



# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

April 2006

## Sailing & Event Calendar 2006

March 5, 'Secrets of the Sails'  
Oakland Yacht Club

March 19, Day sail. "USS Thomp-  
son", Redwood City.

April 8 & 9, CANCELED

April 23, Sail Expo, Jack London  
Square, on the Estuary, Launch at  
Grand St. Alameda.

May 6 & 7. "The Delta Cruise,  
overnight. Launch and Venue  
TBA.

June 3 & 4, Woodward Annual  
campout near Oakdale, CA.

June 24 & 25, Eagle Lake Camp-  
out, Susanville CA.

July 15 & 16, "The Cruiser Chal-  
lenge" in Monterey. Annual fun  
social weekend, sponsored by Pot-  
ter Yachters/MPYC.

Aug. 19, Day sail, Richmond-Loch  
Lomond.

Sept. 2, Day sail, Richmond to Pier  
39.

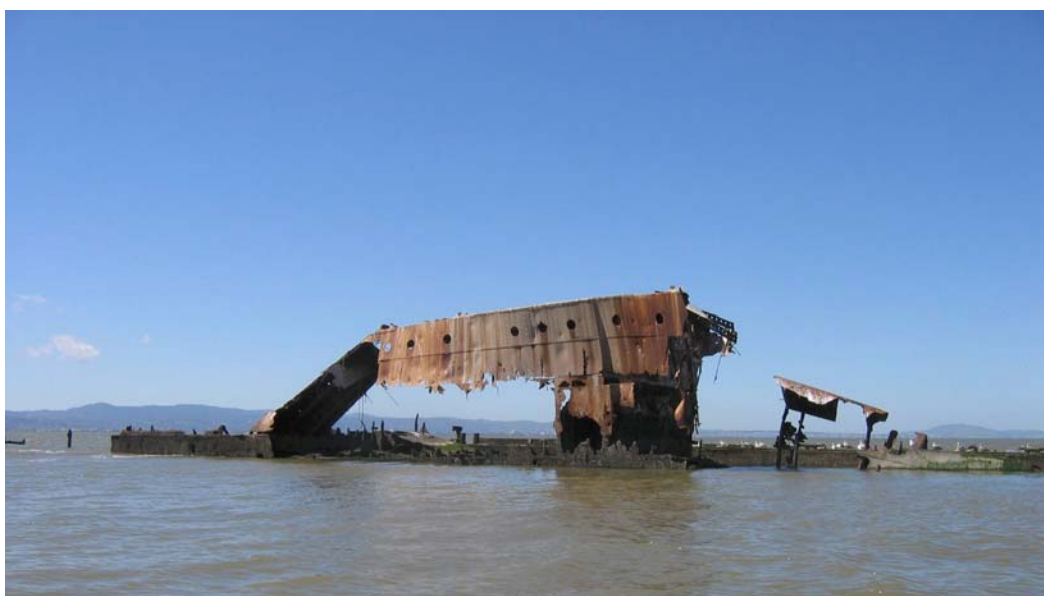
Sept. 5 to 20. Usual Suspects  
North to Puget Sound. (FYI) for  
experienced sailors only.

Sept. 30 & Oct. 1, Tomales Bay  
weekend.

Oct. 14 & 15, Monterey Overnight

Nov. 11, Day sail, Emeryville, day  
on the Bay.

## Remains of the USS Thompson



*Photo by Robert Sampson*

The sailors who showed up for this March sail to the fragment of the USS Thompson were not disappointed. The weather was clear and the wind was good and steady for messing about. It was said that this was the most Potters to be at Redwood City Marina at one time.

It was a day to work on trimming the sails in the lighter air of the morning, getting unstuck from the mud and to practice anchoring. For this lake sailor, staying between the channel markers became more important after being stuck in the mud. Although, when returning to the dock the tide provided enough clearance to cross the shallows.

Anchoring was another first. Some got a good hold on the packed mud bottom while some of us just eased on down the bay. Over all it was great day for being out with other Potter Yachters, and some small yachter cruisers who joined in.

It was a day that I learned more about the Bay, those tidal flows, channel markers and anchoring. Steve Potter has provided us some guide lines for anchoring. Steve is also shown with a lot of wind in his sails.

*The Editor*

## *Sailing to the Thompson*



Looking through the Thompson



Photos by Rich McDevitt

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## ANCHORING

MODERATE WIND / ROUGH WATER ANCHORING

(What I learned from the Redwood City day sail.)

