



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

August 2003

Monterey 2003: A Great Sail and Social Event in Ideal Conditions



43 Boats Race in the SCA and Potter Yachters Cruiser Challenge and a Good Time Was Had By All. Potter Sailors did Well This Year

Sail Calendar

August 10 Redwood City Day Sail

August 23 and 24 Richmond to

**Loch Lomond with overnight at
Richmond Harbor**

Sept 6: Oakland Estuary Day Sail

**September 20-21: Enchanted
weekend at Tomales Bay**

October 5: Daysail at Richmond

October 18-19: Monterey Harbor

On both Saturday and Sunday, cool fog in the morning, clearing to sunshine by mid-day greeted the Potter Sailors who attended this year's Small Craft Advisory Magazine/ Potter Yachters sponsored "Cruiser Challenge". Winds were a touch lighter on Saturday, than last year, in the 10-14kn range for most of the weekend, which proved ideal for negotiating the triangular course used. Including more opportunities for sailing on a reach than the windward leeward course of past years, the course also challenged the navigational skills of the skippers as finding the marks proved more difficult. A slight mixup in the race instructions caused some of the skippers to round different

marks with only the local Monterey sailors aware that there was a second mark which was actually the "official" race mark. Dave Blumhorst in a stroke of genius and infinite wisdom therefore proclaimed two "first place winners", which is very much in keeping with the low key and sportsmanlike attitudes fostered in the Cruiser Challenge. That is not to say that there wasn't some stiff competition going on out on the water, and from our vantage point at the back of the pack, we saw some terrific sailing going on above us. Fellow Potter Sailors seemed to have the hang of sailing the Monterey Waters and did well this year.. See the race results on page three... *Bruce Hood, Ed.*

Good Turnout At Eagle Lake As Potter Sailors Enjoy Cool Weather at 5000 ft.



Peter Allison and Ruth Kennedy Sailing "Eilidh" at Eagle Lake

The temperature was soaring toward the One-hundred degree mark in the upper Sacramento Valley, at our home in Chico. The prospect of towing our P-15 high in the Sierras to Eagle Lake was never more inviting, as the cool mountain air at Eagle was sure to provide relief. This year we had a good turnout of old friends in the Potter club, even though it is a long haul up to this lake from the Bay Area for many. Not only a long haul, but a steep climb, for the 14 mile long lake is at an altitude of 5100 feet. Herman and Danny Ward towed their P-15's to the gathering and were some of the earliest arrivals. Don and Judy Person arrived soon thereafter and we were lucky enough to re-claim some of our favorite campsites under the giant

pinus at the south end of the lake near Gallatin Beach. Bard Johnson brought his P-19, as did Wes Harrison. At first I felt a bit guilty about perhaps over-selling the great sailing at Eagle, because we had very light and fluky winds the first couple of days... then some of the strong Northern winds that visit the lake on most summer afternoons, returned, and on Sunday afternoon and Monday we had enough wind to reef down for. Bard, Wes and Families, finally got a bit of wind to play in, and Bard was delighted by an evening anchored out under the shoulder of the surrounding forest and mountains. Bud Kerner and wife Bobbie joined us, as did Dan Rickert and many other friends for the Birthday (68th) Barbecue , Saturday night.

The Officer's Club

Commodore:

Rich McDevitt
11595 Manzanita Lane
Dublin, CA 94568
(925) 829-7792
Commodore@potter-yachters.org
P-15 #2531, *Minnow*

P19 Fleet Captain:

Jerry Barrilleaux
2724 Richard Ave.
Concord, CA 94520
(925) 685-4577
P19captain@potter-yachters.org
P15 #564 Breezy, HMS18 #48, *Sunshine*

P15 Fleet Captain:

Mike Westfield
33 Union Sq. #1212
Union City, CA 94587
(510) 675-0994
P15captain@potter-yachters.org
P15 #2248, *Watertoy*

Secretary/Treasurer:

Greg Yu
33855 Juliet Circle
Fremont, CA 94555
(510) 790-1228
Secretary@potter-yachters.org
HMS18 #63, *Sampan*

Webmaster:

Mike Westfield
Webmaster@potter-yachters.org
P15 #2248 *Watertoy*

Historian:

Dory Taylor
PO Box 6443
San Jose, CA 95150
(408) 971-8016
Historian@potter-yachters.org
MKII #610, *Petite Liege*

Newsletter Editor:

Bruce Hood
13 Pebblewood Pines Dr.
Chico, CA, 95926
(530) 342 9112
Editor@potter-yachters.org
P15 2229 *Eilidh*

Commodore Emeritus: Education Capt.

