



The Potter Yachter

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

April 2018

Storm Clouds Parted for the Potter Yachters' St. Pat's Day Sail to the U.S.S. Thompson

by Carl Sundholm



Storm clouds offer a dramatic backdrop for Dana Suverkrop's beautiful P-15, *Sip*, in Redwood Creek.

Last year was the wettest on record after five years of California drought. A nearly rain-free February this year led us to think that we might be in for another dry year, but then came the March rains. The week before St. Patrick's Day was forecast as a week's worth of rain, which subsequently carried over onto our sail day on Saturday, March 17th, when the meteorologists predicted cold and intermittent morning showers. (See *St. Pat's Day Sail* continued on page 6)

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

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

Burpees \$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>

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By Eric Zilbert

Look Aloft!

I was recently reminded of the safety tip which is the title of this piece. A friend of mine related a story about how, on leaving the harbor at Bodega Bay last summer, he managed to get his spreaders tangled up in the top of a day marker. What made the story even sadder is that he was motoring when it happened! The result of this incident was a decision to sell the boat rather than repair it, as the quote for the rig was more than he had paid for the boat!

It is a challenge to remember how far our crafts protrude upward. I remember back in 1993 I took possession of a small sloop that had been my parents' boat. The boat was only 14 feet long, and the mast could not have been more than about 18 feet high. We took it to sail on Lake Berryessa, and were forced to park and rig on a side hill. I was able to do this, but when we returned, I thought, "I'll just go to the top of the parking area and un-rig there." I hadn't noticed the **cable** stretching across the road at the top of the hill, about 12 feet above the deck, and succeeded in dismasting and ripping the fore stay attachment right out of the boat, along with about ten square inches of the deck! This was especially painful because of the presence of my wife and kids. It was a visceral learning experience, and I have managed not to repeat this type of thing ever since.

In my experience with the Potter Yachters, I have never seen a mast damaged due to sailing. At least not a properly sized and installed stock mast (Goose and I once inverted a Lido 14 mast he had rigged on his P-15, and he has lost his mast a couple of other times as well, but they were all "experimental"). But I have seen and heard about several instances of boats on trailers interacting with limbs of overhanging trees, with significant ill effects. Before you start driving around with the mast up, look for wires, trees, building overhangs, and other obstacles that could ruin your day, month and even year! Unless your mast is exceedingly sturdy (see photo).

On the water, overhead hazards can include protrusions from day markers, piers, docks, and other boats. Once in Monterey a few years ago, one of our members was leaving one of those big commercial slips they sometimes put 3 or 4 of our boats in. He did not notice some two by fours protruding from the top of the pier. Motoring out he proceeded to dismast, damaging the beautiful woodwork on his boat, ending his sail for the weekend, and requiring him to find a way back to Moss landing to get his truck and trailer.

So, look up...

for inspiration, for guidance, and especially for stuff that can really ruin an outing. Look aloft! — 

Club Events on the Horizon

[Event Calendar](#)

Apr 28 (Sat-Sun)	Moss Landing/Elkhorn YC Sail with Overnight Option <i>open ocean sail, generally not for beginners; guest dock may be available</i>	(Bud K)
May 19 (Sat-Sun)	Delta Sail & Overnight <i>easy but sometimes intermediate when it is very windy; overnight at the docks</i>	(Jerry B)
Jun 02 (Sat-Sun)	Woodward Reservoir Sail & Overnight <i>easy to somewhat intermediate if windy; overnight on beached boat or camp in a tent</i>	(Herman W)



A custom catboat with robust wooden spars won the tangle with this tree in Monterey.

Sailing Calendar

UPDATED

There were a few changes made to the sailing calendar since it was sent out to members in the mail. Some of the sail hosts were incorrectly identified, the website address for Lake Washington Sailing Club was wrong, and the date for the New Spicer Meadow Reservoir Sail was off by a day. That's all fixed now. As always, you can find the latest sailing calendar online at: www.potter-yachters.org

New! Using Google Calendar

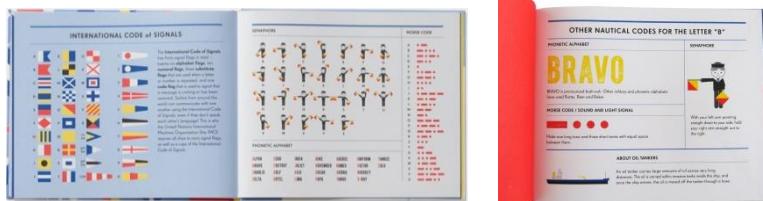
If you use a smartphone to keep track of your schedule, you can now link to the Potter Yachter calendar and stay up-to-date with the sailing schedule from anywhere. You'll need to consult Google's help for your particular phone. The screenshot (at right) shows the Google Calendar on the Potter Yachter website with the special link you'll need (under it). If you prefer the old way, you can still click where it says "[2018 Sailing Calendar](#)" for the latest one.



