



The Potter Yachter

November 2005



***Sail Calendar
Sat. November 5th,
Buckley Cove to Wind-
mill Cove in the Delta.***

***(Note: no Potter
Yachter Issues
In December or Janu-
ary,
Winter Hiatus!)***

***Annual New Year's
Brunch and Business
Meeting, at the Oak-
land Yacht Club, Sun-
day January 8th 2006
Brunch 9-10:30 am
Meeting 11:00 am to
2:00pm***

Above, Brad Evans and Dick Herman arrived early to join the Potter Yachters for another great October Weekend Club sail, along with Don Person and many other Potter Club stalwarts, and enjoyed some quiet sailing in the Monterey fog. Story on P. 3

***Sat. Nov. 5th, Buckley Cove to Windmill Cove
in the Delta is the Last Sail on This year's Calendar***

...

Due to a conflict with a large group using Windmill Cove, on the Oct. 29 date, the Potter sail date has been changed to Saturday, November 5th, 2005,

Drive North on I-5 to Stockton California , and take the March Lane exit, turn left under the Freeway, and follow West March Lane for two miles all the way to its end, where it dead ends into the Buckley Cove Park , parking area and launch ramp at the river. Launch time will be 9:30am and the Potter Yachters will then sail along familiar waters between the levees on up to Windmill Cove. (Windmill Cove has a website with an information page and pictures.) Buckley Cove is a launch site run by the City of Stockton Parks Department. Rich McDevitt says that the launch fee is now \$7.50 at Buckley. Winds in the Delta can be very light or blow really hard, so be sure and bring your outboard, and some gas for this one, so you can have the option of motoring if you need to. This will be just a day sail. However, if you decide to overnight in a slip at Windmill Cove you can call Windmill Cove to make arrangements for that. The number is 209 948 6995. Please be sure and watch the Potter Forum on The Trailer Sailor website, as there undoubtedly will be some additional sail dates for this winter announced there, such as Fleet Captain Don Person's announcements for Weds. Sails in the Estuary.



The Commodore's Corner...

With this November issue of The Potter Yachter we are moving into the Holiday Season, when family vacations, Thanksgiving and Christmas visits with family and friends take over, and for most of us the sailing season slows down a bit. Please note that the next edition of The Potter Yachter will be the February 2006 one. Our annual Potter Yachter's New Years Brunch and business meeting at the Oakland Yacht club is scheduled for Sunday January 8th, 2006. Soon after the new officers are elected, the new Commodore will hold a Calendar Committee meeting, which then leads to publishing of the Sailing Calendar for the new year in the first 2006 edition of the Newsletter.

As I mentioned in last month's newsletter, it is time to do some thinking about nominating new Officers. Please note that some of my plans for travel and possibility of relocation will keep me from being able to serve in the coming year... Besides, I am sure my friends in "The Usual Suspects" have some new and better ideas and candidates up their sleeves! Once again I would like to thank all my old friends in the Potter Club who have helped make the job of doing the Newsletter so much easier for me, by contributing their stories and photos so generously. Their willingness to share their experiences is what makes up one of the very pleasurable aspects of being a member of the Potter Yachters. I am looking forward to a great new year for our fine club.. And a lot of great days of sailing! **Bruce**

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Sailing in the Monterey Fog...and the Mother of All Happy Hours : Nov.1st,



This year's fall weekend at Monterey featured Fog and less wind at first, than the Potter Yachters have experienced in recent years. Nonetheless, the intrepid skippers sailed out into the grey veil in search of wind, and were rewarded by lifting skies and some nice sailing . Monterey is one of the Potter Yachters favorite venues, with pleasant slips for over nighting at the Yacht Harbor, and pleasant times for visiting from

After a quick pit stop to air up the trailer tires I was on the road to Monterey at 6 AM Saturday. I have learned that if I get to Monterey early two good things happen. There is ample parking and I can have breakfast at LuLu's. The trip down was uneventful but there was a lot of low lying fog and once I hit hwy. 1 it was really heavy. I arrived at the marina and not much was stirring but LuLu's was open so off I went. By the time I finished eating several of the gang had arriving for breakfast and I learned that Friday's wind was almost non existent. I headed back to the boat hoping for better sailing weather than what Friday had provided.

I rigged under the gray sky secured my slip and motored over to tie up the Minnow and wait for some wind. About 10 several of us headed out to sit in the fog and sail in 3 knots of wind. We checked GPS coordinates and for the most part kept each other in sight. I think I heard sick elk out there but it could have been bugling and fog horn improvisation by a few of the ATUS crowd. After 90 minutes not much had changed so Dick Herman and I headed back to the harbor and he treated me to clam chowder at Fisherman's Warf. After lunch the sky was clearing and the wind had improved so we headed back out for a few hours of comfortable sailing in Monterey Bay. I was heading back in for the day and I noticed Don Person dropping his main and sailing under jib alone. Later I learned that the weld on his gooseneck had broken so he dropped and furled the main before damage increased. At least this happened on a calm day but it still cut Don's trip short by one day. It was

a reminder to all of us to inspect our goosenecks. Several folks were heading back to the boats for naps or just meandering about the waterfront. We were treated to a flyover by the Thunderbirds who were performing at the Salinas Air Show. Word was passed that there was to be a happy hour over by Muddy Duck at 5:00 PM. I rummaged the boat and found some macadamia nuts to bring along with my empty cup. Soon everyone arrived and we proceeded to conduct the best Potter Yachter happy hour I have been to in several years. Smoked Salmon, sausage, chips, dips, nuts, crackers, wines, Bushmills, strawberry Margaritas and more. As non Potter folks passed by we invited them to join. Our festive spirit was contagious I guess as one couple had a schedule and couldn't join but they donated 2 bottles of fine wine to our cause (as if we needed more to drink). The fleet of Moore's provided dockside entertainment as they returned to MPYC after a day of racing. After a quick clean up of the Mother of All Happy Hours we headed off to a few different restaurants for dinner. Sunday broke with clearer skies than either Friday or Saturday and I was out of the marina and sailing by 8:30. Mitch Carnes and I had almost the entire bay to ourselves for a few hours. Since I had to make an early departure on Sunday I was happy the wind rose early and allowed me some quality time on the water. Back to the marina and on the road by 12:30 meant I would miss a lot of traffic and be home in time to mow the lawn.