Judy Blumhorst
228 La Pera Circle
Danville, CA 94526
(925) 820 0800
Education@potter-yachters.org
P-19 266 *Redwing*

Monterey Cruiser Challenge V Race Results

Big Boats:

Race 1

1. Pillsbury, Santana 2023
2. Crawford, Capri 22
3. Pipkorn, Vagabond 20
4. Slamon, Venture 22

Race 2

1. Crawford, Capri 22
2. Pipkorn, Vagabond 20
3. Pillsbury, Santana 2023
4. Slamon, Venture 22

Medium-Sized Boats

Race 1:

1. St. John, Potter 19
2. Barrilleauz, Potter 19
3. Johnson, Potter 19
4. Edwards, Monty 17
5. Dirado, Potter 19
6. Rhodes, Monty 17
7. Blumhorst, Potter 19
8. Moore, Monty 17
9. C. Sayer, Potter 19
10. Herman, Compac 17
11. Steffan, Potter 19
12. Kerner, Potter 19 (who sailed over open ocean 60 miles from Richmond on SF Bay, to Monterey!)
13. Yu, Potter 19
14. Pavlovitch, Potter 19
15. Porter, Potter 19

Race 2

1. Edwards, Monty 17
2. Johnson, Potter 19
3. Rhodes, Monty 17
4. DiRado, Potter 19
5. Barrilleaux, Potter 19

6. Blumhorst, Potter 19
7. St. John, Potter 19
8. Steffan, Potter 19
9. D Gordon, Potter 19
10. C Sayer, Potter 19
11. Moore, Monty 17
12. Yu, Potter 19
13. Herman, Compac 17
14. Hubbard, Potter 19
15. Pavlovitch, Potter 19
16. Kerner, Potter 19

Small Sized Boats

1st Race

1. L. Sayer, Potter 15
2. Higgins, Higgins-cat 14
3. Gibson, Bolger Micro 15
4. Barnes, Monty 15
5. McDevitt, Potter 15
6. Truman, Monty 15
7. Eschelman, Monty 15
8. Kautz, Potter 15
9. H Gordon, Lateen Potter 14
10. Reynolds, Monty 15
11. Person, Potter 15
12. Taylor, Potter 14
13. Lawson, Potter 15

Race 2

1. Truman, Monty 15
2. Eschelman, Monty 15
3. McDevitt, Potter 15
4. Person, Potter 15
5. Reynolds, Monty 15
6. Barnes, MOnety 15
7. Kautz, Potter 15
8. L Sayer, Potter 15
9. Gibson, Bolger Micro
- 10 Taylor, Potter 14
11. Higgins, Higgins-cat 14

12? Pat Brennan, Potter 15

13? H. Gordon, Lateen Potter 14

14? Lawson, Potter 15

15? Westfield, Crab-claw rigged
Potter 15

There were several point ties for the overall winners. The second race was longer and therefore the results in the second race were weighted more heavily to break the ties for overall winners.

Big Boat Fleet Winners

1. Crawford, Capri 22, 3 pts
2. Pillsbury, Santana 2023, 4 pts
3. Pipkorn, Vagabond 20, 5 pts
4. Slamon, Venture 22, 8 pts

Medium-sized Fleet Winners

1. Edwards, Monty 17, 5 pts
2. Johnson, Potter 19, 5 pts
3. Barrilleaux, Potter 19, 7 pts
4. St John, Potter 19, 8 pts
5. Rhodes, Monty 17, 9 pts
6. DiRado, Potter 19, 9 pts

Small-Sized Fleet Winners

1. Truman, Monty 15, 7 pts
2. McDevitt, Potter 15, 8 pts
3. Eschelman, Monty 15, 9 pts
4. L. Sayer, Potter 15, 9 pts
5. Barnes, Monty 15, 10 pts
6. Gibson, Bolger Micro, 12 pts

Thanks to Judy and Dave, and all the many members of the Monterey Peninsula Yacht Club, The Potter Yachters, and Small Craft Advisory Magazine Staff who worked so hard behind the scenes to insure a great weekend again.

