



# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

March 2002

## Sailing Calendar

**March 17:**  
Richmond Marina, Brooks Is.

**March 24:**  
Oakland Estuary, Quinn's Light-house Pub

**April 6-7:**  
Bruno's Island/Delta Ditch Race

**April 17-21:**  
Pacific Sail Expo

**April 27-28:**  
Richmond Marina  
Sat - Salt & Pepper Sail  
Sun - Lecture on Safe Sailing on SF Bay

**May 4-5:**  
Woodward Reservoir/Boat Rodeo

**May 25-26:**  
Richmond Marina to Loch Lomond

**June 1-2:**  
Delta Cruise (To Be Decided)

**June 29-30:**  
Eagle Lake

**July 20-21:**  
Oakland Estuary to South Beach Marina, SF

**August 2-4:**  
Annual Lake Tahoe trip

**August 24-25:**  
SCA Cruiser Challenge IV, Monterey Bay

**September 14-15:**  
Tomales Bay

**September 28:**  
Richmond Marina to Angel Is.

**October 5-6:**  
Monterey Bay

**November:**  
To Be Decided

## COB Class Successfully Launches the Education Program

On Saturday, February 23, we kicked off the 2002 sailing calendar and education program with a Crew Overboard (COB) class at Richmond Marina. Dave Meredith, our Education Captain, organized this event taught by Cal Adventures from Berkeley, and it was very well received!

The format featured a lecture in the morning, followed by on-the-water practice in the afternoon. As the 18 attendees ranged widely in experience, including some rookie sailors, the instructors had some ground to cover. In the morning lecture, they first made sure we all understood some basics, such as points of sail. They then moved on to explain the COB maneuver, covering each step using a whiteboard. (See page 7 for the details on how to perform this



L to R: Instructors Graham & Judy, PYer David Meredith  
(maneuver.)

In the process, our Potter Yachter students, quiet bunch that we are, peppered them with questions. Some of the more important questions:

Q: Why shouldn't we use the motor?

*(Continued on page 5)*

## The Flying Potter by Mike Westfield

Anyone who is familiar with my boat "Water Toy" knows that for about a year it has been using a blue polytarp Chinese junk mainsail. Well, being an incurable experimenter, I have retired that rig and switched to an over-the-top tacking crabclaw rig. The crabclaw or oceanic lateen is another 2000 year or older technology. It is the sail used by the oceanic peoples on their canoes to colonize the largest area in the world, the islands of the Pacific ocean.

I came across a web site belonging to



"Horizontal Sail Systems" and tracked down the owner, Ron Lance, and got together with him at The Richmond Marina Bay parking lot,

*(Continued on page 4)*

## Sunday, March 17- Sail around Brooks Island

On Sunday, March 17 the P15 fleet will set sail to circumnavigate Brooks Island.

Brooks Island is the land that we pass on the Port side while leaving Richmond Marina for the bay. This will be an easy sail. The water is a little thin but we will have the tide to help. As always, wear a PFD and secure your centerboard down with a bungee cord. This sail is suitable for beginners, but if you feel this is more than you want to attempt, there is lots of room in the marina area for practicing all of your sailing skills.

Leaving the ramp, the way around the Island is opposite the warehouse with the broken windows. We will turn to port (east) and cruise out to the bay towards Golden Gate Fields,

and when well clear of the island turn about 180 degrees, then back through the entry channel to the Richmond Marina.

P-19s will have to be alert for bumping aground while passing around the island to the bay. It is suggested that P-19s sail out to the bay using the regular entry channel (west), and turn to port to meet the P-15s returning around the island. We can then sail back to the ramp together.

We will launch from Richmond Marina at 10:30 AM

*Mike Westfield, P15 Fleet Captain*

*(Directions to Richmond Marina on Page 7)*

## Sunday, March 24 - Lunch Run to Quinn's



This is going to be a daysail to a beautiful old Lighthouse for lunch.

The Lighthouse is a historic landmark built in 1890. We will be going upstairs to The Pub. There will be good food, good Ale, and FREE peanuts.

Quinn's is located on the Oakland Estuary behind Government Island. You can launch from the Grand Ave ramp in Alameda, or Estuary Park, in Oakland. Try to be in the water by 9 AM, and we will meet at the Light-

house around noon. They will be expecting us! You can also drive to the lighthouse, It's located at 1951 Embarcadero Cove, Oakland Ca.

