



The Potter Yachter

Newsletter of the Longest Lasting West Wight Potter Club in the World

April 2014

Potter Yachters Enjoy Fantastic Weather on South S.F. Bay for the Season Opening Sail

by Carl Sundholm



photo: Phil Marcellis

The Yachters Parade Out Into the Bay.

With the approach of Spring and the increasingly warming rays of the sun, Potter Yachters' thoughts turn to taking the sailboats out of their Winter hibernation for the first sail of the season.

Since the high tide was shortly after the noon hour, the plan was to sail out to the USS Thompson wreck to anchor out for lunch on the bay, sail back to watch the *(continued on page 8)*



photo: Carl Sundholm

A P-19 sneaks up behind a cannon-wielding warship.

'Strictly Sail' sail-by on Sat., April 12th Oakland Estuary Day Sail

[Pat is hosting; here's his write-up. -Ed.]

As in the past few years, the Oakland Estuary day sail is the same weekend as the "[Strictly Sail](#)" Pacific boat show at Jack London Square, Oakland. This has always been a pretty undisciplined event, but here are some general guidelines.

We will rig and launch at the [Grand Street launch facility](#) in Alameda opposite Coast Guard Island and plan to be underway between 9:00 and 10:00. We will sail to Jack London Square and attempt our [traditional Potter Yachter parade](#) by the show before breaking for lunch. You are urged to fly a Potter burgee and *(continued on page 3)*

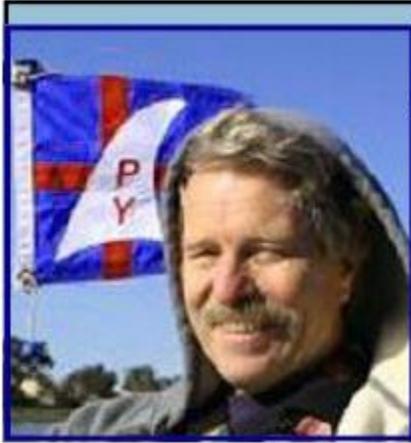
Come Sail with the Potter Yachters Benicia Sail on April 19th

[Goose is hosting; here's his write-up. -Ed.]

The annual Benicia sail has had up to 21 boats attend. Early Spring weather is usually perfect, with gentle winds, but the strong [Delta Winds](#) can happen (though predictable). Most boats launch at the West 9th St. boat ramp (free) where we have a skipper's meeting around 10am. Several boats usually *(continued on page 4)*

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By Carl A. Sundholm

The Commodore's Corner

Redwood City Inner Harbor: Past and Future

It is an ever-changing world in which we live. The shorelines, marinas, docks, buildings, and people that live and hang out there, often give way to the forces of developers, planning agencies, re-development, and gentrification.

Pete's Harbor and Docktown in the Redwood City Inner Harbor are a case in point. The Potter Yachters have long had a strong historical tie with these places, since Redwood City has the best access point for sailing on the South Bay.

PETE'S HARBOR. From the time the Potter Yachters were formed in 1978, the traditional New Year's Day organizational meetings and rendezvous were held at the Harbor House restaurant in Pete's Harbor. Pete's Harbor at that time had docks, a community of live-aboards, and the Harbor Restaurant, giving the area a distinctive maritime character.

A review of the early Potter Yachters' newsletters from the late 1970s and early 1980s reveals many references to Pete's Harbor. Beginning in 1979, it became common to have dinner at the Harbor House Restaurant in Pete's Harbor after Redwood City sails (the first reference



I could find was in the July-Aug 1979 Newsletter). More importantly, from 1979 to 1994, the Pete's Harbor Restaurant was the location of the Potter Yachters' New Year's Day annual brunch organizational meetings at which the shared stories, reviewed the past year sails, proposed new sails for the coming year, began electing its officers, and exchanged gifts. For example, the December 1979 Newsletter proposes a January 1, 1980 12 noon lunch at Pete's Harbor House for "a non-sailing get

(continued on page 11)

(from 'Oakland Estuary Sail' page 1)

an ensign, if you have them.

The most popular place for lunch is Quinn's Lighthouse in Oakland opposite Coast Guard Island. There is also the Rusty Pelican opposite Jack London Square. Both have guest docks. Some may decide to continue on out to the Bay. Keep your VHF tuned to Ch. 68 and let us know where you are going, if you leave the main group. In the afternoon, after sailing, quite a few will head over to the boat show followed by a visit to the Oakland Yacht Club bar. Ken Lange of



International Marine had indicated that there may be a guest dock available for us at the boat show. I asked for confirmation but have not heard from him yet.

