



The Potter Yachter

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

March 2019

Report: *The 6 P's Presented in Latest Lecture Series*



The scene of the lecture in OYC's Regatta Room with Dick Herman and Bud Kerner (from left)

Photo: Phil Marcelis

This year's February "lecture series" topic was about Planning for an Extended Cruise, presented by Dick Herman, Bud Kerner, and Phil Marcelis. At least 13 members were present, with some of those showing up at 9am on February 24th for breakfast served by the always wonderful staff of the Oakland Yacht Club. After filling up with some tasty food, they adjourned to the Regatta Room around 10am to join those just showing up for the day's lecture.

The event began with introductions, for the benefit of a relatively new and undoubtedly overwhelmed member (no, you won't be tested on it later). The attendees mostly knew each other; ATUS, in other words.

Dick introduced the other two presenters and turned it over to Bud to discuss topics unique to planning a solo trip along the coast. He covered such items as what kind of food and chart books work best and how to get back to your trailer when making a one-way trip. Phil then talked about issues related to organizing a large group of sailboats for more than a week in the SF Bay Area, and passed around a sample of his trip guide from the Bay Area Messabout held back in September of 2018. True to form, Dick had been ticking off items on his checklist as they were discussed so that he only had to bring up things which hadn't been (See Lecture continued on page 4)

Ship's Stores for sale. Order from Kevin Crowder:

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 the 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

Here is my offering for the Commodores Corner this month. The piece below was first published in the New York Times, May 25, 1880. The author is not given, but I swear it must be Mark Twain. Note: The views of the author are not those of the Potter Yachters, the editor, or, particularly, your commodore. (No disrespect is intended to cat-boats, cats, their owners, or Presbyterian ministers!)

Enjoy!

The Cat-Boat

[Any errors you think you find are also present in [the original publication](#). —Ed.]

The cat-boats have come. During the long Winter they have hibernated in secluded coves or in unfrequented boat-houses, but now that the warm Spring breezes are here, they have spread their sails and are skimming over our bays and rivers. The lover of nature welcomes the first cat-boat of the season with delight, for it is to him the pledge that Winter has gone and the promise of the clams and serenity of Summer. There are other boats that are more beautiful in rig and capable of longer and more exciting cruises, but the familiar cat-boat, which has drowned so many of our superfluous boys, and is so closely associated with aquatic flirtations, is beyond doubt the most popular of all sailing crafts.

Why cat-boat, no philologist can tell. As everyone knows, the cat-boat is a sail-boat, of almost any length from twelve to thirty feet, carrying one mast stepped close to the bow and spreading one large sail. In appearance it bears no resemblance to any known cat, and suggests no marine animal whatever. The best authorities are of the opinion that the cat-likeness of the cat-boat is purely a

moral one. There are certain habits possessed by the cat-boat which remind one of the habits of the domestic cat, and, in default of any better theory, we may, perhaps, presume that this fact first suggested the name cat-boat.

There is a popular belief that the cat-boat is tamer and safer than other boats. The man who has no wide acquaintance with boats notices that the cat-boat, with its solitary sail, has a simple and peaceful look, and he thereupon says to himself that it must be an easy boat to manage. Much in the same way the average person regards the common cat. He notices the sleek, well-bred air of the animal, and its fondness for such quiet sports as sleeping in an arm-chair or eating milk, and he decides that it is an inoffensive and meritorious beast. But let him undertake to meddle unwisely with the cat, to take liberties with its tail or to disarrange its fur, and he quickly discover that, in its ability to make a combined attack with scratches, bites, and bad language, the cat is superior to any other animal of its size and weight.