The Complete Book of Nautical Codes, by Sara Gillingham, caught my eye as I was leaving the library one day. The sailboat and nautical flags appealed to me, but I knew my daughter would enjoy it because it's about CODES. If you also know a spy-novel enthusiast with code-breaker tendencies, this beauty may be for them.

- Phil

See the link below for a non-affiliated review at another website.



<http://www.boaterkids.com/alpha-bravo-charlie-review-of-nautical-codes-book-for-children/>

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The screenshot shows a Google Calendar interface for April 2018. The days of the week are labeled from Sunday to Saturday. Specific events are marked with blue boxes: "Benicia Sail" on April 15, "Richmond Sail" on April 21, and "Moss Landing" on April 28. The "Events shown in time zone: Pacific Time" message is visible at the bottom left, and a "Google Calendar" link is at the bottom right.



Moss Landing Sail & Overnight – April 28th, 2018

Join us at Elkhorn Yacht Club

Sail Host: Bud Kerner

Come join The Potter Yachters for a **whale watching** sail out of Moss Landing on April 28. Some of us will be arriving on Friday for Saturday's sail, and some of us will be staying over Saturday night to sail on Sunday. Once again, [Elkhorn Yacht Club](#) is making all of their facilities available to us.



- Friday is an optional day. Appetizers around 6:30 pm.
- Saturday, we leave the harbor around 10:00am.
- Sunday is another optional day.

They will probably be serving appetizers on Friday around 6:30 pm at the yacht club. If you show up on Friday, you can most likely park on the yacht club's property for free (check upon arrival). That way you just pay for launching. Use the newer ramp; it's in much better shape than the one closer to the yacht club.



Directions to Moss Landing, CA

For your GPS, the yacht club address is: 2370 CA-1, Moss Landing, CA 95039. The club is right next to the ramp parking.

From San Jose, take Hwy 101 South: take Hwy 156 West, exit onto Hwy 1 North at Castroville, just past the famous power plant stacks, go over the bridge and turn left into the parking lot.

From Santa Cruz, take Hwy 1 South: turn into the parking lot just before the power plant stacks and before the bridge.

[Elkhorn YC](#)
(831) 724-3874

Last year, [the fee schedule](#) for just a launch/retrieval was \$11. If you pay \$17 instead, you get that plus you'll

also get 12 hours of parking. Every additional 24 hours of parking costs \$15. They still use the envelope system, so you have to calculate all this out, write it down, and insert the cash. They do not make change so bring the right amount. EYC is in the north harbor and it's a long walk to the harbormaster's office in the south harbor.

The sign on the red "iron ranger" offers a dizzying array of choices for trailer parking, PWC launching, car parking, etc. Just do your best and you should be okay. Oh, and bring a pen!



The power plant towers form a distinctive landmark

photo: Don Person



The bar at EYC is a great place for drinks AND for dinner. In addition, there are several fine restaurants in the area. The closest (right in the launch ramp parking lot, and previously called the *Sea Harvest*) is [Pacific Grill](#), which is open from 11am for lunch, and dinner. If you can drive over (or are willing to make the twenty-minute walk over) to the south harbor, there are several options. The [Lighthouse Harbor Grille](#) (open 6am-2pm) and [Phil's Snack Shack](#) (open at 7am) offer some tasty breakfast items. [The Whole Enchilada](#) has live music on the weekends and serves up a wide selection of Mexican food from 11:30am-9pm.

A favorite lunch stop is [Phil's Fish Market](#), but it's a heck of a walk and parking is hard to find. A group of us successfully took one P-19 over to the south harbor's fuel dock and got permission from the harbormaster to tie up there for lunch. The walk to Phil's is only a couple of minutes from there. They even have bluegrass music every Monday through Thursday.

Moss Landing is in the heart of the *Monterey Bay National Marine Sanctuary* and there is a LOT of information on their website, <https://montereybay.noaa.gov/>

Check out their Field Guide (look for Education / Materials) for a peek at the wildlife we'll be seeing out there.

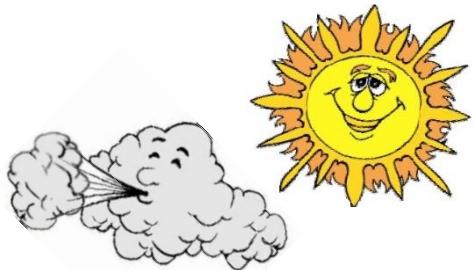
See you on the water! —



These adverse weather reports apparently scared off all but the most intrepid Potter Yachters. But for those who came, the storm clouds parted to transform the overhead threat of rain into a dramatic celestial backdrop of Nature's beauty in the sky.



Dave and Francesca Kautz arrived in style on *Zoe*, their most spacious and elegant Capri 26 sailboat, with Rob Sampson as crew and photographer.



The Potter Yachter

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Rob's cheerful pug, Winnie, served as mascot and little buddy.

Mark Sabin and Cynthia Shallit with their Compac Sun Cat, *Half Fool*, came down from the Sacramento area to join our small flotilla of Potter Yachters venturing out on the South Bay.