If anyone would like to stay overnight and continue sailing on Sunday, OYC can probably accommodate them with a slip. Potter Yachters is a reciprocal member of [OYC so feel free to call the club.](#)

Grand Street has two well-maintained ramps and a parking lot. Both the ramp and parking are free.

Directions to Grand St. Ramp, Alameda
Take I-880 toward Oakland/Alameda:
Exit at 23rd Street.
Follow the "Alameda" signs to the Park Street Bridge.
Cross the bridge.
Turn Right at the second light, Clement Street.
Go straight on Clement until it ends and then,
Turn Right on Grand Street.
Continue to parking lot and ramp

Tides and currents are not of real concern on the Estuary, but it is advisable to keep in the channel while heading for Quinn's because there are many snags close to Coast Guard Island. - 🚩



Ship's Stores for sale. Send orders to Pat Brennan:

Show your colors! Fly an official Club Burgee on your next sail!

- Burgees \$25.00
- Info Packets \$15.00 (Primarily P-15 information)
- Bumper stickers \$ 2.50 (just shows the burgee; no text)
- Patches \$ 2.50 (Both round and burgee shaped)

Head over to the CafePress website and buy a Cap, Stein, or T-Shirt with the club logo on it.

Visit: <http://www.cafepress.com/potteryachters>

Officer's Club

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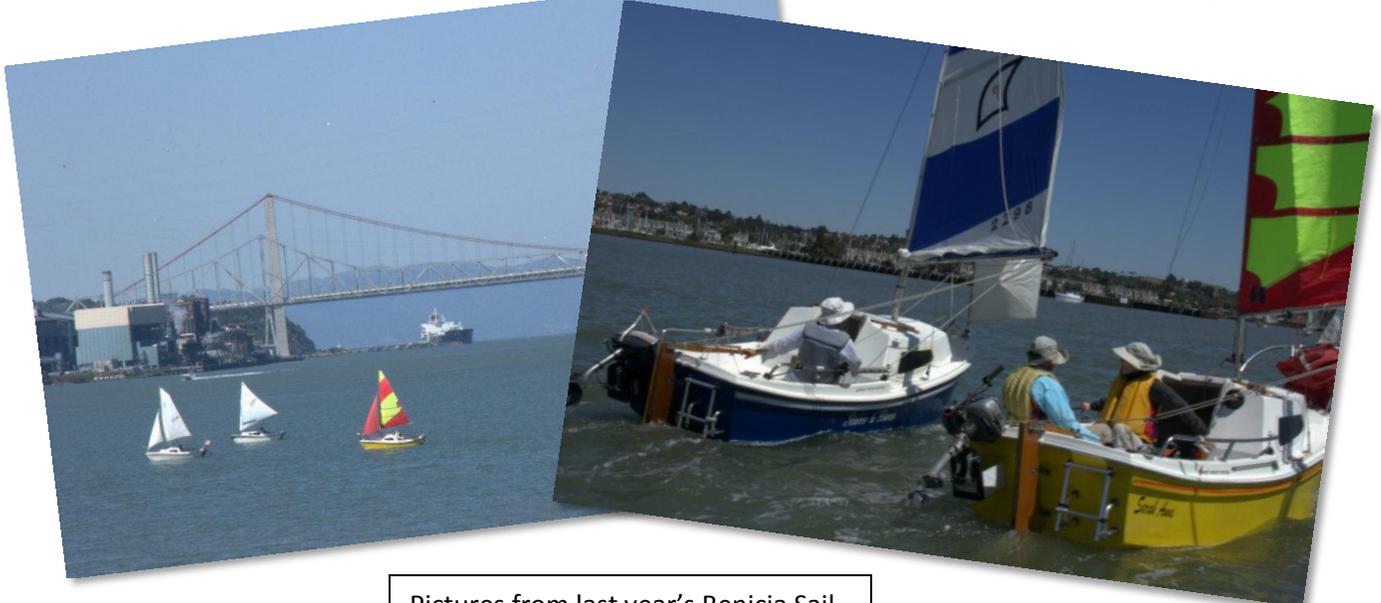
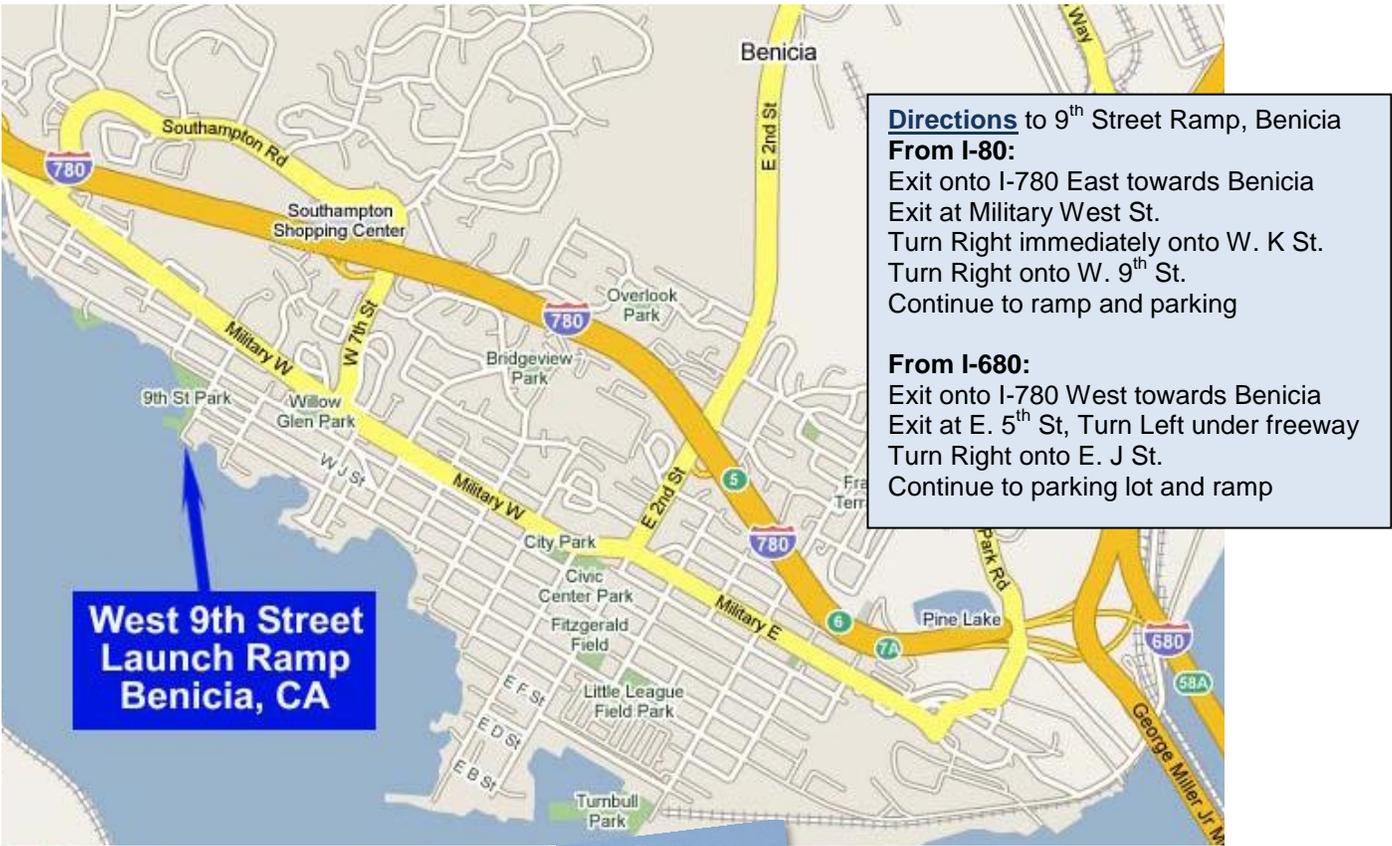
Webmaster:
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Website: www.potter-yachters.org

(from 'Benicia Sail' page 1)

launch and get overnight slips at the [Benicia Marina](#) (with its own ramp, showers, etc.) on East 5th St.

I've also encouraged [anchoring out](#) at the State Park, whose bay is next to 9th street, although no one has done that yet. Lots of wildlife and good bottom. This year the date does not coincide with Opening Day at Benicia YC., so after sailing we will probably gather at my place for lasagna and beer/wine. Our home is adjacent to launch ramp parking lot. At the meeting we decide where to sail, depending on wind, tides, and currents. It's a nice place to spend the weekend, and non-sailors can cruise the antique shops and glass-blowing studios.

