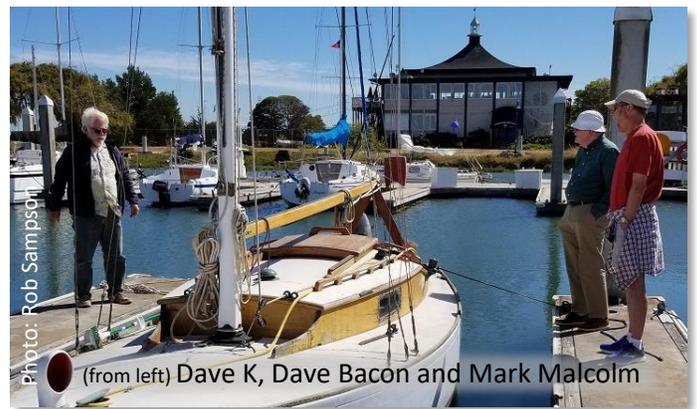


Photo: Rob Sampson

(from left) Dave K, Dave Bacon and Mark Malcolm



Half Fool plows through the windy chop

(Unfortunately, it meant ANOTHER drive in Bay Area traffic for John, just to end up right back where he started.) That turned out to be a good decision, as the rest of us got bashed by wind and chop. Rob really got bounced around without a sail to stabilize *Mud Hen*.

The 10 nm trip was a bit sporting and took just about two hours to make. We got to the marina in time for the BBQ ending [Coastal Cleanup Day](#). (I did my part by rescuing trash on the way over, and scoring a wayward fender later in the trip.)



Mud Hen's flag hints at wind speed

Photo: Rob Sampson



Dave inspects *Zoe's* prop shaft

Loose zincs!



Francesca Kautz

Still not happy with the prop noise, Dave dove down upon docking to find the source.



Francesca Kautz

Don Person, Judy Blumhorst, Jim Ferguson (admiring the zinc removed from Zoe), Rob Sampson, and Jon Barber

Don Person and Pat Brennan joined us for dinner at Ballena Bay YC. After all that excitement, it was great to relax at BBYC with their friendly members. They even gave a toast for us at dinner... then asked if one of us would say a few words about our club, at which point everyone looked expectantly in my direction. With a few drinks in me, I did my best and was astonished by applause and an invitation to return soon!



Plenty of guest dockage at Ballena Isle Marina



Cocktails before dinner at BBYC

John Chille rejoined the group, having launched at the Grand St. Ramp and sailed an easier route up the estuary where he made contact with the crew of *Upbeat* out on the Clipper Cove Sail (see [Oct PYN](#), page 10).

Sunday morning, we were all recovered from the previous day's blusteriness and were rewarded with clear skies and moderate winds. All of us except *Funtastic* (which had to layover in Alameda for repairs) drifted along towards our next



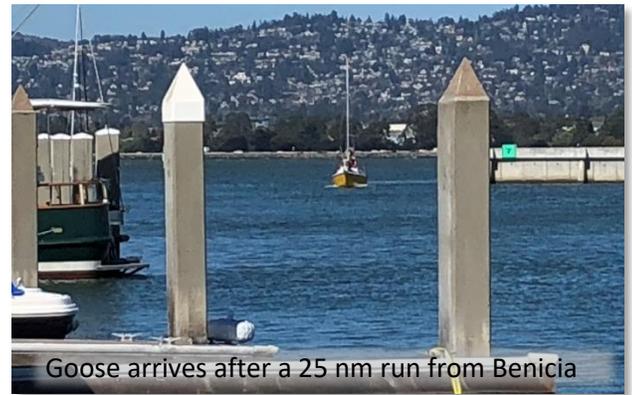
Someone caught on their halyard, or just a well-timed photo?