It is this treacherous pretense of docility on the part of the cat-boat which allies it closely to the cat. Of all varieties of sail-boat it is the most untrust-worthy. On a quiet day, when the breeze is light and the water is placid, the cat-boat will permit a mere child to handle it, and will indulge in no display of temper, but when it is excited by a fresh breeze it becomes to the last degree wild and ferocious. When a sloop-rigged boat is running before a strong breeze, her mainsail can be furled and the boat can be run safely and comfortably under her jib, but a cat-boat, in like circumstances, must carry her mainsail at all hazards. When thus running before the wind the cat-boat betrays its true character. It begins to roll heavily, and deliberately tries to roll the end of its boom under water. If it does this thoroughly it spills out its passengers with awful celerity, and usually contrives to take a turn with some stray rope around one or more of them, so as to make certain of drowning them. If the cat-boat cannot manage to roll its boom under, then it tries to throw the boom up in the air and wrap the sail around the mast.


The fiendish maliciousness of this trick is well adapted to fill the mind of the timid passenger with horror. In point of fact, it is much less dangerous than the trick of rolling the boom under, but its wantonness and the reckless defiance of marine decency which it displays render it very trying to weak nerves. The treachery and malignity of the cat are strongly suggested by these traits of cat-boat wickedness, and one would hardly believe that the cat-boat which lies sleeping and purring at anchor would be capable of such villainous conduct.

There is one peculiarity of the cat-boat for which no explanation can be given. The cat-boat is apt to treat a stranger with more consideration than an experienced sailor. A long series of statistics, collected during seven consecutive Summers, show that a wonderful degree of consideration is shown by Long Island cat-boats to Presbyterian

ministers who spend the Summer on the south side of the island. When a sailor undertakes to cross the South Bay in a cat-boat, all the energies of the boat are devoted to the effort to jibe and spill that sailor overboard. The latter, knowing the undesirability of jibing, is on the watch to prevent the cat-boat from accomplishing that feat, but fully 7 percent of all experienced sailors who venture to manage cat-boats in the South Bay are either knocked in the heads by a jibing boom, or capsized and cast away on the bottom of the boat. Now, one would think that when an inexperienced Presbyterian minister, who knows nothing of the tricks and manners of sail boats, has to sail a cat-boat by the light of nature, he would be certain to fall a victim to jibing. On the contrary, he sails safely across the bay with his sheet made fast and his mind fixed on the Institutes of Calvin.

The cat-boat, by all the laws of probability, ought to jibe and

drown him at least twice a week during the whole season, but it is one of the rarest of accidents for a cat-boat to jibe when a Presbyterian minister is at the helm. Only one-third of 1 percent of Presbyterian ministers have been drowned by Long Island cat-boats within the last seven years. How this is to be explained, except on the theory that the more liberty that is given to the cat-boat the less it is disposed to acts of treachery and cruelty, it is difficult to see. Now that the cat-boat season has come, persons, other than Presbyterian ministers, should remember the treacherous character of the craft. You may treat a cat-boat with the utmost kindness, lavishing the most appetizing paint upon its sides, and keeping its sail as white as snow, but sooner or later that cat-boat will drown you if it can. There is no more gratitude and fidelity in a cat-boat than there is in a cat, and eternal vigilance in connection with cat-boats is the price of dry clothing.

Fair Winds! -Eric — 

Club Events on the Horizon

[See the Online Calendar](#)

- | | | |
|--|---|-----------|
| Apr 6 (Sat) | Richmond Sail and Power Boat Show | (Pat B) |
| <i>Boat Show is Thurs thru Sun (Apr 4-7); contact MBYH for a slip; easy sailing in the harbor – intermediate otherwise; good launch ramp/parking; limited restaurant choices</i> | | |
| Apr 13 (Sat-Sun) | Moss Landing Sail and Overnight | (Bud K) |
| <i>Like most open ocean sails, this is not for beginners; Elkhorn Yacht Club is a great place to hang out; sailing is easy if you stay in the harbor; overnight in boat moored at the dock</i> | | |
| Apr 27 (Sat-Sun) | Benicia Sail and Overnight w/ optional cruise to Napa | (Goose) |
| <i>easy to intermediate, depending on wind; contact Benicia Marina to overnight at dock; some will head to Napa Sunday for return on Tuesday, weather permitting</i> | | |
| May 18 (Sat-Sun) | Delta Sail and Overnight | (Jerry B) |
| <i>easy but sometimes intermediate when it is very windy; must have motor and plenty of fuel, in case of no wind; overnight on the boat at docks, usually at Spindrift Marina</i> | | |

