



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

November 2003

Big Weekend on Monterey Bay for the Potter Fleet

A fine turnout for a grand sailing weekend at Monterey Bay. There were eleven P 14-15's and nine P18-19's plus an adopted Catboat and a Montgomery. Monterey Bay is a wildlife sanctuary and teems with critters. There are sea lions everywhere, congregating on any moored boat that doesn't have its deck screened off, as well as contesting control of the marina piers. Harbor seals and sea otters were seen by most of us and there were many varieties of water birds. A guided missile frigate, recently back from Iraq was moored near shore on Saturday. The southern California high school FJ regional sailing competition was being held both days. Those kids are skillful sailors and watching the roll tacking of a fleet of over 30 of them was exciting. Anyone there who has good photos please send them to Mike Westfield so we can share.



Potter Yachter Editor Bruce Hood's sailing pal, "Spike" helped sail the boat at the October Monterey Bay Potter Gathering this year. This year's gathering with 22 boats was one of the biggest yet, with many new owners attending and joining in the fun.

Annual Club Brunch and Meeting Jan. 11th at Oakland Yacht Club Will Plan 2004 Potter Yachter Sailing calendar

Sail Calendar

**Sat. Nov. 8th Oakland Estuary, 5th Ave. Launch Ramp 9:30AM
Lunch at Quinn's Lighthouse**

Nov. 22nd Redwood City, Launch 9:30AM, Lunch at Harbor House

On January 11th Commodore Rich sailing calendar for the Potter McDevitt will convene the annual Club, and at the conclusion of the meeting of "The Potter Yachters". meeting, a "Christmas Gift" exchange After the usual New Year's change will take place. The members typically give a nautical gift dining room of the Oakland Yacht Club from 8:30am to 10:00am, the sailing book, or any other sailing skippers will descend to the meeting room, and proceed to elect No need to spend a fortune, the new officers, discuss the 2004 gifts are for fun and comradeship!

January Annual Meeting Will be a Chance to select new officers, make great plans....

Once again the Oakland Yacht Club in Alameda will be the site for the Annual New Years' Brunch and Meeting of the Potter Yachters. We have been lucky to have the Hospitality of the Oakland Yacht Club for several years now, and all the Potter Yachters enjoy the chance to gather with old friends and welcome new members. (Visitors who are interested in becoming members or in finding out more about Potter Sailboats are quite welcome although they may not vote at the general business meeting.) Last year several visitors were present and Jerry Barrilleaux, Judy Blumhorst, and other Potter Yachters who had their boats nearby at the Grand Avenue Yard took the newcomers over to the Yard so they could examine some of the boats stored there, after the conclusion of the meeting.

There will be a general election of new officers. Mike Westfield, (who we all miss a lot since he moved to Virginia,) will need to be replaced as Bay Fleet Captain. Greg Yu has indicated he wants to step down from the office of Secretary-Treasurer which he has done so well for so long, and Potter Yachter Editor Bruce Hood has indicated he will be traveling in 2004, and wants to hand over his job to another club member. Time to think about nominating likely candidates over this month, and perhaps consider volunteering for one of the jobs.

The Annual meeting is always fun, and planning the Sail Calendar isn't too difficult since patterns of favorite places and weekends have emerged over the years. The new year's Sail Calendar is often just a refinement of the previous year's. For some of our fellow Potter Sailors who have discovered great new places to launch and sail, this is your chance to get a gathering at that location on the Calendar. The now popular Eagle Lake Sail was introduced at just such a planning session. Of course one very special date is the SCA cruiser challenge which Commodore Judy deserves so much credit for. There is no doubt that the internet has provided and continues to provide a great way for all of the Potter Yachters, and indeed a lot of other Potter sailing groups all over the United States, to stay in touch with their members, and to communicate sailing plans, advice for improvements, and a host of other ideas with one another. Special thanks are due to Mike Westfield who is still maintaining the Potter Yachters website, and to The Trailer Sailor Potter Forum.

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Was It Really That Beautiful ?



...At Monterey this year? Yes, it most certainly was! Beautiful endless views of the sky and the sea, rolling moderate swells gently lifting and dropping beneath the hulls of eighteen or more Potter 15's and 19's. Seals swimming in echelon beside the boats; and near the beach a cloud of white sails as the local High Schools conducted their annual regatta. Ashore, there was a frequent meeting of the Potter Yachters over great seafood in the dozen restaurants that line the commercial city wharf, just a brief walk from the Marina. Here is a

quick round-up of some who were on the water at Monterey (with apologies to those we may fail to mention) Dan and Herman Ward in Recess, Dick Herman in Muddy Duck, John Wheeler in his P-15, Dave Lawson in Schatz, Dan Phy in ASAP, Ray Lozano & his beautiful P19 Rainbow Road, Dave Norris, our Coast Guard Reserve liason, & his P-19 Wight Cap, Eric Zilbert & sons were with us sailing and snorkeling, , Don & Judy Person & Grandson Duncan sailed a lot!, Mike, Leslie & Russell Swartz in their new to them

P19 Burgundy Splash, "Magic" Jerry Barrileaux and sailing partner Gene , was present,sailing his P-19 Sunshine, New Potter 19 Sailor, John Choi and his son brought their handsome new 19 along and in spite of the setback of a recent dismasting they just used their boat as a motor launch without the mast, and had a great weekend. Potter Yachter Editor Bruce Hood was out sailing his P-15 "Eilidh" with "Spike" the Boston Terrier. Monterey weekends have become one of the favorite Potter sails for everyone.