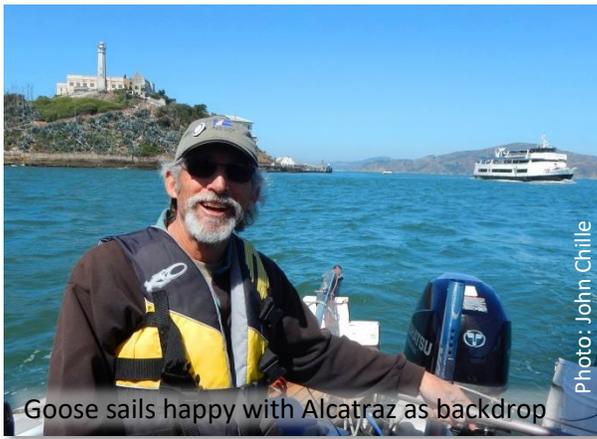
Smooth sailing to Emeryville Marina

stop, [Emeryville Marina](#), easily covering the 9 nm in just under 3 hours. We got there by 1pm, before the winds really started to build. A dock party slowly assembled and we leisurely snacked while awaiting the arrival of Goose, who was sailing over from Benicia. After a misstep which added 20+ minutes of beating around the Berkeley Pier, he finally arrived pummeled but happy to have joined the rest of us. And hungry!

We all headed out to [Trader Vic's Restaurant](#), famed "Home of the Original Mai-Tai®", in anticipation of great food and drinks. Drinks they did just fine, but suffice it to say that some were very unhappy with waiting an hour to get food, however delicious. But it was forgotten the next morning as the prospect of more great sailing loomed ahead.



Goose arrives after a 25 nm run from Benicia



Goose sails happy with Alcatraz as backdrop

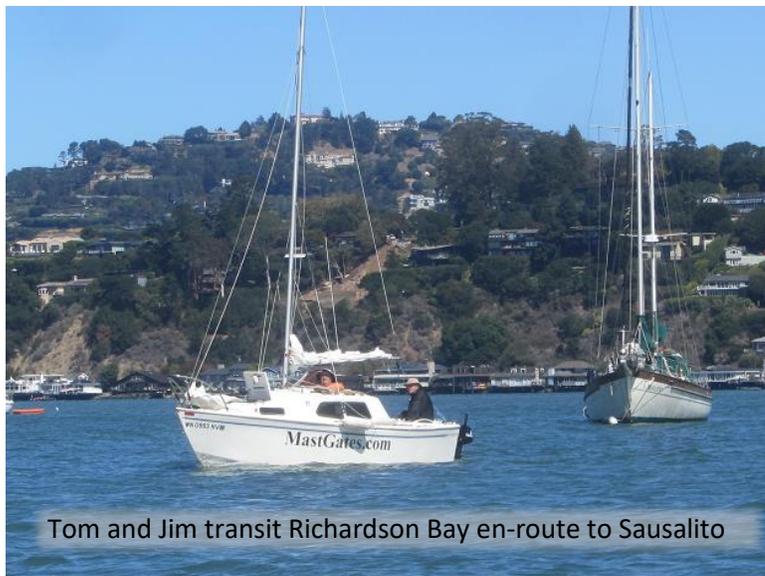
Photo: John Chille



The group gathered at Trader Vic's

Photo: Rob Sampson

Monday morning is where the fluidity entered the plan. I had been trying to make group reservations in Sausalito for almost 12 months, and finally got an agreement just a few days before we launched, so we weren't sure if we'd moor at Angel Island, anchor in Richardson Bay, or run over to Pier 39. I'm glad we got in, because Sausalito is such a neat place and [Clipper Yacht Harbor](#) is well situated.



Tom and Jim transit Richardson Bay en-route to Sausalito



Eric gets lunch after a foray out the Gate

Photo: Goose Gossman

Eric joined us Monday afternoon in Sausalito after having launched his P-19 in Richmond in the morning.

Upon our arrival, we found the [Sausalito Seahorse](#) for lunch and later had a great dinner at [FISH](#). If you didn't know better, you'd think we just sailed our way from one restaurant/bar to another. You'd be wrong, of course... the restaurant is optional. (I'm still not sure if we're a drinking club with a sailing problem, or a sailing

The Potter Yachter

club with a drinking problem. I'm going to consult Dick Herman to ensure we're being maligned properly.)

