

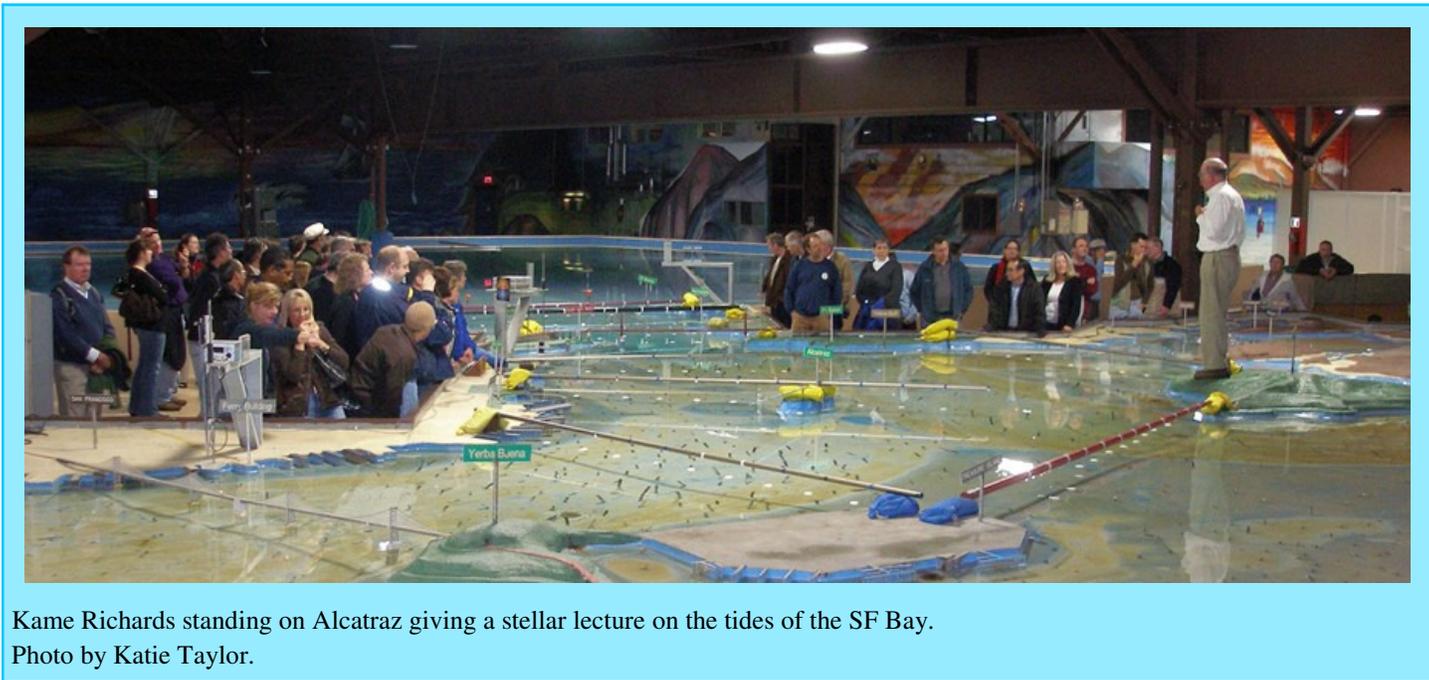


The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

March, 2010

Bay Model Tour



Kame Richards standing on Alcatraz giving a stellar lecture on the tides of the SF Bay.
Photo by Katie Taylor.

Bud Kerner

Photos by Rob Sampson and Katie Taylor

Considering it was a Thursday night and some “poor folks” still have to work on Fridays, we had a nice Potter Yachter turnout for the Kame Richards lecture on tides and currents at the Bay Model in Sausalito. Whenever I hear Kame talk about sailing on the bay I learn something new. Likewise, when I go to the Bay Model I get a better understanding of why things happen to me on the bay. Put the two together and it is fantastic.

Kame started the lecture in the auditorium using pictures taken by U2 fly overs of the bay. These pictures clearly showed the effects of tides and currents. From the pictures you could see the different colorations, and wave action of the water at different times during the tide cycle. Using them he discussed the best ways to sail to different points in the bay depending on the tides and currents.