(Lecture continued from page 1)

discussed. Notably, he covered: Emergencies, Being Flexible, and ‘The Unexpected.’ With that last one, and always the stellar presenter (no doubt honed during his years as a junior high teacher), Dick grabbed everyone’s attention by slamming an incongruous block of wood on the table – creating quite a



Dick Herman (with his checklist and other props) fielding questions during the Q&A after the lecture.

spectacle – as he restated his theme: The 6 P’s: Prior Planning Prevents Piss Poor Performance!

With the table still resounding, Dick listed a number of ‘emergencies’... and it could be seen that the block of wood had two tie-wraps conveniently affixed in a manner that would temporarily brace a broken trailer spring; an idea he credits to Jerry Barrilleaux. (Clever guy!)

The lecture ended with a Q&A session to expound on various items which were presented, and several attendees shared fascinating stories of their experiences in the realm of extended cruises.

With a big round of applause afterwards, it’s safe to say, “Mission Accomplished!” — 🚩

For copies of the lecture handouts, see:

<https://www.potter-yachters.org/lectures/>

Officer's Club

Commodore:

Eric Zilbert

Commodore@potter-yachters.org

P-19, #629, *Riptide*

Vice Commodore:

Rob Sampson

Vice-Commodore@potter-yachters.org

P-15, #367, *Espero*

Newsletter Editor:

Phil Marcelis

Newsletter@potter-yachters.org

P-19, #1487, *Family Time*

P-15 Fleet Captain:

David Bacon

P15-fleet@potter-yachters.org

P-15, #2636, *Ah Tiller the Fun*

P-19 Fleet Captain:

Carl Sundholm

P19-fleet@potter-yachters.org

P-19, *Dagmar*

Webmaster:

Phil Marcelis

Webmaster@potter-yachters.org

Secretary/Treasurer:

Kevin Crowder

Treasurer@potter-yachters.org

ComPac19, *Aurora*

Website: www.potter-yachters.org

Facebook: fb.me/PotterYachters

Upcoming: Marina Bay YH – Saturday, April 6th, 2019

Richmond Sail & Boat Show

Sail Host: Pat Brennan


Join the Potter Yachters in Richmond for the boat show festivities on Saturday, April 6th. Since the boat show runs from April 4-7, some folks may want to show up on or before Friday and stay past Sunday. Make arrangements directly with [Marina Bay Yacht Harbor](http://www.mbyh.com) (510-236-1013).

We will be launching at Marina Bay Yacht Harbor and expect to be underway by 10am. This event typically involves a parade by the [Pacific Sail & Power Boat Show](#) which is being held at the Craneway Pavilion this year. If you have a horn, plan to use it as we pass in review. After the parade, some will probably stop for lunch and attend the show, while others may decide to sail over to [Angel Island](#) (weather permitting) and lunch at [Angel Island Café](#) (open 10-4).

If you are going to get a slip, Jerry B. suggests you see the Harbormaster before you enter the parking lot. You might get a passkey to the lot, which saves you \$12.00 on parking. The website says that Boat/US members receive a 25% discount on slips, so you'd only pay \$12/night for a slip.

Looks like low tide will be 1-foot at 9am, which some say is hard for launching & retrieval of larger boats like a P-19. The harbor reports slip depth of 10-12 feet at MLLW (0 ft.), so it may be advisable to launch Friday afternoon and get a slip for Friday and Saturday nights, then retrieve on Sunday around 3 pm.

Restaurants at the marina are few: [Assemble at Craneway Pavilion](#) (10-2:30) is only open to boat show attendees and [Anh Vietnamese Restaurant & Bar](#) (11-9) is near where Salute Italian used to be. Unfortunately, the Italian place is closed. [Bubbaloo Café](#) (6:30-4pm Monday-Friday) is good if you're there on Friday.