Later, Goose 916/719-9355 - 



Pictures from last year's Benicia Sail

Richmond Rain Scatters the Potter Pod

Report from Benicia, March 30, 2014

Saturday's forecasts were gloomy enough, but when words like "moist", "showers", and "steady rain" started getting bandied about on [the forum](#), it caused some folks to pause a moment.



runners, since they seem to work great. After the next couple of events, I'll know if I can remove my centerboard trunk. Also, the boat seems to point and tack just fine with the board up, so I'm encouraged."

Goose was joined by Eric Zilbert and "a fellow interested in a test drive on an 18/19."

"Yesterday, there was a hell of a lot of current, so it was tough to tell what was normal leeway," Goose explained, still evaluating his mod. Meanwhile, Eric and his crew just left Goose "in the dust."

Sunday, on the other hand, held the possibility for good weather and "Goose" Gossman decided to grab it.

"Yesterday was a chance for me to test my chine runner mods," he said. He tried a new position for the hydrofoils, but nothing changed, so he removed the foils. "I kept the chine



After dropping off his crew at the ramp, Eric apparently went out again for a couple of more hours.

"Now, that's someone who needs a sailing fix!" exclaimed an obviously awed Goose.

Goose reports, "the wind was 7-16 and puffy in the area I was, but Eric said it got better further west. He said they were going 7.3mph upwind/upcurrent. Showoff! It was chilly, but beautiful. The weather was a bit weird because Sunday was sandwiched between Saturday's storm and the system arriving Monday."

"We do need to seize the opportunity to get out on the water when conditions are right. Benicia's geography is *Potter-licious* in Spring and Fall," was Goose's advice to all of us.

He adds, "the sail in April is always well attended." A hint to those undecided about April 19th. ☺ – Ed.

March 29th Sail suffers a “Rain Delay” Buckley Cove Sail, March 30, 2014

By Dick Herman

The Richmond sail scheduled for Saturday, March 29, was a washout – literally. Much-needed rain had forced the sail to be cancelled. Fortunately, the host, Neil Dorf, doesn't give up easily. He checked the weather and Sunday looked good with light winds, temperatures in the sixties, and partially cloudy skies. The only question was where?

Never one to pass up a chance for a sailing fix, Neil opted for Buckley Cove on the San Joaquin River in Stockton. Relying on the ever-popular [West Wight Potter Forum](#) on TSBB, and with help from an e-mail by Pat Brennan, the word went out. Sure enough, the



photo: Bud Newhall



weather cooperated and three skippers showed up; Bud Newhall in his pristine P-15, “Noble Maiden,” Neil and Becky Dorf in “Two Can,” their Monty 15, and Dick Herman in “Klompfen,” his new Scamp. Hey, whoever said the Potters are not into sailing diversity?

[Buckley Cove](#) has an excellent launch ramp with good docks and a big parking lot at the end of March Lane. For a quick ten bucks, you get in and park in a secure area, which, given Stockton's reputation these days, is a comforting thing. No one was in a big hurry, and rigging went quickly enough. The docks were not crowded but the wind was definitely setting down to a light breeze when the three craft motored out into the San Joaquin.

It seemed like a good idea and the three skippers headed downstream for Windmill Marina, two miles away. There wasn't much boat traffic and it was a leisurely cruise, tacking into a fluky breeze. No one cranked their iron jenny and they pulled into Windmill two hours later, just before two o'clock. Windmill has a big, very pretty lagoon with ample dock space. As expected, the café was closed. After a

snack, they headed out, fully intending to sail another mile or so downstream.

Unfortunately, the breeze had all but died, and the incoming tide was setting against them. Also, some rather ominous clouds were building to the northwest.

Rather than chance the rain gods, they turned around and headed for Buckley. This time, it was more of a leisurely drift than a sail. Bud started his outboard and led the way back. Aside from an irritating ice cream van with an annoying jingle driving down the levy road, it was pleasant enough, and the wind did start to build the last quarter mile.

Pulling out went smoothly, and a few drops of rain were felt as they headed home. All told, it was a pleasant day with good company. - 



photo: Neil Dorf



Special News

Message from Judy B

Trailer Sailing Adventures in Northern California. Sunday, April 13, 1pm, Strictly Sail Pacific Boat Show International Marine is teaming up with Discover Sailing to present a 1-hour seminar.