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From the auditorium we went out onto the floor of the model. Kame had set horizontal poles at key points in the bay model. To these poles there were Styrofoam disks attached on fishing line, so the disks floated on the water. When the tide changed you could see the effects on currents by looking at the floating disks.

(continued page 3: Bay Model)



The Commodore's Log

Our first event for 2010, the Bay Model, is now behind us.

This newsletter is Katie Taylor's first one that she has done completely on her own. Remember our newsletter is only as good as its content. Take lots of pictures at our events and send them to Katie so she can pick and choose. I think the host of the sail should write up the event or make sure someone else who participated does.

See you on the water,

Bud

I am writing this on the first of March, and we have two sails scheduled this month. The Redwood City sail hosted by our P19 Captain Carl Sundholm on the 14th. The second sail is the Benicia Day Sail hosted by Jim "Goose" Gossman on the 27th. I unfortunately will miss both of these sails. I had some surgery on the 1st of February and the doctor says I am not ready for sailing yet. I hope to make the April sail from Santa Cruz to Moss Landing hosted by Mike Swartz. Speaking of the April sail, we changed the date from April 3rd,4th to April 10th,11th. Easter falls on April 4th.

EVENTS ON THE HORIZON:

Saturday and Sunday, March 13 & 14

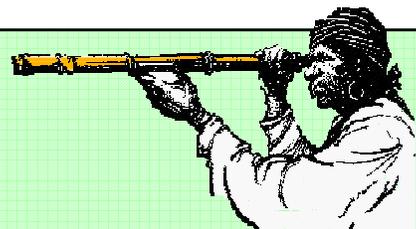
Redwood City Weekend Sail . . . Host: Carl Sundholm

Saturday, March 27

Benicia Day Sail . . . Host: Jim "Goose" Gossman (Overnight for them what want)

Saturday & Sunday April 10-11 (Date changed to avoid Easter conflict)

Overnight cruise: Santa Cruz to Moss Landing . . . Host: Mike Swartz



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(Bay Model: continued from page 1)

The model simulates a twenty four hour period about every fifteen minutes.

While Kame was standing in the middle of the model answering questions we had a mini Potter Yachter meeting. Dave Bacon presented Rich McDevitt with his Potter Yachter of the Year award. If anyone deserved recognition for his contributions to the club Rich clearly did. If something needs doing and you can't find a volunteer you can always count on Rich.

The Bay Model will be closing soon for remodeling I think it reopens in June. If you haven't been there it is sure worth the trip.



WTG, Rich!

Photo by Rob Sampson

Steve Potter checks out the Marin headlands.



Photo by Rob Sampson



Come Enjoy Two Days of Sailing and Fun at the St. Patrick's Day Redwood City Weekend Sail

Saturday & Sunday, March 13-14, 2010

This year's St. Patrick's Day Redwood City Sail will be expanded into an overnight weekend of Saturday and Sunday sailing.

The Peninsula Yacht Club, which has participated in enhancing our past Potter Yachter Redwood City sails into St. Patrick's Day dinners and festivities at their clubhouse, has offered to expand the 2010 Redwood City sail into a complete weekend of fun. You can even come early on Friday and make it a three day weekend if you wish. The easiest place to



overnight is by anchoring and/or rafting up on nearby "Lake Peninsula," but there are other overnight alternatives as well, including possibly overnighing in the boat on the trailer or berths (call Ed of Peninsula Yacht Club at (650) 771-1945 or email him at helenhorn@sbcglobal.net) for alternative arrangements and for taxi service to get to shore.

On Saturday March 13, the plan is to have a skippers' meeting at 10 am and we can use the 7'6" High Tide to race counter clockwise from the Docktown Ramp near Peninsula Yacht Club out Redwood Slough and then left down

Corkscrew Slough, left down Steinberger Slough, and returning to Peninsula Yacht Club via Smith Slough. If a race is not your style, you can simply follow along at your own chosen speed.

Refreshments and St. Patrick's Day dinner will be available at the PYC clubhouse for a reasonable cost (as they have in the past) and the Club has a bar and dancing for those who wish to partake.

