



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

April 2003

Sail Calendar

**April 5-6: Delta weekend-
Brannan Island to Lundborg
Landing**

**April 23-27: Sail Expo at Jack
London Square in Oakland. Party
for Bill Teplow sponsored by
PotterYachters and Latitude 38.**

**May 3: Oakland Estuary Salt and
Pepper Sail from 5th Street ramp**

**May 17 and 18: Woodward
Reservoir. Boat Rodeo**

**June 7 and 8: Richmond overnight
with a day sail to Angel Island.**

**June 28 and 29: Eagle Lake (make
it a long weekend.)**

**July 3 through 7: Delta anchor out
and fireworks cruise. Extension up
to 7 days.**

**July 18-20: SCA Cruiser
Challenge, Monterrey Bay**

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



Navigators Learn How to Deal With Fog

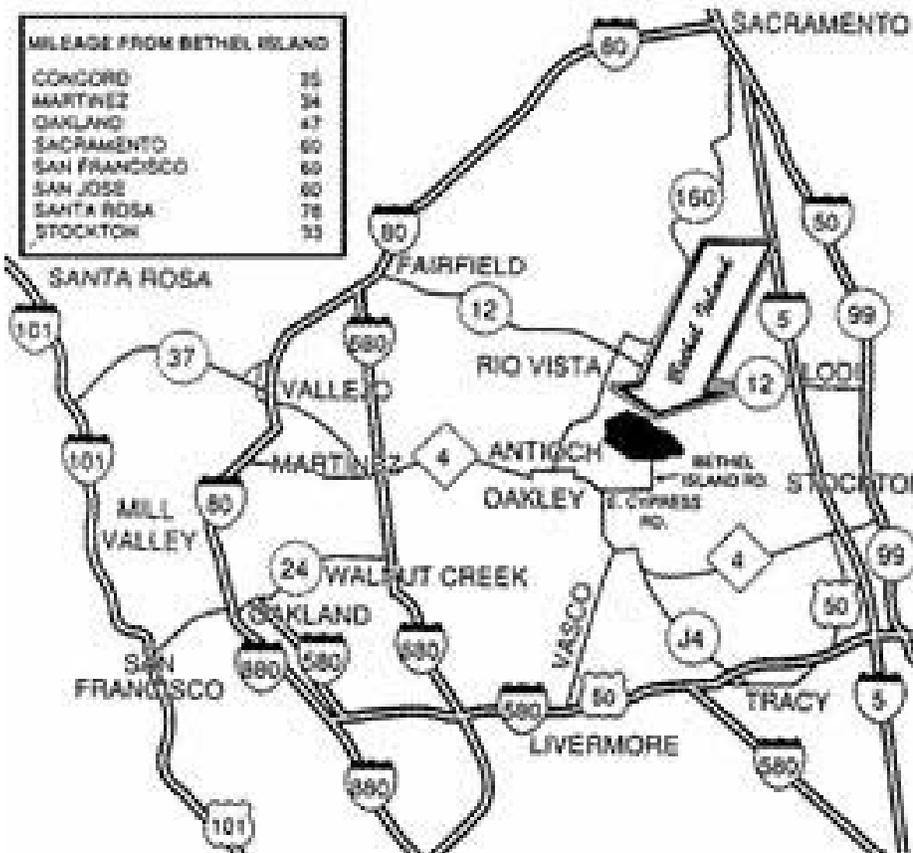
Commodore Rich McDevitt reporting on the March 1st Navigation Class at Olympic Circle Sailing Center, said that there was a very good turnout of Potter Skippers and Crew from all around the Bay area, and that everyone agreed that they had learned a lot, including many useful skills and information for the protection of their boats and crews: Rich commented: "I learned some VERY Important things ...When sailing into fog, #1 immediately fix your present position, so you know where you started when the fog hit. #2. Make the legs of your journey as short as possible so that you can maintain frequent confirmations of your position and track (such as from one nav marker to the next). This may make your journey a little longer in distance and time, but also will make it safer. #3 Looking forward think of your vision as a cone that extends from the bow of the boat. You can adjust the position of the cone in relationship to the landmark or marker you are heading for by heading up or falling off, depending on the tide and wind conditions. But the really most important thing I learned was ... spend time with other Potter Yachters, it's fun, educational, and makes for a better skipper." (Thanks to Pat Brennan for a great photo)

Sail Expo, April 23-27, Potter Party Planned

Bill Teplow who sailed his P-19 "Chubby" from S.F. to Hawaii will be a featured speaker at Sail Expo on Saturday April 26, in Oakland CA. Bill will be appearing in Room "B" at 12:00 noon on Saturday. Later, a reception honoring Bill will be held at the Potter booth, 5:30 to 6:30 Saturday.