Oakland Estuary is usually a good place for less-experienced skippers because it generally has lower winds and smoother water than the rest of the Bay. But even less-experienced skippers must use good judgment to decide whether to launch, depending on conditions that day.

Please bring extra fenders and docklines for use at Quinn's guest dock.

If you can't join us sailing on the water, drive over to Quinn's and join us for a burger and beer on the balcony overlooking the water.

*(Continued on page 3)*

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## Directions to Richmond Marina

Richmond Marina, 1340 Marina Way South, Richmond, CA 94604  
Phone 510-236-1013.

Coming from Berkeley, take I-580 WEST ramp towards Richmond. Merge onto I-580 W, travel approximately 3 miles. Take the Marina Bay Pkwy/S 23rd St exit. Turn right onto 23rd Street. Turn left onto Cutting Blvd. Turn left onto Marina Way South; you'll see Richmond Marina on your left-hand side.

## April 6-7: Bruno's Island Ditch Run

NEW, This year we are combining the Bruno's Island Cruise with the Delta Ditch Run. Bruno's is a Sailboat friendly Island with protected slips for \$10.00 per night. It has flush toilets, Bar-B-Que grills, and a nice picnic area. There are campsites and a small launching ramp (P.15's only). The majority of the club will be launching at B&W Resort ( In The Water At 9:00 AM) and sailing the 5 miles to Bruno's Island. There is a floating General Store near Bruno's. Plan on bringing sandwiches for lunch. I will provide charcoal, bring your own steaks and fixins for dinner.

After lunch we will have a Ditch Race on the Deep Water Channel. You don't have to race, you can just Hang Out!

Sunday the fleet will sail over to the

Pirates Lair for the best Breakfast on the Delta.

To get to the B&W Launching ramp, Take Highway 4 to Antioch, cross over the Antioch Bridge towards Rio Vista. When you come to the stop sign on Highway 12, turn right towards Lodi, and just BEFORE you come to a bridge, turn right on Brannon Island Road. This will take you to the B&W ramp. To get to Bruno's, continue past the ramp on the leavy road (about 5 miles) until you come to the Bruno's Island Bridge.

Bruno's 916-777-6084  
B&W 916-777-6161

Jerry B.

## Quinn's (continued)

*(Continued from page 2)*

Driving directions to Quinn's:

From 880 South:

Exit 5th Avenue and turn left on Embarcadero. Follow for two miles past 16th Avenue exit.

From 880 North:

Take 16th Avenue Exit. Turn left on Embarcadero. Follow for one-half mile.

Quinn's is on water side, set back from street. Address is 51 Embarcadero Cove, Oakland, CA 94606, tel 510-536-2050

*Jerry Barrilleaux, P19 Fleet Captain*

## Read Your Story Here

Been sailing lately? Had some good times on the water, or found more adventure than you bargained for? The Potter Yachter wants to share your sea-faring tales!

We also want to hear about interesting modifications you've made to your boat, trailer, and other gear. They don't all have to be on the order of Mike Westfield's dramatic rigging experiments (see The Flying Potter, this issue).

Or if you've simply run across interesting tidbits such as sailing tips, or humorous anecdotes, send them in!

Send your stories to me at [edi-  
tor@potter-yachters.org](mailto:editor@potter-yachters.org), or by mail. I'll let you know I received it, if/when I'll publish it, and edit it to fit the available space. I'll also send you the edited version (time permit-

ting) before publishing, so if you think I've botched your article, we can correct it.

See you on the water!

*David Blumhorst, Editor*



## The Flying Potter (cont'd)

*(Continued from page 1)*

and he provided me with two used wind surfing masts, a 2 inch aluminum 6 foot long mast with a hook made of a wind surfing wish bone boom, and a 2 inch aluminum 8 foot long cross spreader. He also loaned me a 55 foot sail. What a great guy. He fitted everything to Water Toy, and that's what I showed off at the MOB class in Richmond.

I was familiar with the oceanic lateen from my research into the pacific single outrigger canoe, or flying proa. A normal lateen sail has the boom attached to the mast and tacks like a normal sail. An Arabic lateen sail without a boom passes it's yard behind the mast to change tack, a particularly dangerous maneuver. The oceanic version has the boom flying free of the mast. With the proa to change tacks you perform a shunt which reverses the ends of the boat and carry the tack of the sail to the new bow. Since a P-15 is not symmetrical bow and stern and I still need to tack, I fly the sail across the top of the mast, thus the rig's name. What was the boom becomes the yard and vice-versa.