After overnighing, breakfast will also be served at the Clubhouse for a reasonable cost, and alternative activities and sails for Sunday will be discussed and offered at that time.

One idea is a race from Docktown out Redwood Slough to buoy number 3 and back.

Whether you decide to join the activities or do your own thing, stay overnight or come for the day sails, be sure not to miss this great St. Patrick's Day weekend sail!

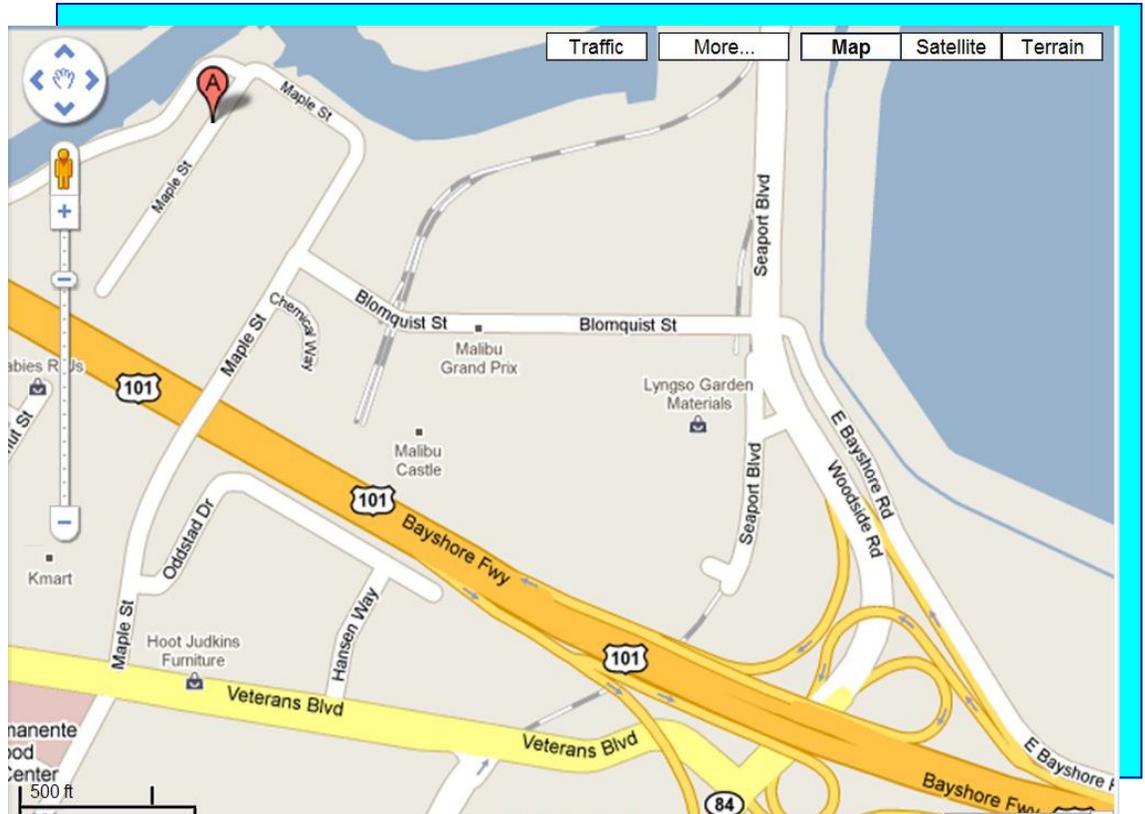
If you have any questions, feel freed to email Ed at the above address or email your Potter-Yachter Co-Hosts Dave Kautz (dkautz@pacbell.net) or Carl Sundholm (sundholm@att.net) or Ed of the Peninsula Yacht Club, 536 Maple Street, Redwood City, CA (650) 369-4410.

(continued page 5: St. Patty's Day)

The Potter Yachter

(St. Patty's Day: continued from page 4)

Directions: From Highway 101 at Redwood City, take the Seaport/Woodside Boulevard Exit and follow Seaport Boulevard East, take a left (north) on Blomquist Street, a right (east) on Maple Street and at the second curve, turn into the parking lot until you see the PYC Silo, park, and you are there!