Delta Sail, April 2, 3rd , Will Overnight at Lundborg Landing

Brannan Island to Lundborg Landing in the Delta is the course called for by Potter Club P-19 Fleet Captain Jerry Barrilleaux. “We will be Launching from Brannan Island at 9:00AM and sail over to Lundborg Landing on Bethel Island for an overnigher. The landing has a nice guest dock (FREE if you eat there!). Brannan Island State Recreation Area is a maze of waterways through the Sacramento-San Joaquin Delta. This park northeast of San Francisco Bay, has countless islands and marshes with many wildlife habitats and many opportunities for recreation. . To get to Brannan Island, Take Highway 4 towards Antioch. 4 turns into 160 as you go over the Antioch Bridge. Keep going towards Rio Vista, and just after you cross the next bridge the Park Entrance will be on your Right. Tell the Ranger you are going to leave your vehicle parked overnight. The total cost will only be about \$4.00. Our destination, Lundborg Landing, has a launch ramp that is not P-19 friendly (trees!). P-15 sailors not wanting to make the whole cruise can drive to Lundborg, launch there and beat everyone to the Bar. There is also a campground at the Landing. To get there, head for Bethel Island from Highway 4, go over the Bethel Island Bridge and turn right on Gateway Road. Then just follow the signs. Brannan Island and Lundborg both have websites for more info.”



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Seamanship Class at Berkeley Was A Winner



Front row, L to R: Mary Reilly, Mike Westfield, Herman Ward. 2nd row, L to R: Don Reilly, Danny Ward, Dave Meredith. Back row: Bud Kerner, Everett Palmer, Harry Gordon. Not shown: Jerry Barrilleaux, Dave Kautz, Don Person. (apologies to couple whose name we missed!) Photo: Dr. Judy

Praise for Mar. 1st NAV Class from P-15 Skipper John Burton

While I have been sailing for years, there was still new information as well as suspicions confirmed. Most of my sailing has been off the coast of Orange County in SoCal so the detail regarding sailing in SF Bay was enlightening. In SoCal we simply sailed out of the harbor and spent the day on the ocean, maybe going to Catalina, maybe not, just sailing. Sometimes we sailed with the whales (at their invitation) or the dolphins sailed around us but

since we were miles at sea with little traffic happy winds and a predictable current there weren't too many challenges -- unless you were careless or went looking for them. Because the water is almost invariably deep tides didn't have the same importance they do in the bay and the delta. Navigation just didn't present the same kinds of challenges for many reasons, not the least of which was the weather and great visibility -- even during smoggy days when LA exhaled toward the sea. Net result of the first two

classes? I think I'll be a better sailor. I certainly look forward to a different set of adventures. Most important, I think, is that I got another chance to meet some more Potter Yachters. Many were the same people I had met in the 2002 Salt and Pepper sail. That event fired me up to buy a P-15. I've sailed a bit since then and certainly expect to do more this season. Finally, I thought the instructor was on top of his job and good at it. I look forward to the next two classes and the BBQ.

Potter Yachters Receive Invitation to "Summer Sailstice"

Dear Potter Yachters,

The third annual Summer Sailstice brings a new opportunity for you to gather members of the Potters Yachters to celebrate the spirit of sailing. It's easy to participate and connects sailboat owners locally and to sailors worldwide. Here's how Potters Yachters might use Summer Sailstice to add fun to your sailing schedule.

Started in the United States, Summer Sailstice, is held annually on June 21st, the longest sailing day of the year! It's at the end of the school year so families are transitioning to summer sailing. Sailors connect with the environment and the long daylight hours of June 21st are a fantastic connection point. The solstice has been celebrated by many cultures for eons but in the modern world doesn't have any well-established rituals – until now.

The 2002 event involved almost 400 boats from 36 states, 5 Canadian provinces, 4 countries. Over 100 yacht clubs were represented plus almost 80 prizes were awarded from marine companies like West Marine, Harken, North Sails, Dubarry, Doyle Sails, Ronstan and many more. 2002 participants included a Jeanneau rendezvous in the Pacific Northwest, the Points East Fundy flotilla in Nova Scotia, windsurfers in North Carolina, Encinal and Corinthian Yacht Clubs on San Francisco Bay, cruisers in Mexico and individual boats all over.

We know there are a lot of West Wight Potter owners out there and it would be great to have a hundred or a thousand Potters Yachters celebrating together' all over the country in 2003. Specific prizes for West Wight Potter owners could be offered by Potters Yachters such as a burgee or hat and posted on the Summer Sailstice website.

Some easy steps to make the most Summer Sailstice: First.. Add Summer Sailstice, Saturday, June 21, 2003 to your annual calendar of events.

In addition to the prizes offered on the Summer Sailstice site you can offer your own special prizes to your association members. You may want to create some special prize categories, i.e. the boat with the most people on it, the largest fleet rendezvous, best decorated, the best picture from a Summer Sailstice celebration, the most miles or hours sailed on Summer Sailstice – whatever is fun for your club members.

2nd, Publicize the event in your newsletter. You can put it on your website and your calendar of events.

3rd, Send your summer Sailstice plans to info@summersailstice.com. Encourage your members and their crew to go sailing, have fun and sign up at the Summer Sailstice website: www.summersailstice.com.

