



The Potter Yachter

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

April 2016

El Niño Rained Out the Redwood City Sail . . . But We Had a Great Time Anyhow

by
Carl Sundholm



Chalk one up for “El Niño.” Although there was a tiny “no rain window” of a few hours, the major rain storms that rolled in starting several days before (and after) were enough to result in a rain-out of the Redwood City sail. After four years of drought we are so grateful to have the rains back to soak the land and fill the rivers and reservoirs, so it is actually a very good thing.

I had Dagmar rigged and ready to sail, just in case some stalwart Potters showed up and wanted to get on the water despite the cold and wet weather. But only Rob Sampson and I showed up, so it was a welcome opportunity to hang out with Rob and his dog Winnie, take a tour of the tall ship [*Hawaiian Chieftain*](#), and putter around the sloughs in Rob’s fantastic little weatherproof tug *Mud Hen*. (See the [Commodore’s Corner](#) for the details).

It was interesting to board and check out the *Hawaiian Chieftain*, which was relatively uncrowded due to the inclement weather. The crew, including many high school and college aged students, was quite engaging in telling stories about the ship and (Redwood City continued on page 5)

Also in this issue:

Commodore’s Corner	Page 2
Events on the Horizon	Page 3
Upcoming: Delta Overnight.....	Page 3
Officer’s Club	Page 3
Upcoming: Benicia Sail	Page 4
Upcoming: Moss Landing Sail	Page 11
Potter Yachter Membership	Page 11



The Commodore's Corner

By Rob Sampson

Well, the PY Redwood City sail was pretty much a washout (literally) with an El Niño rainy weekend. I decided to take *Mud Hen* (the Ranger Tug) because it's a more comfortable boat in the rain, and I was planning on staying at the Peninsula Yacht Club/docktown for 2 days. The short trip from the Redwood City Municipal Marina down to Docktown Friday afternoon was exciting as it was squall conditions with high winds. Once I got the boat tied up and got to the

Yacht club it was great with dinner ready, the bar open and a fire in the fireplace.

The next morning, I called Carl Sundholm. He was the only Potter Yachter over at the Launch Ramp, so he decided to join me and go out on *Mud Hen*. While we were waiting for the tide to rise, we visited the *Hawaiian Chieftain*, one of the 2 tall ships visiting Redwood City. It was great talking to some of the young crew of the ship and to hear them passionately talk about sailing and rigging and all the systems on an old ship. Later, Carl and I went out on *Mud Hen* and revisited Corkscrew Slough, famous or infamous among Potter Yachters as the scene of the "[Corkscrewed!](http://bit.ly/1N72iDR)" race and mudfest in 2010. (see <http://bit.ly/1N72iDR>)

We were on a rising tide this time to ensure that we didn't have an encore performance of 2010.

We went as far as the flow restrictor that they have now installed. It looks like one can make it past the flow restrictor, but if the tide is not slack, you are either going down the rapids or up the rapids to get to the other side.


Later that evening we had 7 Potter Yachters and friends show up for dinner and St. Patrick's Day festivities. Ed

at the Peninsula Yacht Club invited the crews of the two tall ships to the party as well. The band "Point of Order" played music, but whenever they took a break, the tall ship crews would sing sea chanties and Irish folk songs. All in all, a fun time was had by everyone.

The [Strictly Sail](#) /Richmond Sail is coming up next with the sail on Saturday, April 9th and the show running Thursday through Sunday, April 7-10. Rain is good for the drought, but hopefully we'll get some good weather for these days.



Hope to see you out on the water,

Rob — 




Club Events on the Horizon[Event Calendar](#)

- April 9 (Sat) Richmond Sail and Strictly Sail Boat Show (*Pat B*)
easy to intermediate, depending on how far out into the Bay we sail
- April 16 (Sat-Sun) Benicia Sail with Overnight Option (*Goose*)
easy to intermediate, depending upon the winds and whether the destination is towards the open water of the bay; overnight is usually at dock; possible mini-cruise afterwards this time
- April 30 (Sat-Sun) Moss Landing Overnight/Elkhorn Yacht Club (*Bud K*)
intermediate to advanced, depending on the weather – note most open ocean sails are not for beginners; mooring overnight at the Elkhorn Yacht Club's dock and enjoying their bar
- May 14 (Sat-Sun) Delta Sail from B&W and Overnight at Spindrift (*Jerry B*)
usually easy but intermediate when very windy; overnight on boat moored to docks

Upcoming: Delta Overnight Sail, May 14 & 15

Get Ready for Another Fun Weekend!Sail Host: *Jerry B.*

On May 14 we will be launching from [B&W Marina](#) for our annual Delta Sail. We will be sailing over to the [Spindrift Marina](#) on the [Delta Loop](#) for an overnigher. The guest docks are very nice with clean restrooms and showers. Berthing will be only \$10.00 per boat. Across the street there is a General Store and a Great Restaurant with good food and very reasonable prices. (Try the Shrimp Louie!) There is also a lively Bar with live music on Sat. night. After breakfast on Sunday morning, we'll have a nice sail back to B&W. To get to B&W from the East bay take Highway 4 to 160 Rio Vista. Go over the Antioch Bridge and get ripped off for \$15.00. When you get to Highway 12, turn right. Go for a few miles and just BEFORE you cross a bridge turn left on Brannan Island Rd. This will take you to the launch ramp. Launching and overnight parking will be about \$20.00. For more info please call me at (925) 685-4577.