The sail has a sheet to each yard and I can raise and lower the position of the tack with a third sheet and a block attached to the stem fitting.

The two sheets are run thru the standard sheet cam cleats. Since 3 points determine a plane I can control the position of the sail in all three dimensions. The cross tube is attached to each yard and in the center is hung from the mast under the hook formed by the cutoff section of the wind surfing wishbone boom.

I can put the sail horizontally across

the top of the mast perfectly parallel to the water. This is the neutral position for motoring and also makes a nice rain and sun shade. The sail is cut perfectly flat with a hollow leech and doesn't flutter, it just sits there very quietly.

According to C. A. Marchaj in his book "Sail Performance Theory and Practice", the crab claw has a 175% better lift to drag ratio than a bermudian main sail. It uses leading edge vortex lift instead of the bourneli lift of our modern sails.

During the trials at Richmond it showed good speed and ease of handling on all points of sail. The loaner sail is less than 55 square feet and the new sail I am having made is 86 square feet. (Oh well, I can always have it cut smaller if it proves too much!)

I think it is going to be a very successful experiment. Even the famous Jerry said that it looked real promising.

It was a bit tricky to tack, at first, but that was due to my inexperience, and I was soon recovering simulated men overboard with everyone else. It gybes very smoothly. Running is a particular pleasure with the tack pulled down to the deck and the two yards flying directly overhead. It is a sort of spinnaker and the center of effort is directly over the centerline of the boat and there is no torque to either side and no fighting the tiller to avoid a broach!

Oceanic lateens had no reef points. These sailors used brailing lines to pull the mast towards the yard to put a belly into the sail and destroy the lift. On my version the yards are brought closer together on the cross member, putting a belly into the normally flat sail and de-powering it.

There is no truth to the story, which I started, that I was launched from a C-47 and flew down to the water, although it looks like I could have.

Mike Westfield, P-15 Fleet Captain



## COB Review (cont'd)

(Continued from page 1)

A: Because the spinning prop can damage both gear and humans in the water!

Q: Why throw flotation if the victim is already wearing a life vest?

A: The more stuff that's in the water, the easier it is to see the location of the victim.

Q: How do I get the person into the boat?

A: On the Potters, bring them over the transom on the ladder, especially if they're conscious. On the P15's, you may want to bring them over the windward side after securing them to the boat with a line. This avoids excessive tipping of the boat.

Q: Why stop on the windward side?

A: Especially in high winds and/or rough seas, this allows you to drift down to the victim if you miss too high. If you stop to leeward, you may quickly drift away, as the boat has more windage than the victim.

After a break for lunch, the instructors set up buoys in the open area of the marina for practice. Four P19's and five P15's set sail to run the practice course. The idea was to take a beam reach from the "victim" buoy to the tacking buoy, do a "chicken jibe" around the tacking buoy, sail downwind of the victim, then head up to the victim and stop alongside. The instructors were in a small powerboat, tutoring the sailors through the maneuver.

Once everyone got the hang of the practice course, the buoys were pulled and we began practicing the maneuver individually by throwing things overboard and retrieving them. Fortunately, everyone brought items that

would float, such as orange juice jugs and lifejackets. Also fortunately, no one actually practiced with real crew! Again, our wonderful instructors from Cal Adventures went around to ensure we were all getting this right.

The prize for best "crew" goes to Wes Harrison and Bard Johnson on Friendship, for their little green blow-up man (Martian, maybe?).

The practice session went quite well, with a steady 10 knot breeze making for excellent sailing conditions under cloudy skies. Unfortunately, those clouds began to rain at about 2:30 PM, cutting the session a bit short. Still, everyone seemed pretty satisfied.

We asked a few of the students, with broad ranges of experience, for their comments:

### Don Person, P15 "Sarah Anne"

As a short time sailor one of the most attractive aspects of sailing with the Potter Yachters has been getting information on how to handle unusual or dangerous situations. An example

is having a detailed plan of action if you or your crew falls overboard. Thanks to David Meredith and our club officers we had the opportunity to receive first class instruction regarding this situation.

...The Richmond Marina works very well as a location. Our instructors were experienced, competent and personable. The class size fit the presentation area so everyone could see and hear and participate. The chalkboard presentation of the C. O. B. maneuver was simple and straight forward. Each step was carefully explained and all questions answered. ... The instructors presented their method as one which would be suitable to the type of boats we sail. Concentrating on one plan helped keep confusion to a minimum. By the end of the presentation I think we all felt we understood the theory well and were ready to try it out on the water.