Photo by: Rob Sampson

"Goose" (Jim Gossman) arrived from Benicia with his exquisitely modified Potter 19, *ReGale*, and it seemed like it was a "birds of a feather" situation because a very thick flock of shorebirds buzzed Goose as he made his way out Redwood Creek. Such flocks seem to be a good sign for the environmental health of the sloughs as well.



And, of course, there was yours truly on my trustworthy West Wight Potter 19, *Dagmar*. Here's a photo of *ReGale* and *Dagmar* headed out Redwood Creek.



Photo by Rob Sampson

On the way out Redwood Creek on this St. Patrick's Day, it seemed ironic to see that someone ran over and broke green channel marker # 13. Possibly someone celebrated with too much green ale, and hit the trifecta of ramming a lucky green channel marker with unlucky number 13 on St. Patrick's Day.



As we neared the place where Redwood Creek enters South San Francisco Bay, we were greeted by classic flat-bottomed storm clouds with billowing tops, which provided magnificent background scenery to our voyage to the Thompson wreck.



Notwithstanding the nearing high tide, we could still see the “bridge” of the U.S.S. Thompson, which was serving as a convention center for local cormorants. Another good ecological sign, showing that the fish community below the water is sufficient to support this cormorant population.

Having found the wreck at high tide, Dave anchored Zoe in about 10 feet of water, for others to raft-up alongside.



And we all pulled alongside Zoe as our rallying point to raft-up for our picnic on the bay.

We fully enjoyed Dave and Francesca's hospitality in inviting us to dine and hang-out in their commodious and luxurious-to-us Capri 26 "mothership," as fully enjoyed by all of us.



Photo by
Rob Sampson

After a very warm, cozy picnic lunch and enjoyable conversation, Dave noticed that his anchor was slipping a bit with the weight of all our boats, so we figured that would be a good time to de-raft.

Back on our smaller boats, we felt a bit cold, so Goose and I headed back.



On the way back, I encountered a sailboat race between where I was and where I wanted to go (the Redwood City marina), so I carefully looked for my opportunity to cross between the racers where a gap appeared sufficient, and took the opportunity.

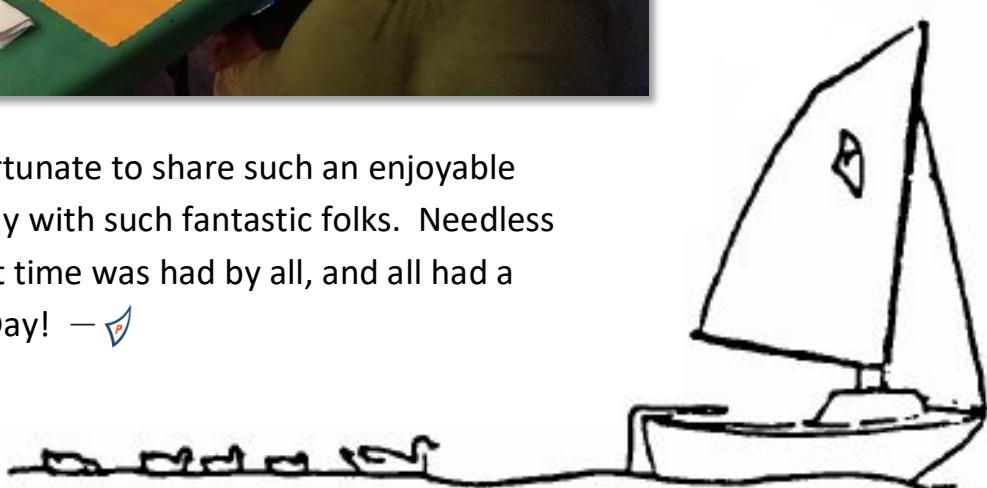
Dave recounts the “rest of the story” as to the happenings on the Bay after Goose and I headed back:

“After departing the lunch stop, Francesca, Rob and I sailed north, trying to stay under a blue spot in the sky between the clouds. We made it most of the way to the San Mateo Bridge before turning around and heading back to Redwood City. Mark and Cynthia sailed back to the ramp by a more direct route and hauled their boat.

We all convened, quite accidentally, at Goose's boat which was tied up at the Sequoia Yacht Club Guest Dock. We then went into the club and sat by the fire with beverages. Mark and Cynthia, who had a three hour drive ahead of them, elected to leave before dinner but Rob, Goose, Francesca and I had another Corned Beef and Cabbage extravaganza (also prepared by Helen) at the Sequoia Yacht Club. They too featured live music, but this was traditional Irish folk music instead and was very pleasant indeed.”



We are indeed fortunate to share such an enjoyable sailing day on the Bay with such fantastic folks. Needless to say, a magnificent time was had by all, and all had a Happy St. Patrick's Day! —





Sun peeks out at Peninsula YC on Friday (3/16) a few hours before St. Pat's Dinner. —Photo: Phil Marcelis

***Do you have a Potter Adventure to tell? Some great photos?
Email your story and pictures to : sail@marcelis.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 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 Pat Brennan
your name and address) to: 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*