Enthusiastic volunteers needed!!! Share your excitement about sailing small craft on big adventures.

[View/Add comments to the WWP Forum on TSBB.](#) Submit photos and descriptions of your favorite place to sail, including name of launch and town/city in which it's located to: Boatshow2014@judybsails.com

Potter Yachter Membership

Join the *Potter Yachters* – the club that has been around since 1978 and, with your participation, will continue to withstand the test of time. We're really a bunch of nice folks who would just love to have other nice folks join us. Your dues help support club activities and publish the newsletter, so you'll be sure to know when we're out sailing, whether that's in the San Juan Islands, Monterey, the SF Bay, or elsewhere. Annual dues are \$25. Make checks payable to "Pat Brennan".

Send your payment (with your name and address) to:

Pat Brennan
1305 Webster Street #C205
Alameda CA, 94501

See us online at www.potter-yachters.org

Organized in Northern California in 1978, the *Potter Yachters* is the longest running West Wight Potter club. Membership is open to anyone interested in West Wight Potters and other trailerable microcruiser sailboats.

(from 'Season Opening Sail', page 1)

Tall Ships fight their mock battle, and enjoy another fine St. Patrick's Day dinner at the Peninsula Yacht Club.

It was really good to see many of our fellow Potter Yachter friends at the Redwood City Marina parking lot that morning, dusting off the sails, setting up, and getting the boats out on the water for the season opener.

All in all it was a good showing, with the participants including my son Sam and me, Pat Brennan, Rob Sampson and CheeYan, Harry Gordon, Phil Marcelis, Chuck and Kevin Lee, Dennis Vaders, Dana Suverkrop, Danny and Herman Ward, and Jerry Higgins.



We casted off from the dock and were looking forward to a nice day of sailing in South San Francisco Bay. There was little wind and the water was glassy in the morning as we motor sailed out Redwood Creek.

The wind picked up slightly as we ventured out past the shelter of Redwood Creek sufficiently to allow some light wind sailing, but the water remained fairly glassy out on the bay as well.

As we approached the wreck of the USS Thompson to anchor out for a picnic lunch, there was a large fishing trawler that had spread its net for the bounty of the bay right where we typically anchor for lunch. The intrepid S.S. Squirt piloted by Chuck and Kevin Lee bravely challenged the large trawler for the turf and the trawler wisely withdrew.



Here is a photo by Rob Sampson of me on Dagmar arriving and proclaiming the lunch party zone with Sam in the siesta mode and Danny and Herman Ward trailing.



Another photo shows Pat Brennan kicking back and taking it easy in his beautiful Compac Legacy sailboat, *Latis*, appropriately named after the Celtic goddess who was originally a goddess of the water, but also became a goddess of mead and ale.



Having established our territory, one by one the Potters set anchor, rafted up, and began enjoying lunch and conversation on the bay.

Here is a photo (at right) of Dennis Vaders in his Ranger Tugboat, rafted up with Rob Sampson and CheeYan Ong.



While we were setting up for lunch, Harry Gordon and Phil Marcelis ventured on to the east side of the bay to do some slough exploring in the Coyote Hills slough, but soon returned to join us for lunch.

This photo (above) shows Sam having lunch on Dagmar, with the rusted remains of the USS Thompson in the distance. On a calm morning like this, it is very peaceful and quiet out there.



Chuck and Kevin Lee and Phil rafted up with Dagmar. We were enjoying lunch and great conversation with a little background music, when all of a sudden out of nowhere we see the welcome surprise of Jerry Higgins on Lia #918 adeptly sailing through our anchored flotilla like a slalom skier

conveying greetings to all.

Then, after a nice relaxing time at anchor, the winds began to pick up a little bit and we pulled up stakes and had a really enjoyable sail on the way back to Redwood Creek.



Whence came we upon [pirate ships](#) . . .

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actually the Lady Washington, a tall ship which was in the movie *The Pirates of the Caribbean*, which later engaged in an entertaining mock battle with the tall ship the Hawaiian Chieftain.

As we headed back into the mouth of Redwood Creek, you could feel the pressure of sailing against the tide coming out towards the bay, which made it feel like you were doing a lot of sailing just to do a little bit better than staying in the same place.

We saw the wisdom of Rob Sampson starting up his motor, and began to make much better progress after following suit.