...The water 'rescues' were interesting, challenging and fun. We had plenty of wind, which added some excitement. I was having trouble get-

(Continued on page 6)



## COB Review (cont'd)

(Continued from page 5)

ting my boat stopped properly so was quite happy to have the instructors follow along and talk me through a run or two. They were very helpful and encouraging. By the time it started raining and we called it off I had done about fifteen 'rescues'. My target was a yellow float. It was easy to see even in the mist and rain. If you are getting new life vests think yellow.

Summing up the class was most worthwhile. The information was well presented and the support on the water invaluable. I now have much more confidence in knowing what to do and how to maneuver to rescue a man over board. Even if I don't ever have to pull someone out of the water the fee of twenty-five dollars seems a real bargain.

### Ricardo Leigh, P15 "Soulmate II"

Many thanks for the very informative and valuable COB Class. As a rookie, it was particularly relevant, especially the in-water monitoring when things didn't go as planned. Great job!

### Dave Kautz, P15 "Tilly Lucy"

Worthwhile, and taught at a level appropriate to the club members that will get the most benefit from the class. I brought crew with limited experience with me - he said he learned a lot.

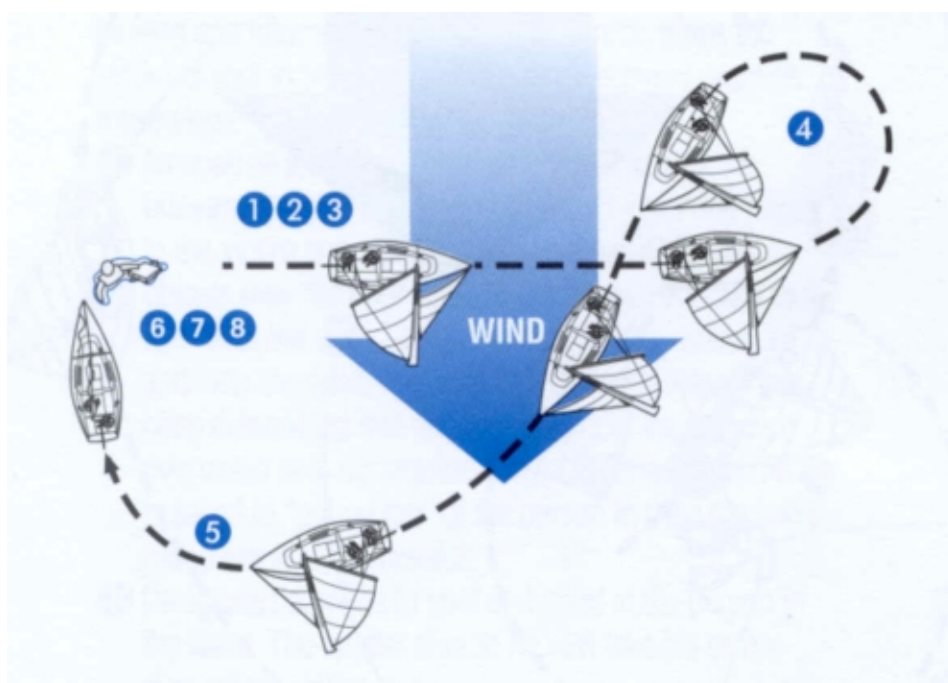
On the water coaching is valuable. I think there would have been enough time to follow each Potter through the entire maneuver from start to finish with the chase boat rather than the more random spot checks that were done.

## The Crew Overboard Recovery (Quick-turn method)

(excerpted from "Basic Cruising", published by US Sailing)

For small inshore keelboats whose stability characteristics may result in loss of control during a jibe in heavy weather, the Quick-Turn (or Figure 8) recovery allows for a return to the victim without jibing. Take the following steps in a Quick-Turn recovery:

- 1) As soon as a crew member falls overboard, throw buoyant objects, such as cushions, PFDs or life rings, to the victim and shout "Crew overboard!"
- 2) Designate someone to spot and point at the person in the water. The spotter should NEVER take his or her eyes off the victim. (Editor's note: even without a spotter, as may be the case on a Potter, it is critical to stay focused on the victim's location and not stray to far from his/her location)
- 3) Sail the boat on a beam reach for a maximum of four boat lengths.
- 4) Tack into the wind and fall off onto a very broad reach, crossing the boat's original course. (Editor's Note: Leave the jib backwinded through the tack. This helps bring the boat through and allows you to better concentrate on the victim. You don't need to release the jib until after step 5.
- 5) When downwind of the victim, turn into the wind as if you were going to pick up a mooring.
- 6) Stop the boat alongside the victim by easing or backing the sails.
- 7) Establish contact with the victim with a heaving line or other device.
- 8) Recover the victim on board.