Rich McDevitt, Past Commodore, PYC



At left, Potter Yachter Steve Potter... (Yes, we really do have a Steve Potter in the Club...) gets a review and salute from a passing Aircraft Carrier during this year's Fleet Week water parade on San Francisco Bay.

Below, a view of the floating pylons set up for the Red Bull air races over the bay. The Potter club sailors climbed to the heights



At left, Steve Potter, Francesca and Dave Kautz leave their beached boat in Treasure Island Cove laden with lunch bags and cameras for observing Air Races and later, the Aerobatics demonstration by the famed U.S. Navy "Blue Angels". Part of the secret for beaching at Treasure Island Cove, is to have a couple of friends along to help push back off the beach, should the outgoing tide leave your boat a bit further out of the

Potters Visited Treasure Island During Fleet



This year the Potter Sailors took in the sights while dragon boats raced in

Fleet Week on San Francisco Bay, 2005

We arrived at the Grand St Ramp in Alameda, a little surprised that there was plenty of parking. I rigged the boat and launched early taking up dock space that only a P-15 or kayak could love (inside the landing dock next to the rocks). Minnow was out of the way and ready to depart. As the fleet assembled and rigged I read a magazine and was occasionally treated to sights of skillful mast stepping by others. Somewhere about 9:45 we cast off lines and started the long droning motor out the Estuary to the fleet. I steadily dropped to the back of the pack until Mary requested a few more RPM's on the Honda. As we were passing the container terminal I felt a bit of a breeze so I hoisted the main. It provided an occasional lift but was more for looks than effectiveness.

Once out of the estuary we headed out towards the west side of Yerba Buena and Treasure Island. Don Person and Steve Potter were hardcore and under sail at this point. I chose to continue with the motor as the winds were light and the higher than normal amount of traffic makes a lot of chop. We made it about 250 yards past the Bay Bridge and had to refuel (last year I made it almost to Alcatraz before my first refuel). I was a bit surprised at the light winds on the bay because the winds were howling at my house Friday night (so much that it woke us up).

Once clear of the bridge we could see the fleet arriving. It is truly a magnificent sight to behold. If you have never been out for Fleet Week be advised that traffic is heavy and there can be extreme chop even if there is no wind. Radio traffic is hilarious as people try to find each other, get in the way of the various agencies that pull this off, and deal with the things that happen on any given day on the water. I heard one warship requesting that some clown clear out so he could turn his ship around as he needed to dock stern first. I just wondered where the safety zone enforcement was and had visions of the USS Cole off Yemen. I must commend the USN for their patience as I was tempted to fire flares at a few folks before the day was done.

I killed the motor and we sailed around TI and then south towards Clipper Cove. We beached the boats and ferried a few

others into shore that chose to anchor (Dan Phy and Dave Meredith). After making sure all the boats were snug we hiked up the steps and had a great picnic under the canopy provided by the eucalyptus trees. After a careful crossing of the street we watched a bit of the Red Bull races but they were a bit too far off for us to really see the course off Aquatic Park. The pylons looked interesting and we could see the smoke trails as the pilots made their way through the gates. A biplane entertained us along with an aerobatic team. After a long dry spell, we migrated back to the boats wondering why the Blue Angels failed to appear. Back on the water as we were passing under the bridge we saw the Angels finally.

Winds were still light and it had been a long day so Mary wanted to return to the dock "expeditiously". If the chop was bad in the morning, it was nothing compared to the estuary on the return trip. Huge powerboats continued to pound us with wakes until we passed Jack London. This was definitely the worst part of the day. I'm not sure where all the water cops were but a few should have been positioned off the container terminals to write tickets. Again I was tempted to shoot flares at a few but Mary advised me not to. Finally we arrived back at the dock and we were witness to some of the worst boat handling of the day by some Coast Guard Auxiliaries as they tried to dock and get their boat on the trailer. They truly defined "third times the charm". The skipper comes over and asks if I want to race his big powerboat. I said, sure, it's a distance race with no refueling allowed. He surrendered to me quickly then goes over and asks his shipmates, "so what do I do better, fly the plane or drive the boat?". I'm thinking if you flew the plane like you drove the boat none of you guys would be here to answer that question.

Once the Minnow was on the trailer we were off the Quinns for a tall Stella and some fish n' chips. FYI even though the Grand gas dock and store are closed, the restroom is not. During off-ice hours you can still use the facilities over there so treat your wives and girlfriends to a cleaner restroom when you launch at Grand Ave. **Rich McDevitt, Past Commodore**



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Inside the Potter Yachter

Page 1

Buckley Cove Date Change

Page 2

The Commodore's Corner

Page 3

Rich Mcdevitt at Monterey

Page 4

Fleet Week Photos

Page 5

Fleet Week Story

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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*