Dave Dressler and the group at IM continue to work on Improvements for the 2004 Potter P-15's and 19's

New Stuff on the 2003 Potters... International Marine made a number of improvements on the 2003 P-15's and P-19's, including better non-skid on deck, a single hander's package with lines led back to the cockpit, and several other items. Now for 2004 the evolution continues. At right, HDPE rudder and rudder housing from IDASAILOR with internalized lifting lines that can be cleated to keep the rudder up or down as needed. The plastic housing can't warp or delaminate



At left, optional full batten high performance mainsail from Point Sails. Standard sails from IM will now be made by Point Sails and will feature Hull numbers and tell tales at no extra charge. The standard headsail will now be the Lapper for the P-15, as so many Potter Skippers have found the Lapper to balance better and provide very good pointing and power for the smaller Potter. A deck mounted cruising spinnaker operated from the cockpit is being developed as well, according to Chip at Point Sails.

Also new for 2004, Stainless Steel Deck Hardware and Ventilators, and improved opening windows in the premium packages. A pin and hinge like that on the P-19 mast has now been standardized on the P-15, which makes raising and lowering the mast even more secure and also has a simple means of pinning the mast base to the pulpit for traveling, . A number of subtle changes continue, making our favorite boats even better.

Compare Average	300 miles	Total Traveling			
Mph. .		Hours			
2		150			
3		100			
4		75			
5		60			
Compare	Total	Hours	Total days	Hours	Ten days
Hours underway	Days for trip	Total hours	Days for trip	Total hours	Total hours
12	30	360	20	240	120
8	30	240	20	160	80
6	30	180	20	120	60
5	30	150	20	100	50
4	30	120	20	80	40
3	30	90	20	60	30
2	30	60	20	40	20
MPH Speed	Time under way	Distance made	OR	Time under way	Distance made
2 mph	6 hours	12 miles	Or	8 hours	16 miles
3	6	18	Or	8	24
4	6	24	Or	8	32
5	6	30	Or	8	40
6	6	36	Or	8	48
2 mph	4 hours	8 miles	Or	2 hours	4 miles
3	4	12	Or	2	6
4	4	16	Or	2	8
5	4	20	Or	2	10
6	4	24	Or	2	12

COMMENTS: These tables explain how little boats traveling 3 mph average over time can make distance – by putting in time underway at a consistent speed! Kind of like the turtle, keep on moving. **Miles statute or nautical, just be consistent. Planning:** given the time you have plus one day a week to not move at all (lay-over days), then you can plan your trip. For instance: I have 12 days = 10 days to travel. My overall speed average will be, say, 4 mph. I plan to motor or sail a total of 8 hours a day when underway. Therefore the total distance I can travel in 10 days is 32 miles per day or 320 miles for entire trip. If speed slows down, distance per hour does too. Always allow for slower conditions such as weather systems, days of rain or high wind, wave action against your direction of travel, and currents, tides, etc. How you are feeling affects your time at the helm also. With this planning aide, you can figure, say 6 hours of travel per day, take a two hour break for lunch or to swim or nap or beach comb and you can still put in an 8 hour day with 6 hours of travel. Depending on overall speed your distance is figured for you.

“DUCKS COST”, a way to plan that long Sail cruise

By Anne Westlund

Trip planning for a cruise of more than a day is often the stopping block for new cruisers. They tend to stay in their home waters and don't go for extended trips as a result of not knowing quite how to make a trip plan. A trip plan is needed for any kind of trip, canoeing, sea kayaking, backpacking, driving to Colorado or New York, small boat cruising. This is what **DUCKS COST**, the acronyms for planning means, and how you can plan that special Potter Sailing trip.

D stands for distance. How far can you go in the time you have and reasonable speed to do it either motoring or sailing? The chart will help you plan this. Consult the chart first to figure how far you might go in the days given, then add one day per week you will be out cruising as a lay-over day for rest, recreation, weather or what have you. Add driving time to-and-from your launch site. That last total figure will be your total days, distance and cruising at your sailboat speed.