Benicia Day Sail

Host: "Goose" Gossman

When: Saturday, March 28th, 10:00 AM Launch Time

Where: West 9th Street, Benicia

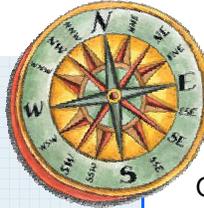
Fees: Free . . . Benicia is a no-fee ramp!

Meals: Picnic lunch aboard your boat.

Distance: Out Redwood City channel from the ramp to the Thompson is a bit under 6 miles.

Phone #s:

"Goose" Gossman Cell: 916-719-9355



March 27 (Saturday) Benicia Day

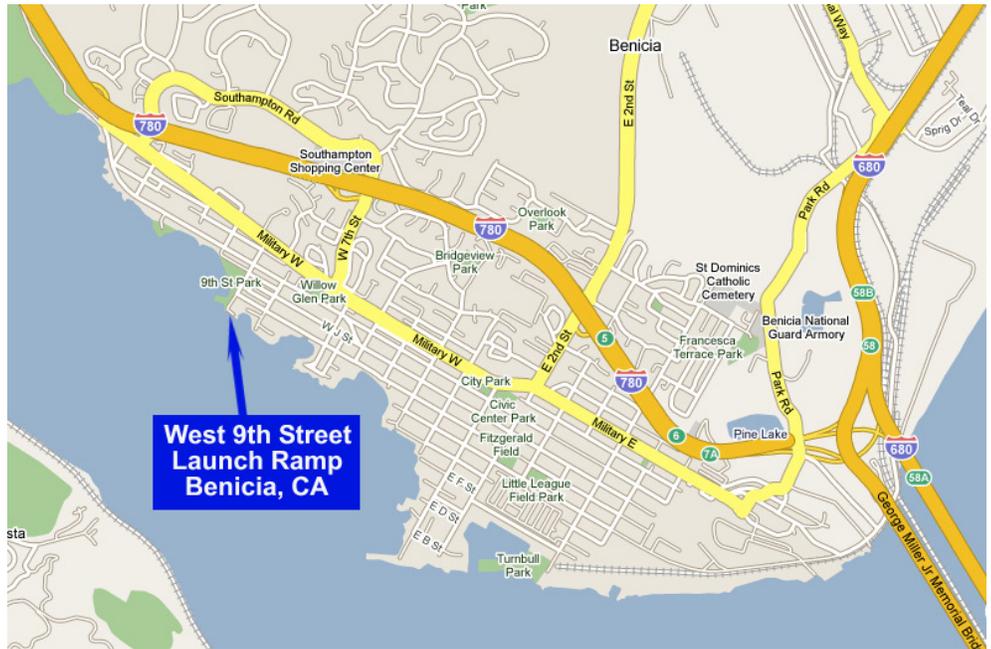
On Saturday we'll launch 10ish from the free 9th Street launching ramp on the west side of town and just steps from our home. After a brief skipper's meeting, we'll sail down to the Mothball fleet (which they are finally starting to dismantle). Tides are very favorable, flooding going down, with high around noon, then ebbing till sunset.

We can raft up for lunch during slack tide, so bring food. Winds are typically 8-12kts this time of year, before the arrival of the stronger Delta winds of late spring and summer. For those staying over, anchoring out would be fun over by the Benicia State Park, or in the cove adjacent to my house. Calm, shallow, with great holding ground. Lots of birds, great views, and free.

cent to my house. Calm, shallow, with great holding ground. Lots of birds, great views, and free.

There are restrooms ashore, and I can provide shore-boat services. For those who would like to stay over at the Benicia marina, slips are \$21 and a launching ramp is there. They have showers and it's a short walk to Main street restaurants and shops. beniciamarina.net (707)745-2628.

Sunday morning we can motor up to Vallejo marina for brunch, and sail back to the launch. Last year 21 boats showed up and after we had a fun dinner at our place after sailing. We can do the same this year. We can firm plans up as we get closer, so those planning on coming should let me know...my cell is (916) 719-9355 and e-mail is micgoose@aol.com.