Plan to go sailing and celebrate on June 21st. At the end of the event we hope to be able to tell the world about all the West Wight Potter owners who participated in Summer Sailstice.

Naturally sailors and your members are scattered about the world's oceans and we hope this is a good date and a good way to get them all together.

As a new holiday you are encouraged to be creative and make up your own traditions of how to celebrate sailing. Make sure your boat, your members and your club are represented in the celebrations of sailing on the Summer Sailstice. The long term goal is to make sure

that in 2005 when Summer Sailstice falls on a Monday all sailors get a three day weekend to go sailing! Please email with any questions but hopefully this will serve as a good starting point and you can visit the website to pick up other news and notes to include in your newsletter. Thanks for your interest and we're looking forward to sailing 'with you' wherever you sail!

Fair Winds, John Arndt, Summer Sailstice Organizer
info@summersailstice.com

P-19 Retrofit of detachable Lifting Cables is An Easy Job

The Newest Potter19's from International Marine have a butterfly nut where the lifting cable attaches to the top of the centerboard, and a single swage point on the eye at the end of the cable. By simply unfastening and drawing out the butterfly nut and bolt, and cranking the cable carefully upward and back through the forward overhead pulley, then down and through the block on the centerboard, then re-attaching the butterfly nut and bolt in the eye as a stopper to keep the cable from passing back through the second overhead block as the cable is lightly tensioned., the cable is then out of the way and more space gained in the cabin. By cutting the old double swaged eye out, and single swaging a new eye that will pass through the blocks, and substituting a new bolt with a butterfly nut in place of the ordinary bolt, older P-19's can convert easily and at little cost, to a quickly detachable cable.

“Square-Top” Ulta P-15 Sail Being Tested



S.F. Bay P-15 skipper Jerry Barrileaux, above in “Breezy”, tests an experimental mainsail from Ultasail.

(photo:Rich McDevitt)

S.F. Bay Area P-15 sailors, much the same as other sailors all around the United States, have always experimented with different sails, rudders, ballast, and rigging to obtain the best performance they can get from their beloved small Potters. Harry Gordon has a very effective adaptation of a Latteen sail on his thirty year old “Manatee” and anyone who has tried to catch up with Harry on the water will agree that Manatee moves along very well indeed. Don Person and Dave Kautz have both done extensive testing of the Elliot -Pattison Lapper Jib, and of the E-P mainsail, resulting in many of the Bay area P-15 fleet adopting the E-P lapper. The interest in a different Jib for the P-15 may even have been the cause of IM , the Potter Factory, bringing out their own very similar Lapper for the little Potter, which also was tested by the Bay area fleet sailors. P-15 Fleet Captain Mike Westfield has experimented with a number of unusual sails including a “crab claw” proa sail, and regularly sails his Potter with a Chinese Junk rig which he made himself. The latest development in sail experimentation can be seen in the photo Mike made of Jerry Barrileaux. It is a “Square Top” mainsail, the idea being to increase the roach of the sail and its over all area, in order to improve the P-15’s downwind performance. The first version showed promise going downwind, but developed some unexpected wrinkles. The next phase of development may be to reconstruct the test sail using full length battens , according to Ultasail designer Paul . We will do our best to keep you posted as the latest developments occur. (Ed.)

The Night We Learned We Should Use Riggers Tape!

We have many happy and soul-healing memories of Pottering, by now. The story I would like to relate, however, is about “The Night We Learned We Should be Using Rigger’s Tape.”

To set the background, we live and sail in south central Nebraska. The spring and early summer months are usually very windy typically 15 to 25 with gusts to 40 (mph, that is). Joan and I like to go to the lake in the late afternoon and spend the night on the water at anchor and sail most of the next day. This works out well with work commitments and the fact that the nearest lake is 75 miles away. Two years back, during our first season with the Potter, we went out one night with the winds blowing 30 to 40. It was after dark when we backed down the boat ramp, and all we wanted to do was to get to our protected cove and get the anchor set. The wind was due west - right in our teeth. We easily decided against setting sail, and just thought of motoring out to our cove, nestling up against some low, protective cliffs, and spending the night. This is about three miles due west of the boat ramp. About two-thirds of the way out, (apparently) the little split ring on the forestay pin worked its way out due to pounding directly into the chop. I was at the tiller and Joan was in the cabin stowing gear and food for our outing. It was sheer beginner’s luck that I saw the forestay give way and the mast fall directly back towards me - we have Jerry B’s backstay, so it couldn’t fall any other way. I leapt up and caught the falling mast in my hands before it was damaged, yelled for my wife to come out and take the tiller, and held on in that position while she motored the rest of the way to our protected cove. When we got into the lee of the cliffs, she killed the motor and went forward and re-attached the forestay. Nothing damaged, no one hurt. Scary night. Lesson learned!

Ron Ellermeier. Glenvil, Nebraska



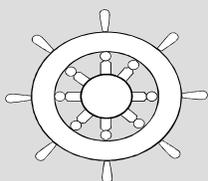
The Potter Yachter

April 2003

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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*