At any rate, we enjoyed our time in Sausalito and before we knew it, everyone was shoving off to head over to San Francisco. As it happened, the reservations I had secured several months prior with Pier 39 were suddenly cancelled two weeks before our trip because they finally got their dredging permit. I thought that reservation was a sure thing, so I was using it as a backup in case Sausalito fell through. The excursion for an overnight at [Presidio Yacht Club](#) on Thursday was also not looking likely. Thank goodness [SF Marina](#), within sight of the Golden Gate, was able to squeeze us in at the last minute for 3 days of being a tourist and day-sailing out of San Francisco.



Photo: John Chille

#32 at FISH. Rob says, "Don't give Phil any more to drink."



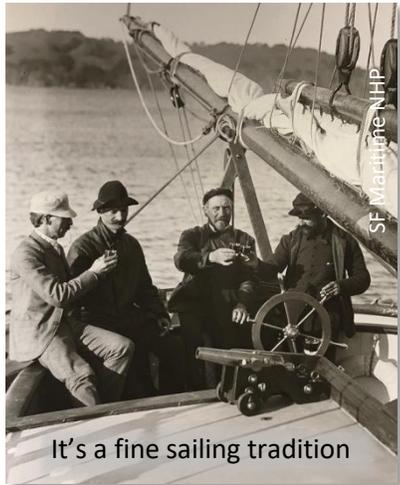
John, Francesca, Dave, Eric, Jon

Photo: Rob Sampson

Rob

We sailed over to SF Marina on Tuesday in some light fog and decent wind. But this is where it got really fun for most of us who seldom go out past the Golden Gate. Conditions improved as the day wore on, and Wednesday treated us to clear blue skies, mild seas, and reasonable wind. Some of us played tourist (visiting the Maritime Museum, for instance) while others sailed out The Gate.

For those of us who sailed Thursday, conditions were even better and we sailed right out past the Point Bonita Lighthouse up to the buoy marking the Potato Patch.



SF Maritime NHP

It's a fine sailing tradition



Phil



At Last

Photo: Goose Gossman



Dave

Photo: Francesca Kautz



Photo: John Chille

"It's Pt. Bonita. You sure you wanna go west?!"



Photo: John Chille

John and Buddy enjoying breakfast in SF Marina

Judy got us into Golden Gate Yacht Club for dinner on Thursday and we used the opportunity to humiliate, er... induct some new **NOG** members who had never been on a Messabout before, and therefore were easily tricked into participating. It's all good fun, I assure you.

Our luck changed slightly on Friday. We headed over to **Treasure Island** in very strong winds. I mean, I lifted my motor up and was making two knots through the water on just bare poles! Unfurling the jib got me to almost 5 knots, and the current gave me 7 knots speed-over-ground on the GPS. The wind whipped through the marina so we appreciated gathering in *Zoe's* spacious cabin that night.



Dinner at Golden Gate Yacht Club

Photo: Rob Sampson



Photo: Francesca Kautz



Photo: Francesca Kautz

Duly deputized by the EGGNOG, Phil leads the inebriated trainees in their pledge.

Goose headed off to Benicia, Eric went back to Richmond, Tom and Jim headed out early Saturday morning to get back to Washington, and just a couple of us were left Saturday night as we had a drink back at Coyote Point YC. We raised our glasses and toasted the traditional, "Cheated death again".

I think everyone had a really enjoyable time and I can see a glimpse of another BAM in the not too distant future. — 



Photo: Rob Sampson



Dave Kautz

If you liked this story and you're thirsty for more, check out: <http://potter-yachters.org/stories/>

The Potter Yachter

(Bridges continued from page 1)

Twelve of the seventeen boats launched on Friday. We all met at [The Point](#) restaurant which is located right next to the marina. I believe there were eighteen of us Potter Yachters at the dinner table.

Saturday morning was sunny and pleasant, but without a hint of a breeze. The ten boats at the marina met the five boats at the Rio Vista launch ramp at 9:30 am.