Directions: From I-80, exit to I-780 eastbound. Exit I-780 at Military West Hwy and IMMEDIATELY Turn right onto West K Street. Continue to West 9th Street. Turn right onto West 9th Street, then straight ahead to the parking lot and ramp.

From I-680, exit to I-780 westbound. Exit I-780 at East 2nd Street. Turn left onto East 2nd Street to Military East Hwy. Turn right onto Military East Hwy one block to West 2nd Street. Turn left onto West 2nd Street, one block to West K Street. Continue on West K Street to West 9th Street. Turn left onto West 9th Street, then straight ahead to the parking lot and ramp.

Tides for Benicia starting with March 28, 2009.

Day	High /Low	Tide Height	Tide Height Feet	Sunrise /Sunset	Moon Time	% Moon Visible
Sa 28	High	2:49 AM	5.8	6:59 AM	Rise 7:43 AM	1
28	Low	9:58 AM	0.1	7:28 PM	Set 10:15 PM	
28	High	4:13 PM	4.4			



Overnight cruise: Santa Cruz to Moss Landing

Host: Mike Swartz

Well, sailing season is getting rolling and it's time to get ready for the Cruz to Moss taking place on **April 10th and 11th**. Note the date has been changed, as the previously scheduled date was Easter weekend.

This is always a fun sail, with a chance to get your Potter out for some ocean sailing.

The Elkhorn Yacht Club is going to host us again, and they are always great hosts, with free docking at their guest dock.

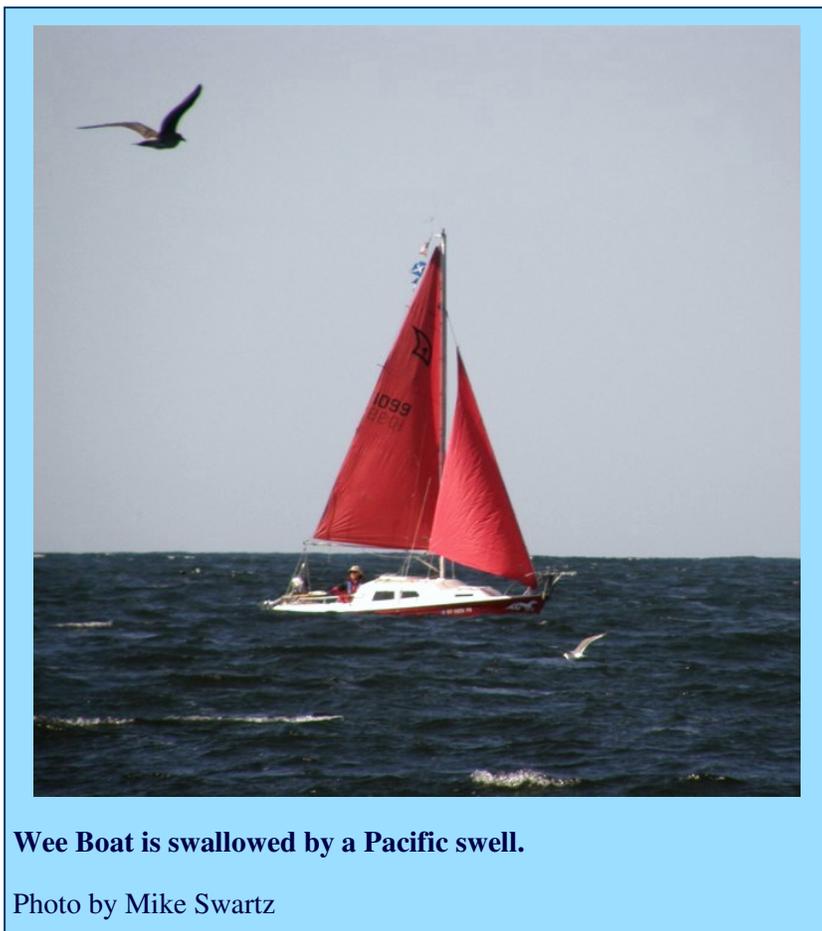
For anyone who hasn't made this passage before, it is a twelve nm sail across what is essentially open ocean with all the challenges that entails; possible fog, high seas, and possibly high or little wind. It is always a good idea to monitor the marine forecast on the days leading up to the sail, and if the weather looks iffy we can discuss it on the [trailer sailor forum](#).