Then, as we came closer to the port, we saw this really cool little Moth Hydrofoil sailing around Redwood Creek.

It seems that the larger hydrofoil sailboats winning the America's Cup have increased the popularity of these small sailing hydrofoils: it takes a lot of skill to keep these Moths up on their foils. Here's a video showing how they work:

http://www.youtube.com/watch?v=4_11oZ5gjk8



Later that evening we capped off a great day sailing with a wonderful St. Patrick's Day corned beef and cabbage dinner at the Peninsula Yacht Club. You see here (left to right) Rob, Harry, Phil, and Dennis. (Carl snapped the photo.) Many thanks to the fine folks at Peninsula Yacht Club! - 🇮🇪

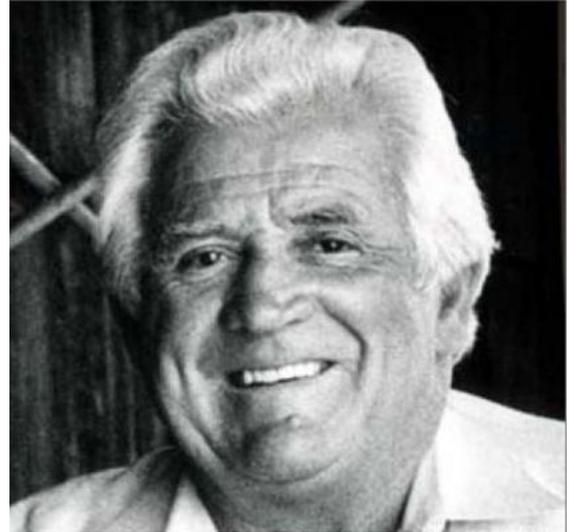


(from Commodore's Corner, page 2)

together to develop ideas for future meets, tell a few stories, or ?”

The December 1982 “Historian’s Almanac” in the Newsletter stated “January 1st - The new year was saluted at the third annual brunch at Pete’s Harbor. Past voyages were re-sailed; future voyages were pre-sailed.” The December 1983 issue stated “Jan 1, 1984 - New Year’s Brunch at Pete’s – “Join us at Pete’s Harbor Restaurant on New Year’s Day about 11:00am for a friendly get together at this non-sailing event. While we are having a brunch/lunch, our commodore will have a drawing for door prizes. Over coffee and desert, we’ll share our ideas about places to sail, display our photos, and introduce new members. The newsletter editor will bring all the previous newsletters of our West Wight Potter Association starting from April, 1978.” This continued until 1995, when the annual meeting place was changed to Shennanigan’s Restaurant in Jack London Square (announced in December 1994 Newsletter). In 1996 it was held at El Toritos in Jack London Square and then in 1997 it began to be held at the current location at the Oakland Yacht Club.

Pete’s Harbor was the creation of the late Pete Uccelli and continued to exist because of his beneficence. Pete’s fondness of things maritime seems to have dated from his service in the US Navy with the Corps of Engineers in the Pacific during World War II. In 1949, Pete opened a self-described “workingman’s bar” in Redwood City called Pete’s Tonga Club. By 1954 he had sufficient funds to buy the bayfront land that became Pete’s Harbor, and in 1973 he opened the Harbor House Restaurant there, which has



been described as “a 320-seat Redwood City fixture that became a regular spot for service club meetings and fundraisers, and a hangout for political figures of all stripes.” (See [9/24/2005 San Francisco Chronicle Obituary by Vince Maggoria](#), same credits for photo).

“It was a place you took your kids,” said San Mateo County Board of Supervisors President Rich Gordon. “You’d go there on a Sunday morning for pancakes. You’d go there on a Saturday afternoon for hamburger. It was a place where friends and neighbors met. In the days when Pete was directly operating it, he would be greeting folks at every table. It was like going to a family dinner in a restaurant.” (Ibid.).



Pete was a figurehead in the Pete’s Harbor community and continued to reside there in a mobilehome on the edge of the restaurant’s parking lot after selling the restaurant in 1997.

After Pete passed away in 2005, his family apparently became disenchanted with the Pete’s Harbor community and his wife Paula decided to sell it off to out-of-state developers, the Pauls Corporation, whose plans to build a private development of 411 three bedroom units with large parking lot facilities, a water trail, bocce ball court, benches, barbeque facilities, and hand rowed boat launch, all apparently for residents only, was approved by the Redwood City Planning Commission. The live-aboard renters, several of whom knew Pete personally, were evicted from the premises and development has begun which will make the Pete’s Harbor that many knew and loved, a mere memory.