**Kame Richards Lecture: San Francisco Bay Tides and Currents  
Olympic Circle Sailing Center at Berkeley Marina, CA  
Thursday, March 14, 7-9pm**

Kame Richards, owner of Pineapple Sails, gives an exceptional presentation and slide show about the tides and currents in San Francisco Bay. Kame's emphasis is on applying tide and current knowledge to give cruisers as well as racers a competitive edge.

You will actually see the currents in action during his presentation, in satellite photos of the Bay. You'll learn how current strength and direction changes during a complete tide cycle, across all of SF Bay. You'll learn how to read the water's surface to find currents moving that will take you where you want to go. You'll learn the tricks of using the currents to your advantage.

Dave and I attended Kame's presen-

tation at OCSC last year - it's so good that we're going to go again this year. Every Bay sailor should attend!

Reservations are required. This is a very popular, well-attended seminar, and space is limited. Don't wait to reserve your seat. The cost is \$10.00 for non-members of OCSC. Call today: 800.223.2984 You must pay by credit card in advance. Payments will not be allowed at the door.

Be sure to mention that you're with the Potter Club when you call to make your reservation. OCSC put on a really great docking class for us last fall, and we should let them know just how great a job Instructor Kurt Holland did for us!

For more info about OCSC and driving directions, visit the OCSC website

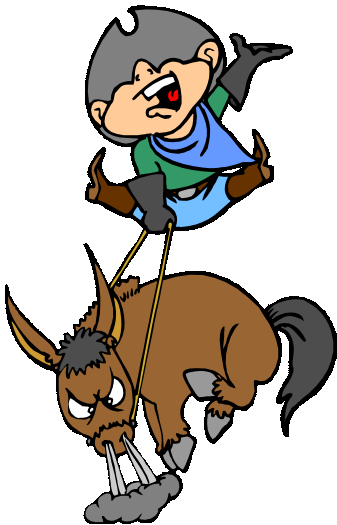
at [http://www.ocscsailing.com/instruction/sem\\_kametides.html](http://www.ocscsailing.com/instruction/sem_kametides.html) or call 800-223-2984.

(A Reminder: Kame will be presenting a lecture to the Potter Yachters Club on Sunday morning, April 28, at 10 am, as part of our weekend sail at Richmond Marina. The topic will be "Small Sailboat Handling on San Francisco Bay." Kame is an incredible resource to local sailors, and will address the specific concerns of skippers of small sailboats like the Potter 15 and Potter 19. Mark the date on your calendars now -- You won't want to miss it! )

Fair winds,

Judy Blumhorst  
Commodore, Potter Yachters of No. California

**Potter Sailboat Rodeo (or Don't Scratch My Topsides With Your Spurs)**



At the Woodward sail May 4-5 we will be having a sailboat rodeo. Several fun events are planned so bring your boats. Short races of a different kind, such as a "headless" skipper

race (you will need a crew member for this so start training them), Fastest Crew Overboard Retrieval race, knot tying, mooring, and others.

If you would like to practice, bone up on your knots, train your crew, practice your crew overboard skills, and tie off your tiller and steer with your sails.

Several events are planned, and if you have any fun "boat games" to suggest, get in touch with Rich McDevitt @ 925-829-7792 or email to [cadcotsm@aol.com](mailto:cadcotsm@aol.com).

See you there "Pardner."

Rich McDevitt

**Dues Reminder**

**Ahoy Potter Yachters:**

By majority vote at the Annual Meeting, we have elected to maintain our membership dues at \$24. To renew your membership, please make out a check to Greg Yu and send it to 33855 Juliet Circle, Fremont, Ca 94555.

Please also include any change in your data.....new boat, new e-mail address, new mate, etc.

Thank you for your continued support of the Potter Yachters.

Greg Yu  
Secretary/Treasurer



# The Potter Yachter

MARCH 2002

Greg Yu  
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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*