Rich's Race: Commodore McDevitt Reports... .

Overcast skies, warm air for Monterey, and a lot of boats ... I scan the horizon for the committee boat, no luck ... then I see the rest of the fleet, sail over and by the time I get anywhere near the line, we are racing. In 2002 Bruce Hood and I stayed closer to shore than most of the fleet and we had favorable wind direction. This year, winds were lighter, I clocked them at 9.5-11 knots in the pre race of both races. Race one saw me being passed by a Bolger Mico (and they were FLYING past me) on my Port and a Montgomery 15 on my starboard at the same time. My thought was, boy this is going to be a bad day for me! But you just keep sailing and hope something happens, and it did. The Monty was slower rounding the mark and I spun the Minnow on a dime and took off. After rounding the mark much tighter than the Monty, I totally screwed up my whisker pole set and lost all the advantage I had gained. Soon the Monty passed me just before the finish, but we had a good race of it.

Race two in 2002 I stayed closer to shore than most of the fleet and it paid off big time. Bruce Hood and I finished about 15 minutes ahead of the rest of the fleet. But, this was a new year and we were having warmer air and lighter winds along with smoother seas. I sailed out away from shore and the wind lessened quite a bit. I did not stick around to see if it picked up. I tacked to port and soon found better wind. This year was shaping to be more of a race of reading the wind and pointing as high as you could. Since a Monty has a faster hull speed than a Potter, I felt my only chance was to sail a shorter dis-

tance if possible and I was really going to need to play the wind shifts to my advantage.

I have telltales on both port and starboard shrouds made of nylon. They are left over from adding them to my mainsail. I based my course on "sailing the wind" and not the "compass course". I just kept pointed as close as I could to the center of the bigger boat fleets ahead of me while pointing as high as I could and tacking on favorable shifts. I did a lot of tacking, some of my legs were pretty short, but when the wind moved, so did I. It really paid off. I was catching other boats from the medium boat fleet so I was confident that I must be doing well compared to the other micro's. Every time I turned around I saw Don Person and Sara Anne coming after me. Don just kept chewing away at the distance between us and kept getting closer by the minute. We were headed for the weather mark and I thought I played the shifts well. I was in company of Steve Eschelman sailing his Montgomery 15 Scamp and Mark Slamon on his Venture.

Again I felt good about my position in the fleet. About 50 yards from the mark and the wind heads both Mark and I. This caused both of us to make an additional tack, but nobody passed us so we were still in good shape. Again I used the benefit of a small boat to turn close to the mark and head downwind. This probably gave me an additional 30-45 second gain.

Downwind we go and up goes the centerboard. Small waves, sailing wing and wing with the J & J lapper poled out and away we go. I sat most of this leg on the cockpit sole. I

wanted to keep my weight forward and centered for stability since the centerboard was up. Don had turtled his boat about two months earlier so I was hoping that he was a little "keel shy" and would keep it down at least partway. After the race I asked Don, and he had it up all the way the entire leg. Don has only been sailing a few years, but the guy is smart, experienced, and fast. . I tied off the helm and held course by shifting my weight for about 15 minutes. This gave me a chance to relax a bit and have a snack. I left Mark behind and headed toward the downwind mark. Scamp was off my port bow and about 200 yards ahead so that did not bode well, but more of a concern was the fact that Sara Anne just kept inching closer and closer with every minute. I drifted a bit off the direct course to the mark because I was more focused on trying to find the greatest wind. When I took the #1 red buoy about 75 yards of my port I checked the sailing instructions and I was only 1 degree off the direct line from the windward mark. I tied off the helm again as I rummaged for my binoculars. I used binoculars to keep track of the downwind mark from that point on and sailed straight for it. Another tight turn and off towards the finish line. Check back, Don rounds the mark about 2 minutes behind me. I just read the telltales and sailed a high a course as I could, but Don was out pointing me by 5 degrees or so. I managed to stay ahead of him, but I think if we had another .5-.75 of a mile on that downwind leg, Don definitely would have passed me. **Rich McDevitt, Skipper of P-15 "Minnow"**



Bud Kerner Sails His P-19 Out The Golden Gate To Monterey ?