[Spindrift Marina](#) (916) 777-6041[B&W Resort](#) (916) 777-6161Let's have a huge turnout! Jerry B. — Participation in Potter Yachter events is subject to the guidelines published in [March 2016 PYN](#), page 3.**Officer's Club****Commodore:**

Rob Sampson
 PY.Commodore.Rob@gmail.com
 P-15, #367, *Espero*

Vice Commodore:

Carl Sundholm
 sundholm@att.net
 P-19, *Dagmar*

Newsletter Editor:

Phil Marcelis
 sail@marcelis.com
 P-19, #1487, *Family Time*

P-15 Fleet Captain:

David Bacon
 dbacon2636@me.com
 P-15, #2636, *Ah Tiller the Fun*

P-19 Fleet Captain:

Eric Zilbert
 ezilbert@cde.ca.gov
 P-19, #629, *Riptide*

Webmaster:

Mike Westfield
 westfield@potter-pod.com

Secretary/Treasurer:

Pat Brennan
 pat-brennan@sbcglobal.net
 ComPac Legacy, #1, *Latis*

Website:

www.potter-yachters.org

Upcoming: April 16th, 2016

Benicia Sail and Overnight with Mini-cruise Option

Sail Host: Goose

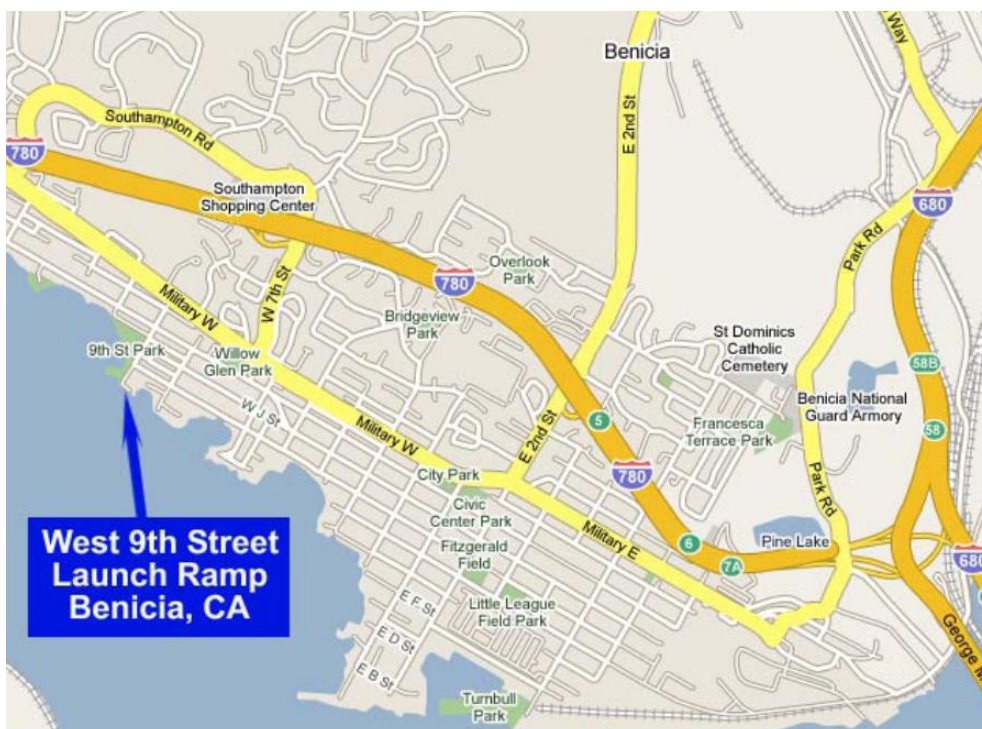
April 16 is the annual sail from Benicia (California's first capitol!). It has always been well attended; usually with 15-20 boats. Many make a weekend out of it, getting slips at the [Benicia Marina](#). For those who would like to try something new, [anchoring out](#) at the [Benicia State Park](#) is an option. It's protected, shallow, and has lots of wildlife.