Jon Barber arrived late and, to make the launch on time, did not raise his mast. It turned out not to be a bad decision, since the only thing the sails were good for was some shade.



Photo: David Soule

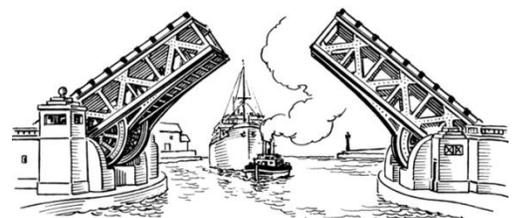


Photo: Bud Kerner

The fleet was underway at 9:30 am. I radioed the Rio Vista Bridge for an opening, and all 15 of us motored thru. The sail took us up the Sacramento River to Steam Boat Slough. The flotilla entered the slough for a leisurely motor sail to the Sacramento River again North of Walnut Grove. Just past [Hidden Harbor](#), a sailboat only marina, I asked *Hoot*, the pontoon boat, for a tow.

The motor has been giving me problems since the *Richmond to Angel Island Sail*. It will run for a while and then stop. One or two pulls and it would start again. I quickly got tired of this and asked Art, *Hoot's* Captain, for a tow.

Everybody stayed to the right avoiding Miner Slough. This was good, since if you took that slough you would encounter a bridge that required a twelve hour notice to open. Earlier this year, I considered Miner Slough when planning [which bridges](#) to include. I called [Caltrans](#) and they laughed when I told them I wanted to open the bridge. It is only opened once a year, which is a Coast Guard requirement. However, they said if I really want to do it they would open the bridge.





Steamboat Slough

Photo: Bud Newhall

Speaking of bridges, just before you exit Steamboat Slough you must pass under the Steamboat Slough Bridge. Of all the bridges we encountered, this one is the least used. It has a fair clearance under it. The P15's did not really need it opened to pass under, but the rest of us did.

We were now back on the Sacramento River heading south towards Walnut Grove and the Georgiana Slough.



The Author's View of the World Behind "Hoot"

Photo: Bud Kerner

The Sacramento River is quite wide at this point and usually you can motor-sail at the least, but not this day. We all grouped up in Walnut Grove and passed under the Walnut Grove Bridge. From here to the Georgiana Slough Bridge is a very short distance. The area around this bridge is narrow and there is not a lot of room to maneuver, especially fifteen sailboats. I radioed ahead and the bridge operator said she would start the opening procedure as soon as she saw me. By the time everybody arrived at the bridge, it was open.



Passing under the Steamboat Slough Bridge

Georgiana Slough is one of my favorites. In the beginning the speed limit is 5 mph; the entire length of the slough prohibits water skiing. Because of these restrictions you don't see many speed boats. The fifth and last bridge of the day is on this slough. Once past the Tyler Island Bridge, you can see the palm trees at Ox Bow Marina. We arrived at our destination a little before 5 PM. The fleet had covered 26.5 NM. It was a long day, but with very pleasant weather.



Bobbi and my son, Rob, brought the food and set the tables up before we arrived. After snacks and libation, Bobbi served dinner which consisted of pulled pork on ciabatta rolls and tossed salad. For desert, we had a cake from Costco.

Before we had our cake, the Potter Yachter Poet Laureate Joan Savarese read her poem (see sidebar, next page). She composed it on the back of a chart while en-route to Ox Bow.

Like most Potter events, everybody disappeared as soon as it got dark. The next morning greeted us with a cool temperature and a breeze. Most of the Rio Vista contingent went home Saturday evening and came back Sunday morning. They informed us it was blowing at 15 knots on the Sacramento River. Just about everybody who could reefed in anticipation of windy conditions on the San Joaquin River. Jon Barber even raised his mast on his Montgomery 17.

Ox Bow Marina provided a continental breakfast. After that, we gassed up and were underway by 9:30 AM.