Fair winds! — 

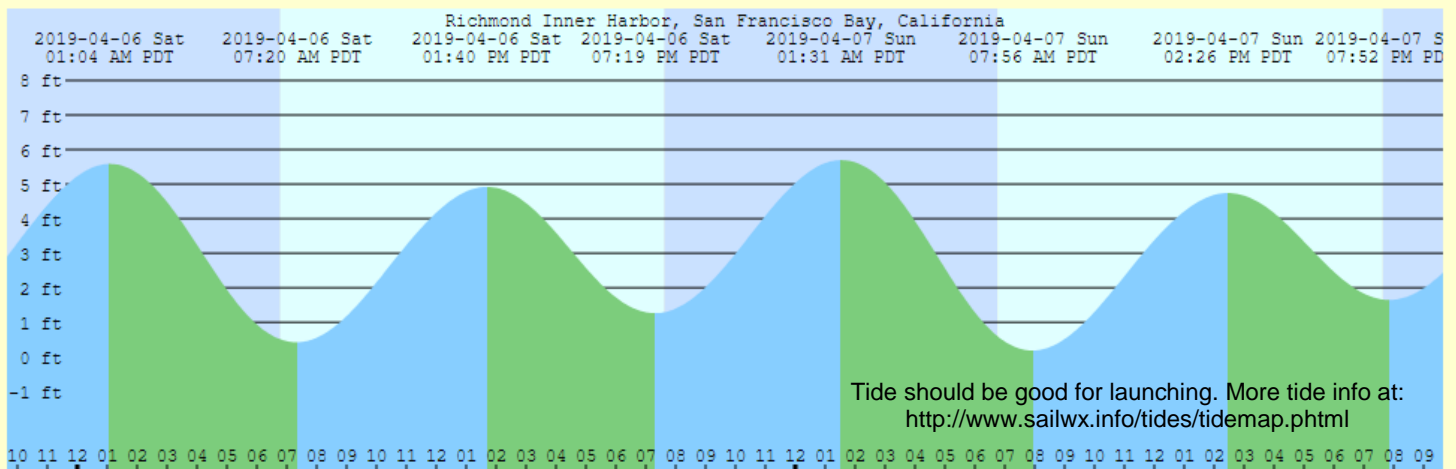
We launch at [Marina Bay Yacht Harbor](http://www.mbyh.com):
1340 Marina Way South, Marina Bay, CA
Phone: (510) 236-1013
Hours: Monday - Sunday 9am to 5pm
Guest slips are available [by reservation](#):
\$.65 / foot, minimum \$16 / night
(Mention Boat/US for possible 25% discount)

Directions to Marina Bay (www.mbyh.com)
Cross street: Marina Way South and Hall Ave.
From Marin:
I-580E over the Richmond/San Rafael Bridge
(towards Richmond/Oakland)
Exit at Marina Bay Parkway
Turn Right onto Marina Bay Parkway
Turn Right onto Regatta Blvd.
Turn Left onto Marina Way South

From San Francisco/Oakland:
I-80 E/I-580 W
Take Pt. Richmond/San Rafael Exit to I-580 W
Exit at Marina Bay Pkwy/S 23rd St
Turn Left onto Marina Bay Pkwy
Turn Right onto Regatta Blvd.
Turn Left onto Marina Way South

Richmond Inner Harbor, San Francisco Bay, California Tide Chart

Requested time: 2019-04-06 Sat 12:00 AM PDT



Upcoming: April 27th, 2018

Benicia Sail and Overnight

Sail Host: Goose

April 27 is the annual sail from Benicia (California's first capitol!). It has always been well attended; usually with 15-20 boats. Many make it a weekend and get a slip at [Benicia Marina](#). For those who would like to try something new, [anchoring out](#) at the [Benicia State Park](#) is an option. It's protected, shallow, and has lots of wildlife. This is always an interesting sail, and one that you'll surely not want to miss.