Our odyssey started on Tuesday July 15th when I towed my P19 “Cats Meow” to Richmond Inner Harbor. I launched the boat and put it in a slip. I then drove to Los Altos Hills to meet my crew Jason Hancock. Since I got the boat to water it was his responsibility to get us back to the boat on Wednesday afternoon. I must say he did that in style. High noon on Wednesday a stretch limo filled with coolers of beer, soda and water pulled up to his house. The limo was much bigger than the boat! At three o’clock sharp we had a three way toast for a safe voyage. The drink was grog and the participants were Jason, I and King Neptune. Shortly thereafter we set sail for Raccoon Straight on our way to the Golden Gate. The original plan was to leave Richmond at two in the afternoon and go under the bridge at four thirty during slack tide. We left an hour late, and it took me longer to get to the bridge than I anticipated. We encountered winds between 20 and 25 miles an hour with gusts over 30, and did not sail under the bridge until six thirty. Getting to the bridge was everything I ever heard about that sail. We were totally soaked right down to our underwear, and extremely cold. About a half hour before leaving the Bay it looked like fog was forming outside the Gate. I became discouraged, after fighting that wind on our nose for three hours. Were we were going to have to deal with fog? The fog never materialized. In fact we

had wonderful weather, with the exception of wind; it was a very clear night with almost a full moon.

Once under the bridge it became almost anticlimactic. Instead of confused water with many wind waves it switched to swells. Now the swells were ten feet high, and I must admit from the cockpit of a Potter they look VERY high. We took some pictures and then took turns changing our clothes in the cabin. We sailed a course of 208 degrees magnetic to pass just west of Mile Rocks. From there we set a more southerly course to take us west of Seal Rocks, and then turned the driving over to “Norman” my Raymarine ST1000 autopilot. We could see Pillar Point which was about 13 nautical miles south of us and knew we would have to tack out to be able to safely pass the land mass and rocks. We also knew it would be dark before we got there. Well before dark, we left the coast and headed out to sea. We passed Pillar Point after dark about a mile west of the rocks. In this area the swells got very large. From this point we set a course directly for Monterey Harbor.

We had a nice breeze that kept us moving at 4 knots until around ten thirty in the evening when the wind died. I started the motor, lowered the jib, and began motor sailing. We did not know then, but we would not shut the motor off until we docked in Monterey Harbor some sixteen hours later. When the wind would pick up some I would raise the jib and throttle back the engine to maintain a four knot speed. We did this all the way to Monterey.

We took turns in the cabin trying to

get warm. In the cockpit or cabin I kept a blanket wrapped around me, and Jason used a sleeping bag. Early Thursday morning Jason was in the cabin when I spotted what I first thought was a seal off the port side. When it blew its blow hole I knew it was a whale. A short time later I was in the cabin and Jason was in the cockpit; he looked up just in time to see the tail of a humpback fifty feet in front of us going under. He said the tail looked wider than the boat is long.

Having encountered little other traffic at sea, at exactly 3 PM we motored up to the dock in Monterey Harbor. We had sailed a total of 102.5 nautical miles.

In hindsight, this is not a sail for the novice. Jason and I have better than eighty years of sailing experience between us. It would have been a much more difficult sail if we didn’t have an autopilot. We clearly did not have the proper clothes. Next time I will have foul weather gear. I added a jack line to the boat and Jason bought a tether to use with my spare harness. Tethers and jack lines will only work if you use them. Thursday morning I was in the cockpit dozing when a swell picked the boat up and threw it sideways. I awoke in the middle of the cockpit on my way to the other side. Jason was in the cabin sleeping “Norman” was sailing to Monterey. Fortunately I was able to catch myself. When I got back to my seat I attached the tether.

Bud Kerner, Skipper, P-19

“CATS MEOW”



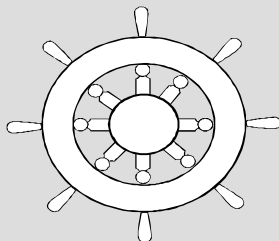
The Potter Yachter

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Greg Yu
33855 Juliet Circle
Fremont, CA 94555

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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 ex-

perience 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*