We will launch from the Santa Cruz Harbor around 10:30 am Saturday, and arrive at Moss Landing around 3:00. Santa Cruz harbor has guest berthing on a first come first serve basis for anyone who wants to arrive on Friday.

If anyone needs any further info feel free to call me @ 831-801-1788.

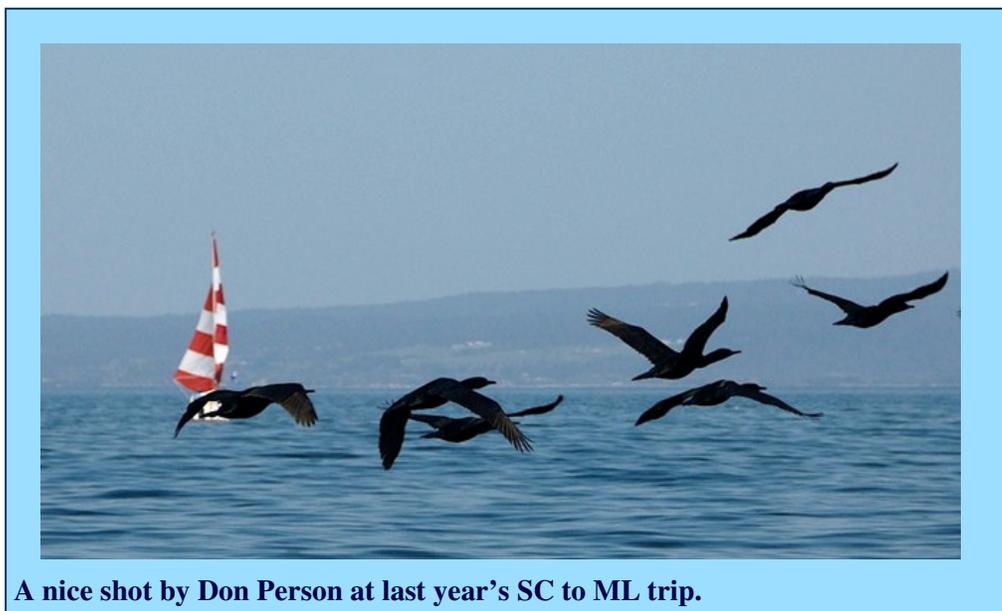
Hope to see you all there.

Mike Swartz



Wee Boat is swallowed by a Pacific swell.

Photo by Mike Swartz



A nice shot by Don Person at last year's SC to ML trip.