[Winds and weather](#) in early spring are typically perfect; with 70-ish temps and 8-15 knot winds. Currents usually determine where we sail to. This year, [tides](#) are low at 5am and high around 11am so we may get a flood-assisted downwind sail to the remnants of the Mothball fleet. After lunch aboard, and catching the ebb back to the ramp or marina, we can relax before heading to the Benicia YC or my house for refreshments and dinner. Wherever we go, you can be assured of tasty food and great company.

Free launch and parking at 9th Street ramp in Benicia, with skipper's meeting about 10am. Those staying at the [Benicia Marina](#) (707/745-2628) can also use their ramp. Main Street, just a few blocks away, has lots of shops, antiques, and art for non-sailors. The Union Hotel is cool, and not expensive.

Sunday morning is the Berkeley boat swap, which is an event not to be missed. Best to go by car since it's far enough away that we'd have to leave too early to get there by boat. I'm planning on sailing up to Napa to visit *Tri-Chi* Charlie on Sunday afternoon. A few people showed interest in a mini-cruise for a few days, and this would be a good start.

See you there! Goose



Directions to 9th Street Ramp, Benicia

From I-680:

Exit onto I-780 West towards Benicia

Exit at Military East

Stay along water until 9th

From I-80:

Exit onto I-780 East towards Benicia

Exit at Southampton Rd

Head toward water (veering by Taco Bell)

Turn Right immediately onto W. K St.

Turn Left onto W. 9th St.

To Benicia Marina:

Exit 5th Street and ramp is at end of 5th.

Marina office for check-in is on 2nd Street.

Cruiser Challenge



It's not too early to start thinking about Cruiser Challenge 17!

Registration is open.

Go to:

CruiserChallenge.com

The Potter Yachter

(Redwood City continued from page 1)
her history.

Page 5

It turns out that the *Hawaiian Chieftain* was in essence a millionaire's folly and after he tired of his toy, it found its way into various historic and seafaring educational programs, finally ending up with [Grays Harbor Historical Seaport Authority](#) in Washington.



Although it simulates the appearance of a wooden hulled ship with the rig of a 19th-century trading vessel, she is actually constructed with a welded steel hull. She was built in Maui in 1988 by Drake Thomas of the Lahaina Welding Company, which is the name inscribed under her bowsprit covered by coats of paint. Commissioned and paid for by millionaire Laurence H. Dorsey, Jr. of Maui, she was designed by nautical architect Ray Richards with a modern triple keel and shallow draft hull drawing only 5.5 feet. An article by newspaper columnist Herb Kane about Maui's King Kahekili was the inspiration for the name "Hawaiian Chieftain."



After its completion in 1988, the *Hawaiian Chieftain* sailed to Tahiti, other destinations in the South Pacific, and San Francisco.

Four years later, after millionaire Dorsey tired of it around 1992, he sold it to a Captain Ian MacIntyre of Central Coast Charters in Sausalito. MacIntyre paired it up with the *Lady Washington* to do historical educational tours and mock naval battles on San Francisco Bay and sailing down the coast to San Diego and back.



Twelve years later, Captain MacIntyre had it up for sale for \$800,000. In Fall 2004, *Hawaiian Chieftain* was sold to Wolverine Motorworks of Fall River, Massachusetts, and she was renamed Spirit of Larinda, and did historical tours off Cape Cod. This didn't last long, and Grays Harbor Historical Association purchased it in October 2005, and continues to conduct

educational historical sailing events with the *Lady Washington* up and down the Pacific Coast, which continues to the present day.



After touring the *Hawaiian Chieftain*, it paired up with the *Lady Washington* for a battle on the Bay.



Once tide rose sufficiently to allow Rob's mini-tug *Mud Hen* to exit the Docktown docks, we took her out to explore the sloughs.

We were curious to check out the micro-dams that had been constructed on Corkscrew and Smith Slough in 2012-2013, so we headed out to check them out.

On the way to the Corkscrew Slough micro-dam, we saw several seal families hanging out on the shore. These are Pacific harbor seals (*Phoca vitulina richardii*), which are true seals that have no external flaps, and their bodies are adapted for swimming in cold water. They are awkward on land and crawl by flopping along on their bellies. This is why they love the sloughs, because they can get up on land quickly



and just fall back into the water if they need to escape. Pacific harbor seals have spotted coats in a variety of shades from white or silver-gray to black or dark brown. They reach five to six feet in length and weigh up to 300 pounds, with the males being slightly larger than females. They are opportunistic feeders, eating sole, flounder, sculpin, and squid and other fish, which are abundant in the sloughs. While solitary swimmers for much of the year, harbor seals congregate on the shores of the sloughs to pup from March through June in loosely organized “family” groups, typically of a dominant male, females, and pups, and other males who hang with the groups, but keep their distance from the dominant male. This can be seen in the photographs above and below.