1. Sail to an area 50 yards upwind of where you would like to anchor.
2. If the mainsail halyard is on the right side of the mast, put the boat on a starboard tack, at a 45° angle into the wind.
3. Lock the rudder.
4. Let the main and jib out a foot or so.
5. Assuming you have a topping lift, drop the main and lash it to the boom with at least four ties.
6. Tighten up the mainsheet, clear the cockpit and get out the anchor.
7. Put the boat on a port tack (jibe around), and sail down to the spot you would like to drop the anchor.
8. Turn into the wind about 45°, quickly furl or lower the jib using a jib downhaul.
9. When the boat loses momentum, lower (don't throw) the anchor from the port side of the cockpit.
10. Let the anchor line run free from a plastic bucket and carefully walk up to the bow, passing the bucket outside of the port spreader. Set the anchor.
11. Determine the ideal scope, and then tie the anchor line to the bow cleat. Slide the anchor line into the bow chock. Strap the bucket to the mast.

Suggestions / comments welcomed.

Steve Potter

P-15

Stars & Bars



Steve Potter

**Cancelled! Delta Sail**

**April 8 & 9**

**FLASH! FLASH! FLASH!**

This sail has been canceled because the heavy rains have brought the river to high levels and full of debris. Jerry B. said that he had been in contact with Bruno's and they said the river conditions were hazardous.

**Delta Sail, May 6 & 7**

We will be launching around 9 AM at Brannon Island State Park, and sailing over to Lundborg Landing at Bethel Island. This has been a favorite sail in the past. I called Craig at the Landing and they will be expecting us. They serve Breakfast, lunch, and dinner. And they will have LIVE music on the weekends.

To get to Brannon Island take Highway 4 and go over the Antioch Bridge, it turns into Highway 160 go for several miles, and when you cross the next bridge the entrance will be on your right. Tell the ranger you want launching and overnite parking. If the Ranger isn't there, you will find envelopes at the ramp. Berthing overnite at Lundborg Landing is FREE!

If you have any questions call Jerry B. at 925 685 4577

The Potter guys went sailing Thursday, taking advantage of what turned out to be a rather brief break in this several weeks we have had of mostly very wet and cold weather... with the unusual factor on this day, being that three of us "old salts" decided to all sail on Don Person's P-15 together, just for the fun of it.. as it turned out, and the day developed, we had some of the most unusual winds so far this year.. a cold, strong wind out of the S.E. so that we had a wing and wing run all the way to the mouth of the estuary, with 5 mph showing on Don Person's pocket GPS... we covered the five miles from Grand St. to the Matson Cranes in next to no time.. The wind swung a little further to the East as we turned back under the wind shadows cast by the huge cargo container ships unloading under the cranes on the Oakland side, and with the unusually strong and gusty winds we still had an easy series of tacks coming back, making some nice long boards with the winds hitting us on the Port bow, until we got to the Brooklyn Basin turn-in and sailed on around to Quinn's for lunch... it had been cold enough that bowls of hot clam chowder at Quinn's never tasted better..

Coming back out of Quinn's the Alameda Sheriff's department R.I.B. Patrol Boat passed us with a friendly wave, and a call "that you're really going to have some wind".. and they were right. The rainstorm was rolling in and we hit the squall line in Brooklyn Basin just as we raised sail, and we were glad to have the weight of the three of us to hold things down... in short order we had a steep chop and the wind clocking all over the place as we turned for the Estuary.. We were being hit by some really big gusts, and Don decided to reef down, which Pat Brennan and I agreed was a good idea. We kept on under reefed main only for a minute or two, but then needed to hoist the headsail to drive the boat with all the weight she was carrying, and to get enough power to buck the short steep wave motion we were getting.. we got out into the center of the estuary and crossed over to the west side to sneak down wind along the Fortman Marina docks and rows of moored boats, and back to Grand Street Ramp.. and to our surprise were being slowed by sudden complete lulls, then sudden extreme bursts of wind... we got back to the ramp about 4:30 and there was a little rain beginning to fall.. so we helped Don get Sarah Anne out of the water, then enjoyed talking over our "adventure" , feeling exhilarated by another great day of Potter sailing. We had had some of the most challenging conditions on the estuary within the past several weeks. Cheers, Bruce

Bruce Hood, Past Commodore, skipper of P- 15"Eilidh"

### **OAKLAND BOAT SHOW**

The upcoming "strictly sail" Boat show in Oakland at Jack London Square, from April 19 through 23 often affords a chance to meet with many of the various members of the Potter Club. See you there.



Robert Sampson



Harry Gordon



# *The Potter Yachter*

Patrick Brennan  
1305 Webster St., C205  
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Mike Dolan, Jaime Haga at the helm

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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 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*