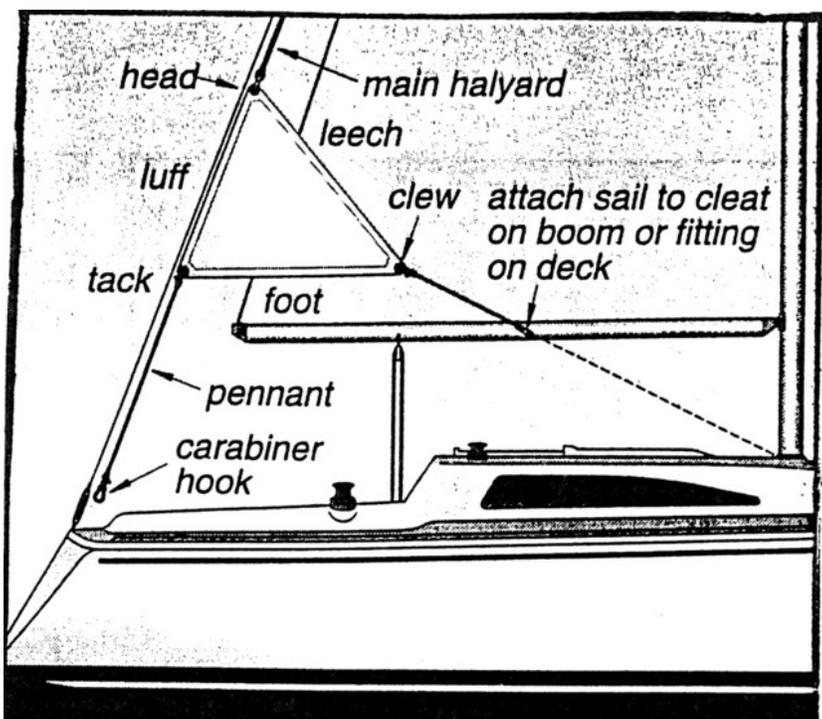
The Riding Sail

Several years ago, on a beautiful Friday morning in October, I launched my boat from the Alameda Marina and rode the strong ebb tide up the bay en-route to Aquatic Park Cove near the San Francisco Municipal Pier. It was Fleet Week and the Blue Angels were set to practice their maneuvers using the Muni Pier as the center point of their performance. I made it in the cove before noon and dropped the hook, took the sails down, and got ready to watch the show. It wasn't long before I noticed the boat reacting to the shifting winds blowing over the pier. The boat began to sail around the anchor, first off port and then to starboard. With every wind shift the cycle repeated itself. Months earlier, I had noticed similar behavior while on an overnight cruise in Monterey Bay, but this time the motion at anchor was more pronounced. I didn't have a second anchor to set, so I just put up with the annoyance.

One day I picked up the July 97 issue of SAIL magazine and found the possible solution to the problem in an article written by Mike McLaughlin (The Venerable Riding Sail). The riding sail is a small triangular sail located aft, and "it acts as a brake, keeping the bow in the wind and preventing the boat from sailing far out to port or starboard". As the boat starts yawing back and forth, "the wind bears against the riding sail, pushing the stern back in line with the bow and preventing the boat from sailing off on a reach." I didn't have a riding sail, but I figured a storm jib might be a good substitute. I decided to try it out on my next overnight cruise on San Francisco Bay.

I left the San Leandro Marina early in the morning and headed for Clipper Cove. Clipper Cove is the area between Yerba Buena Island and Treasure Island on San Francisco Bay, and it is one of the most popular small boat anchorages. The two islands are connected by a low spit, and the prevailing winds blow over the spit into the anchorage. Before WWII, the "China Clipper" flying boats took off from the cove for the long trip to Midway, the Philippines, Hong Kong, and Shanghai.

I arrived at the cove in early afternoon and dropped anchor in the south-west part of the anchorage. The only boat in the cove at the time was a 28' Triton. Almost immediately, I noticed my boat yawing around the anchor line while the heavy keeled Triton barely moved. Most larger boats rig the riding sail off the backstay, but since the M-15 didn't have a backstay, I attached the topping lift to the end of the boom and tensioned the main-sheet. I hanked the storm jib onto the topping lift and attached the tack to the end of the boom. I then took the main halyard and attached it to the head of the sail and raised it. I took a small line and rigged it to the clew and ran it to a small cleat on the boom. I made the sail taut, and as soon as I had it rigged, the attitude of the boat changed. There was no more yawing around the anchor line, and the boat settled down.



The boat did move with the wind shifts, but the comfort level was much improved, and I spent a great night at anchor. I've used the storm jib as a riding sail on a couple of other cruises since then. One thing to remember: Boats with the same underwater configurations have similar swings and yaws. If you're in a crowded anchorage, it's a good idea to pick a spot near a boat of like design. If everyone in the crowded harbor is anchored up bow and stern then you won't have a choice about using a riding sail. With a couple of exceptions, most anchorages for small boats on S.F. Bay have plenty of room for boats to swing on a single anchor line.

Mike Truman

M-15 "Midget"



Many moons ago, back when Ditto machines were the rage, and “cut and paste” was still a rather sticky affair, there was an occasional entry: “Drifting with Dory”.

I had not encountered these in the archives yet, and it was a pleasant surprise to find one in my inbox yesterday.