The Benicia sail this year coincides with Opening Day on the Strait, so we'll be able to parade by and have our boats blessed, go sailing, and have dinner at the yacht club.

[Winds and weather](#) in early spring are typically perfect; with 70-ish temps and 8-15 knot winds. Currents usually determine where we sail to. This year, [tides](#) are low at 4 pm and high around 8 am so maybe we'll sail to the state park and anchor for lunch aboard, then head back to the ramp or marina to relax before heading to the Benicia YC or my house for refreshments and dinner. Wherever we go, you can be assured of tasty food and great company.

Free launch and parking at 9th Street ramp in Benicia, with skipper's meeting about 10am. Those staying at the [Benicia Marina](#) (707/745-2628), you could use their ramp instead. (Be mindful of the low-tide when using either ramp.)

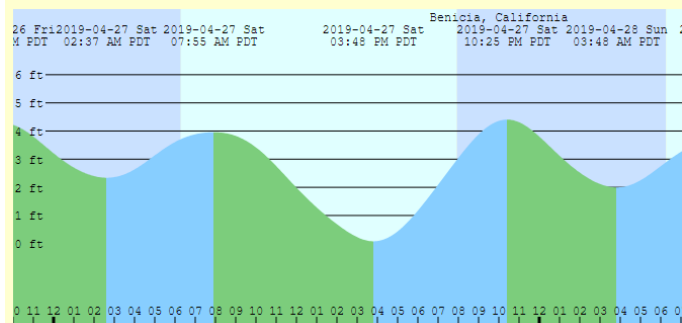
Main Street, just a few blocks away, has lots of shops, antiques, and art for non-sailors. The Union Hotel is cool, and not expensive.

If the weather is good, I'm planning (again) on going up to Napa on Sunday for 1-2 nights. If anyone wants to join in, it should be fun. We'll leave Sunday after breakfast and stay either at the Napa Marina, the public dock (if available to overnight), or anchor out. It's about 20 miles, so figure 1-5 hours each way, depending on conditions and horsepower! See you there!

Goose — 

Benicia, California Tide Chart

Requested time: 2019-04-27 Sat 12:00 AM PDT



Directions to 9th Street Ramp, Benicia

From I-680:

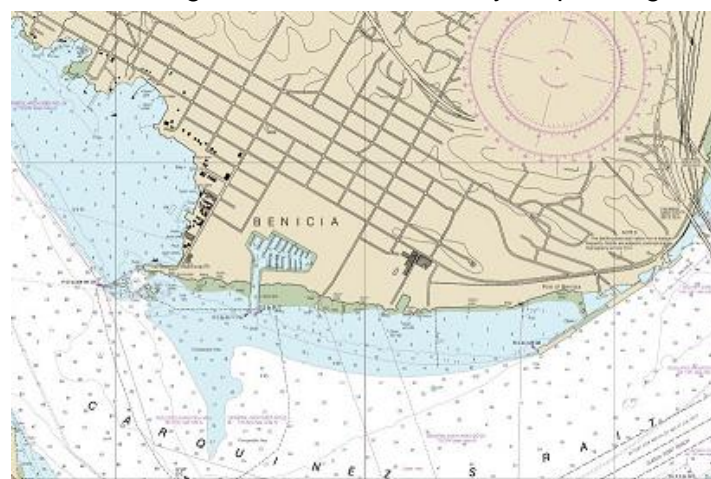
Exit onto I-780 West towards Benicia
Exit at Military East
Stay along water until 9th

From I-80:

Exit onto I-780 East towards Benicia
Exit at Southampton Rd
Head toward water (veering by Taco Bell)
Turn Right immediately onto W. K St.
Turn Left onto W. 9th St.