U stands for the unusual. Prepare the boat, trailer, car and self for the trip. Avoid the unusual or unthought of event, happenstance, occurrence, accident, illness, etc. Work hard to avoid the unusual due to failure of equipment, fatigue, fitness. Be sure to pack your insurance and registration papers, maybe a photo ID plus a passport if going to Baja or Canada. Do you have the proper visas if needed? Be sure to have the right papers for all aboard. Children under eighteen need a birth certificate. Maybe you do too. If they are not your children along on the trip you will need a release for medical treatment from the parents or guardians plus original birth certificates and other identification.

C stands for climate. How much do you know about where you are going? How can you pack for cold or heat? How does that impact your distance per day? I hate heat; it wilts me. I can't tolerate very long hot, humid days. I stop to swim and that slows progress. I plan for that in the summer cruises. Along with daily weather related climate issues you might want to get on the web or phone to find out the average weather plus getting local knowledge. Sporting goods shops and commercial fisherfolks are good sources of information. **C also stands for cultural issues.** Consider your destination, the safety of the area, language, common customs and costs, visas, exchange rates, availability of goods you might need for repairs, foods, etc.

K stands for knowledge. You need to know about the traffic, highways, launch sites, costs, car and trailer storage while you are out cruising, safety of your vehicle and trailer, anchorages, chandlers, charts and guides. In other words, do your homework. Winter is the best time for these mental cruises. Beats shoveling snow!

S stands for safety. Do you know first aid? Do you have a comprehensive kit? Do you have a float plan to leave at the launch site or with the local police (Coast Guard stations do not want this float plan.) Be sure to leave a float plan with a good friend or relative too. Check the dates on your rescue flares and any battery operated gizmos. Consider weather protection, a safety harness, jack lines and tethers, and be honest with your state of health. Be safe, not sorry. **That's DUCKS. (continued page 7)**

In **COST**, **C** stands for overall cost. Can you afford this cruise? Consider fuel on the road and in the boat, food and housing underway from home to home again, launch and storage fees if any, emergency money for blown tires, car repairs, medical help, etc. Trip insurance including air ambulance and getting flown home is available. In Canada if you need to be rescued you will be charged for it. Ask your independent insurance underwriter. I don't know about current regulations in Mexico or the Bahamas.

O stands for operations. Consider your motor, plugs, shear pins, manual, spare prop, spare parts, spare starter rope. Consider your rigging and sails – repair parts and sewing kit. Consider your charts. They must be up-to-date to be legal. And, don't forget to check over your car and trailer. Check all fittings and be sure the bearings are greased. You might want to take along a spare set of bearings and grease. What's in your tool box?

S stands for sustenance. Consider your normal diet and try to take what you normally eat along with you. Produce kept under a wet, white, terry towel will remain cool and extend the life of the onions, potatoes, bananas, apples, carrots, cabbage even without any icebox or refrigeration. Fluids are critical. Carry enough water, juices, dry mixes like Tang or Gator Ade, and avoid dehydration. I avoid all alcoholic beverages on my boat since I sail solo and I have to be able to rely on myself at all times. I don't believe in using mind altering drugs of any kind and won't do it.

T stands for toys. You need to have along your personal preferences for toys. I like having my CD player and an AM/FM radio, books, field guides, binoculars, a journal, writing paper and envelopes, pens, flags and pennants, snacks and goodies. After all it is a vacation you are on while cruising, not a marathon. For some this means money for a marina overnight, eating out, renting a car or taking an airplane ride over the cruising grounds, snorkel, fins, mask, etc.

That's **COST**. Using the acronyms **DUCKS COST** will help you plan your trip in an organized way and make for an easier mind while on the cruise. I consider the cruise to start when I lock the house behind me and not end until I unlock the door when I return. The whole trip needs to be thought about, planned and “built in your mind.” As my brother says, “If you can build it in your mind, you can make it.” (*copyright Anne Westlund*) *The author assumes no responsibility for anyone's planning, cruise or outcomes except her own. She believes we are all on our own. Cruise responsibly, with caution and care plus enjoyment.*

About the Author: Anne Westlund is a retired schoolteacher , and notably, a Potter 15 Sailor who has extensive experience cruising for long periods of time on her boat “Peapod” . She has cruised for 59 days in a row, replenishing her supplies as needed, during a recent summer long exploration of the waters of Lake Ontario and Manatoulin Island. At right , Bruce McCreary's P-15 in foreground, and Anne Westlund's P-15 “Peapod” drawn up to a beach on Lake Powell Arizona, where they explored some of the canyons and byways and amazing landscapes of Powell's shores.

Photo by Bruce McCreary



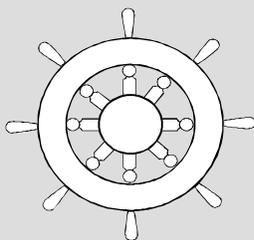


The Potter Yachter

November 2003

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Inside the Potter Yachter



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*