When swimming in their element, they can be quite playful. I recall once scuba diving in Monterey Bay, when one bumped my flipper from behind and swam in circles around me as though wanting to play.





We saw a lot of shorebirds on our way up Corkscrew Slough.

As we wandered up the meandering Corkscrew Slough approaching the intersection with Steinberger Slough, we saw the micro-dam.

It was marked by signs stating “Submerged Object” on a measuring pole indicating the tide height (6 ½ feet at this time). You could see the tidal current flowing out over the (then) underwater dam.



These micro-dams were created by U.S. Fish & Wildlife to allow passage at high tide but restrict and redirect the tidal flow back to Bair Island at other times as it was in ancient times to re-invigorate the growth of wetlands there and scourge out Steinberger Slough.



Here's an easy way to pay your dues (\$25 per family)

Haven't sent your dues to Pat Brennan, yet? If you have a PayPal account, the easy way is to click here: [PayPal](#) and write "2016 Potter Yachter dues" in the notes.



Then we headed back to check out the mini-dam on Smith Slough. On our way, I was sad to see evidence that the Redwood City Planning Commission, and other governmental agencies who are supposed to be protecting the bay, caving-in to greedy developers and allowing massive new construction on the sloughs, with three story condo type residences, and a 10 foot sea wall encroaching on the marsh.




Past the construction area, Smith Slough opened up and we saw the new micro-dam there, which looked much like the one on Corkscrew Slough. You could easily see the current flowing toward Steinberger Slough over the submerged dam.

So despite the cold and intermittent rain, it was very enjoyable to hang out on *Mud Hen* and explore the sloughs.





That evening we attended the St. Patrick's Day dinner generously hosted by the Peninsula Yacht Club (yes, despite the forces of profit and development on the Redwood City waterfront, they are still there!). It was great to enjoy the company and conversation with many Potter Yachters who attended the event, including Harry Gordon, Dave Kautz, Phil Marcelis, Dave Norris, and others.

Despite "El Niño" putting a damper on the weather, we had a great time! — 



Have you found the hidden message? Last month I challenged you to find the well-hidden message in the June 2015 issue [see [PYN 2015-06](#)] of the *Potter Yachter Newsletter*. At stake was a brand new (and much coveted) Potter Pen with which to impress and amaze your friends! Well, I must have made it too hard because that quest has gone unanswered. Therefore, the prize for finding the "June 2015 PYN Mystery" is now (*drumroll please*) a Potter Pen AND a Bumper Sticker of the Potter Burgee!! Winner is the first person to e-mail the correct answer to sail@marcelis.com -Ed.

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
Bumper stickers	\$ 2.50 (just shows the burgee; no text)
Patches	\$ 2.50 (Both round and burgee shaped)
Info Packets	\$20.00 (Primarily P-15 information)

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

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

Sailing Get-Togethers in Rio Vista.

Several Potter Yachters are putting their boats in at Rio Vista for what seems like regularly occurring, impromptu sails organized by Bud. They generally launch from Delta Marina at 10am. Your sailing plans can be announced in *The Potter Yachter*, too! Just send your info to the editor: sail@marcelis.com

Upcoming: April 30th, 2016

Moss Landing Overnight

Sail Host: Bud Kerner

The Potter Yachters have the [Elkhorn Yacht Club's guest dock](#) for Friday and Saturday nights, so come join us from Friday April 29th to Sunday May 1st.

Plan to partake of [Elkhorn YC's](#) hospitality and enjoy their well-stocked bar while enjoying the company of their fine members and your fellow Potter Yachters!

Whales are definitely in the area, too. We'll sail off Moss Landing looking for Humpbacks and dolphins.

There's plenty of parking space, although the [fee schedule](#) is a conversation starter. Once you decide what to pay, you put exact change into the "iron ranger" using the envelopes provided. Our best guess is that it's \$11 to launch/retrieve and \$12 per 24 hours parking. It's a long walk to the Harbor Master's office if you need to make change.

You can sometimes find free parking at the yacht club, so check with them when you drive up.

Directions: Get onto 101 South, take Hwy 129 West towards Watsonville, take Hwy 1 South, turn into the parking lot past Jetty Rd (before the bridge in front of the power plant). – 🚩



Participation in Potter Yachter events is subject to the guidelines published in [March 2016 PYN](#), page 3.

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 can join us on sails in person or vicariously through our stories. Annual dues are \$25 per family.

Make checks payable to "Pat Brennan", or use PayPal to pat-brennan@sbcglobal.net, or try this link: <http://www.paypal.me/WPatrickBrennan/25> and include "Potter Yachter Dues" in the notes.



Or see us online at:
www.potter-yachters.org

Send your payment (with
your name and address) to: Pat Brennan
1305 Webster Street #C205
Alameda CA, 94501

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.



Patrick Brennan
1305 Webster St., C205
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