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DOCKTOWN. The gentrification of the Redwood City Inner Harbor is continuing with Docktown, another live-aboard settlement which also appeared during the same general time as Pete's Harbor, around the historic Peninsula Yacht Club Water Tank, which once served schooners in the early days of the Redwood City Harbor.



The Peninsula Yacht Club has always been a friendly and gracious host to the Potter Yachters.



The Peninsula Yacht Club has hosted many Potter Yachter's St. Patrick's Day weekend season opening sails, including the famous Corkscrew Slough mud fest of April 2010 (Stories of the event were published in Small Boat Advisor, [Latitude 38](#), and the [April 2010 Potter Yachter Newsletter](#)).

Although the underwater portions of Docktown are owned by the State, Docktown itself was originally purchased by two brothers, the late Jay Franklin Salaman and Joseph Waldo Salaman. It is currently owned by Janice Salaman and Taroub Rusnak, who purchased one of the brother's half interest. They too have decided to sell the property to developers, who may also have a similar Pete's Harbor development in mind.

And so it goes.

The face of the Redwood City Inner Harbor is changing – some say for the better; some say for the worse – but it is undeniable that it will change and it will never be the same again. - 🚩



If you have any comments on this issue you wish to share, please feel free to email the editor at sail@marcelis.com.



photo: Phil Marcelis

Harry Gordon explores another slough; this time it's [Coyote Hills Slough](#). (15-Mar-2014)



Club Events on the Horizon for 2014

April 12 (Sat-Sun) Oakland Estuary Sail & Strictly Sail Boat Show (Pat)

easy; just sailing around the protected estuary

April 19 (Sat) Benicia Sail (Goose)

easy to intermediate, depending upon the winds whether the destination is more open water towards the bay; sometimes overnights at dock or at anchor for individuals who choose to, but not an organized group overnight generally

May 3 (Sat-Sun) Moss Landing/Elkhorn Yacht Club Sail & Overnight (Mike/Bud)

intermediate to advanced, depending on the weather – NOTE: most open ocean sails are advanced and not for beginners, but this year we are planning to hang out at the Elkhorn Slough Yacht Club, so it should be easy; overnighting in boats moored at the docks

May 24 (Sat-Sun) Delta Overnight Sail from B & W Resort (Jerry B)

easy but sometimes intermediate when it is very windy; the overnights are on the boats moored at the docks



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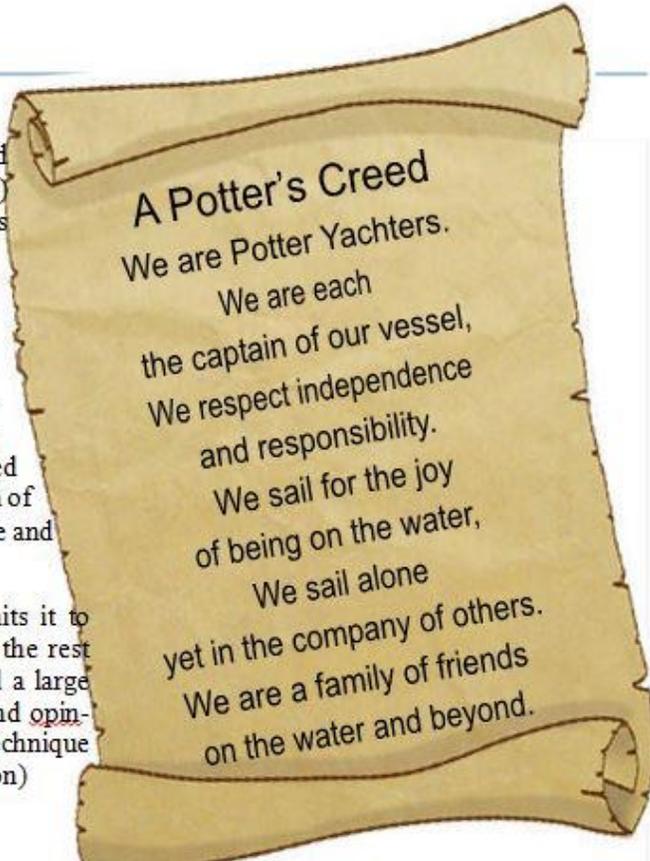
With a Grain of Salt

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



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.