To Benicia Marina:

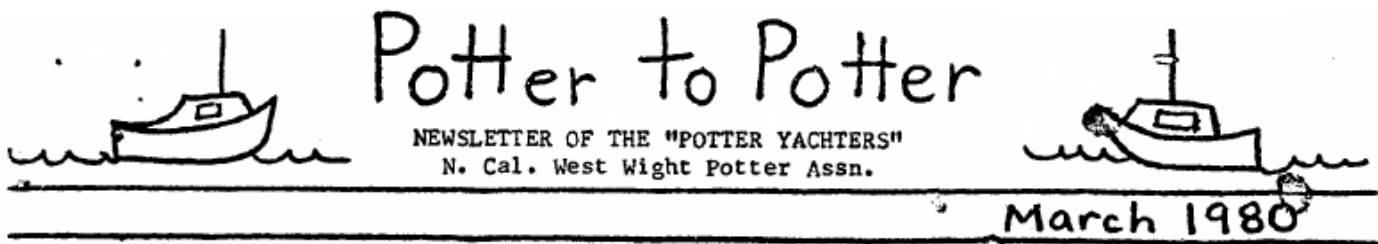
Exit 5th Street and ramp is at end of 5th.
Marina office for check-in is on 2nd Street.



The [NOAA Chart for the area](http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml) is available online for free:

THIS MONTH IN HISTORY

Here's a treat from the past. In this month, way back in 1980, we got the after-action report for a group of Potter Yachters who put their boats in at the Coast Guard launch ramp in Monterey and braved the conditions. Ah, the fun!



LAST MONTH'S SAIL: MONTEREY BAY

The Pearl of California--Monterey Bay--gave it her all last March 1, as the Potter Yachters attempted to sail the Monterey Bay. Windy? You bet. Even MORE than you bet! Seven boats made the outing:

#512, De & Sydney Marsh, with Fred & Frieda Richter; #797, Don Bergst, with Frank Winans; #850 Stan & Dorothy Butler; #567 Bob Adair with daughter Tammi; #564 Jerry & Sharon Barrilleaux with their 3 children; #604 Jim & Carol Mangels with their 2 children; and John & Barbara Simpson, with son David and his cousin.

The harbor was busy that day. Unbeknownst to us, salmon season had just opened there, and the masses of boat trailers parked every-which-way at the Coast Guard launch ramp nearly blew De Marsh's mind. "Wow...I've never ever seen it this busy!" he kept saying.

All the Potters launched at about the same time, except the Adairs, who came later. The wind was fairly light--or so it seemed. We sailed out past the jetty and then all of a sudden the weather decided to throw us a curve. Some nice black clouds gathered over the hills, and the wind came out of nowhere and started blowing like crazy. The Barrilleaux's and Mangels, who had their kids aboard, headed back to shore. The Simpsons headed in, too, and pulled their boat (with a broken shroud!) out of the water.

Retrieving the boats was tricky. The water surged into the dock in swells. One minute your boat was afloat in 3 feet of water, and the next minute it was afloat in 3 inches (Well, it wasn't QUITE that bad...) And everybody wanted to come in to the dock at the same time: the divers, salmon fishers, sailboaters...it was a circus for awhile. Jerry & Jim both got ^{wet getting} their boats onto the trailers, and Jim's hull got a 3" long gash, courtesy of an untimely surge which slammed the hull onto a bolt nut on the trailer frame.

John & Barbara held their boat off the rocks while waiting for a turn to come in, as their son David helped dock all the incoming craft. David's cousin kept a dockside watch for jellyfish (huge, pretty ones).

Meanwhile, three of the Potters decided to head out to sea: #850 (Stan), #797 (Don and Frank), and #512 (De and Fred). The Coast Guard ran up a single red triangle, and the weather obeyed the signal--"Small Craft Warning"--for the rest of the day.

Bob Adair and Tammi drove up. After some soul-searching, Bob decided not to launch. The shore-dwellers either stayed at the launch site or headed inland to a park for lunch. (Bob's lunch: just tuna salad? With no mayo?? No wonder he's lost over 20 lbs.!) After lunch the Adairs headed home; Tammi was a good sport about not being able to sail, after the long trip down to Monterey.