Ox Bow Marina

Even on the protected slough, you could tell the day was going to be different; there was wind on the slough. My motor, while not quite right, did run fairly well – stopping only every now and then. When I really needed it, it was always there. For example, as we were leaving Georgiana Slough to sail the Mokelumne River and I ran aground off the side of the slough, my motor was running and it pulled me off the bank when I put it in reverse. (I had been busy on the radio trying to get the stragglers to catch up so we could go through the Mokelumne River Bridge as a group, and I wasn't looking at where I was going.)

We all successfully passed the Mokelumne Bridge and sailed down to the San Joaquin River. Once on the river, some of us turned our motors off. Some sailors motor-sailed; others just motored with sails down. The wind was more or less on our nose, but there was plenty of room on the river to tack. My anemometer clocked a fairly steady 20 knots of apparent wind and, while I didn't measure the gusts, I'd guess we occasionally hit 30 knots.

In these kind of conditions, it is everyone for themselves. The fleet did get separated and there is not much we could do about that. The Soulés on *Night Hawk* radioed me when they were in Three Mile Slough. They said there were a number of boats with them. I told them to go ahead and request a bridge opening and I would come thru later with stragglers.



Ol' 44 with mast up this time

Photo: David Soule

When I got close to Three Mile Slough, I decided to drop my jib, start the motor and motor-sail thru the slough. I had a sea-going freighter passing me at the time. Unknown to me, my down-haul had separated from the jib, and the jib only came part way down. I was heading for the midsection of the freighter and each time I tried to come about, I didn't quite make it. In the end I had to jibe to avoid him. I went forward and dropped my jib, and then started my engine. I motor-sailed into the slough and then dropped my mainsail. While all this was happening, I was in contact with Dick Herman on *Muddy Duck*. He was still on the river with one other P15. I told him I would wait for them at the Brannan Island launch ramps. *Night Hawk* contacted me by radio that they were grouped and ready to request a bridge opening. While waiting for the last two boats, I ate my lunch. It was a little too busy on the river to do so.

When the last two boats caught up, we all motored to the bridge. Once under the bridge and back on the Sacramento River, I raised my jib and sailed back to the Delta Marina. I was actually the last boat back. I am pleased to say everybody made it back safely. We all will have some tales to tell. — 

The Eight Bridges Sail

(Actually, the Seven Bridges Sail, but the poet took liberties.)

*In the cold light of dawn, they're preparing their ships,
With trembling hands and trembling lips.
Check riggings, sheets, sails with the utmost of care.
In each of their hearts there arises one prayer:
"May fear be dispelled and courage prevail,
As we take on the treacherous Eight Bridges Sail!"*

*The wind displays diabolical will—
Without warning it switches from "almost" to "nil."
Undaunted, they slip off each foul weather boot,
Fire up all the engines and take after "Hoot."*

*The River can promise an untroubled passage,
Then undo an engine, spring leaks and steal gas-age.
It tried to dissuade them, but to no avail.
They're determined to finish the Eight Bridge Sail!*

*Up Old Steamboat Slough, a mariner's hell,
Slip past Hidden Harbor, where known pirates dwell.
Beyond lurk the natives they're told to beware.
(They build their homes close to the drink as they dare!)
Watch out for the ones who are scantily dressed!
Don't fall for their ruse that they're maids in distress!
Force your eyes to look forward, ignore when they hail!
They'd just love to embark on the Eight Bridges Sail!*

*Though the dangers were many, the beauty was vast.
And no one complained that they went through too fast.
Bridge after bridge and slough after slough
No boat lost her mast and each boat made it through.
Though the vessels be humble, 'twas a powerful thing
To cause bridges to rise up, split open and swing!
Though they challenged just seven, other voyages pale
When compared to the glorious Eight Bridges Sail!*

Respectfully Submitted,
Joan Savarese



From Mike Kennedy:

Here's a video from this year's Seven Bridges Sail.

<https://youtu.be/kJa7cd7uwCE>



Sept. 29th Tomales Sail

Photos by Rob Sampson



(clockwise from top left) Rafted for beer & BBQ; Mike Kennedy; Mud Hen at rest; Family Time under sail.

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, 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

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

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