So, without further ado:

Drifting With Dory

Now that’s an old by-line you old (pot calling the kettle black) members haven’t seen for awhile. But, as my lovely Bride is now the Newsletter Editor and looking for space fillers, thought it might behoove me to help out.

On the 25th of this month, a number of Potter Yachters attended a talk and demonstration at the Bay Model in Sausalito put on by Kame Richards (My real name is not Dory, it is Dorcas. And I know the history of it. Scottish ancestor had a biblical name. In the Bible, Dorcas was a woman. Do you remember Johnny Cash’s old song *A boy Named Sue*? I re-



lated to that young man’s story! I wonder what the history of Kame’s name is?) Anyway, Kame, of Pineapple Sails fame, gave a presentation to 100 sailors (Most of whom looked down on us because they sail “real” boats, not Potters. I think we do a lot more sailing, so who are the REAL sailors?).

So, the presentation consisted of some real old (Remember the Berkeley Pier? They were THAT old.) pictures of the San Francisco water front and Bay out around the Bay Bridge that were taken by a U2. These pictures showed how the currents in the bay really react to the tides and the waters coming down from the Sacramento Delta. From the air, you can see the coloration of the currents, and all of the reverse currents around piers, bridge pilings, islands, anchored ships, etc.

After the slide show, Kame put on a demonstration out on the Bay Model that he had rigged up with some poles and Styrofoam discs mounted with thread that showed how the currents shifted depending on the above mentioned obstructions.

Now I know why Katie and I were stalled in front of the Ferry Building with no wind, bucking the outgoing tide with the outboard, and not going anywhere. We now know where to sail and what to watch for at different times of the day. If you didn’t go to the presentation, find out when his next one is and go. Katie and I will probably do it again!

~Dory Taylor

We called a tow that day. Thanks Boat US!

Photo by Katie T.





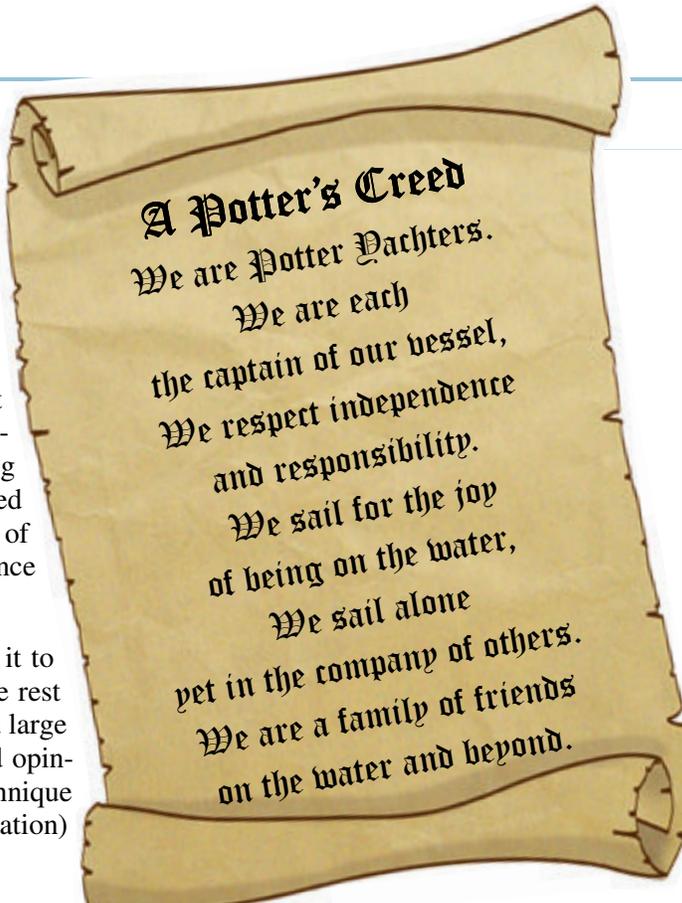
Patrick Brennan
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Alameda, CA 94501

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*



A Potter's Creed
We are Potter Yachters.
We are each
the captain of our vessel,
We respect independence
and responsibility.
We sail for the joy
of being on the water,
We sail alone
yet in the company of others.
We are a family of friends
on the water and beyond.