Meanwhile, the three hardy Potters took to the waves and wind--and there was plenty of both. Later, when they came back in, Don and Stan were agreeing that it "wasn't that bad" out there.



A view of EYC as seen from the docks

Moss Landing Sail & Overnight – April 13th, 2019

Join us at Elkhorn Yacht Club

Sail Host: Bud Kerner

Come join The Potter Yachters for a **whale watching** sail out of Moss Landing on April 13. Some of us will be arriving on Friday for Saturday's sail, and some of us will be staying over Saturday night to sail on Sunday. Once again, [Elkhorn Yacht Club](#) is making all of their facilities available to us.



- Friday is an optional day. Appetizers around 6:30 pm.
- Saturday, we leave the harbor around 10:00am.
- Sunday is another optional day.

They will probably be serving appetizers on Friday around 6:30 pm at the yacht club. If you show up on Friday, you can most likely park on the yacht club's property for free (check upon arrival). That way you just pay for launching. Use the newer ramp; it's in much better shape than the one closer to the yacht club.



Directions to Moss Landing, CA

For your GPS, the yacht club address is: 2370 CA-1, Moss Landing, CA 95039.

The club is right next to the ramp parking.

From San Jose, take Hwy 101 South:

take Hwy 156 West, exit onto Hwy 1 North at Castroville, just past the famous power plant stacks, go over the bridge and turn left into the parking lot.

From Santa Cruz, take Hwy 1 South:

turn into the parking lot just before the power plant stacks and before the bridge.

[Elkhorn YC](#)

(831) 724-3874

Last year, [the fee schedule](#) for just a launch/retrieval was \$11. If you pay \$17 instead, you get that plus you'll also get 12 hours of parking. Every additional 24 hours of parking costs \$15. They still use the envelope system, so you have to calculate all this out, write it down, and insert the cash. They do not make change so bring the right amount. EYC is in the north harbor and it's a long walk to the harbormaster's office in the south harbor if you need change.


The sign on the red "iron ranger" offers a dizzying array of choices for trailer parking, PWC launching, car parking, etc. Just do your best. Oh, and bring a pen!

The bar at EYC is a great place for drinks AND for dinner. In addition, there are several fine restaurants in the area. The closest (right in the launch ramp parking lot, and previously called the *Sea Harvest*) is [Pacific Grill](#), which is open from 11am for lunch, and dinner. If you can drive over (or are willing to make the twenty-minute walk over) to the south harbor, there are several options. The [Lighthouse Harbor Grille](#) (open 6am-2pm) and [Phil's Snack Shack](#) (open at 7am) offer some tasty breakfast items. [The Whole Enchilada](#) has live music on the weekends and serves a wide selection of Mexican food from 11:30am-9pm.

A favorite lunch stop is [Phil's Fish Market](#), but it's a heck of a walk and parking is hard to find. A group of us successfully took one P-19 over to the south harbor's fuel dock and got permission from the harbormaster to tie up there for lunch. The walk to Phil's is only a couple of minutes from there. They have bluegrass music every Monday through Thursday, so you have a reason to show up even earlier!

Moss Landing is in the heart of the *Monterey Bay National Marine Sanctuary* and there is a LOT of information on their website, <https://montereybay.noaa.gov/>

Check out their Field Guide (look for Education / Materials) for a peek at the wildlife we'll be seeing out there.

See you on the water! — 



Participation in Potter Yachter events is subject to the guidelines published in [March 2018 PYN](#), page 3.

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 "Kevin Crowder" and include "Potter Yachters Dues" in the notes.



Or see us online at:
www.potter-yachters.org

Send your payment (with your name and address) to:
Kevin Crowder
P.O. Box 124
Standard, CA 95373

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.



Kevin Crowder
P.O. Box 124
Standard, CA 95373

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

