



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

March 2003

Sailing Calendar

March 1 and 2

Richmond + OCSC classes

March 15 and 16

Richmond + OCSC and Barbecue

April 5 and 6

Delta Overnighter, Brannan Is.

April 23-27 Sail Expo

Jack London Square

May 3 Oakland Estuary

**Salt and Pepper Sail
5th st. Ramp**

May 17 and 18

**Woodward Reservoir
Beach Camping**

June 7 and 8

Richmond to Angel Island

June 28 and 29th

Eagle Lake, High Sierra Campout

Education Programs For Potter Skippers Planned

At the annual Potter Club meeting in January, outgoing Commodore Judy Blumhorst, in her "farewell address" reminded the club members of the value of sponsoring educational programs. Potter Sailors who participated in last years Man Over Board classes and exercises came away with a heightened confidence in their ability to deal with emergencies. Because so many Potters are sailed by families, often with 2 people aboard, the ability to sail back and recover a person overboard is a vital skill for the safety of all concerned. The course in docking procedures helped

new and old skippers alike polish their skills in bringing their P-19's and P-15's safely into docks and slips. As described in detail in last month's newsletter, on March 1st, and March 15th, Potter Yachters are sponsoring two excellent classes, the first in Navigation and the second in general seamanship skills, presented by the Olympic Circle Sailing Center. The courses as planned, can be included after some sailing from Richmond Marina. (or not!) If you would like to take the courses, telephone Dr. Judy at (925)-997-0786 to see if a space remains. (See Page 4)

Improving Your Potter: with the coming of Spring and the start of sailing season...Project Time!

The standard P-15 and P-19 sailboats, as they come from the factory, are quite functional and will give years of pleasurable sailing, but just as some car enthusiasts can't resist upgrading the accessories on their pride-and-joys, so it is that P-15 and P-19 skippers have often upgraded various hardware and controls on their boats. What follows is a description of some of the improvements I've seen and tried over the years, some that I have seen on friend's boats, and some interesting ideas I've heard discussed. Perhaps you may see something you would like to install on your boat.

Improving the Centerboard and Daggerboard lifting systems.

- One of the more satisfying and useful modifications I made to

my P-15 was to purchase two small double blocks (one with a becket the other without) and a length of 1/4 inch red yacht braid, and install a four-to-one Tackle in the lifting system. When single handing the P-15 in shallow water or deliberately driving the little boat onto a beach for some shoreline exploration, as it suddenly becomes necessary to raise the centerboard, the stock system takes a very hefty tug to get the board up. Because of the need for such a hefty pull, it sometimes forces the single handing P-15 skipper to let go of the tiller and leap forward to haul on the centerboard lanyard with both hands in order to quickly raise the board. Of course, when the skipper lets
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Dr. Judy Honored as "Commodore Emeritus"

For her years of great service to the Northern California West Wight Potter Association, the Potter Yachters named Dr. Judy Blumhorst "Commodore Emeritus" of the association, during the January 2003 annual brunch and business meeting. Speaking on behalf of the club members, incoming Commodore for 2003 Rich McDevitt, praised Judy's unique leadership and devotion to the club's goals of furthering the joy of Potter sailing, education in safer sailing. Rich then presented a beautiful plaque to Judy engraved with the new title.

Improvement Projects for Your Potter cont'd from P.1

go the tiller (even with some sort of tiller lock in place) the P-15 develops a mind of its own and starts to round up into the wind, and may undertake all sorts of embarrassing attitudes other than the one the boat's skipper had in mind.) If the P-15 has had the four-to-one installed, the skipper can have the tail of the lanyard led out into the cockpit, and can easily raise or lower the board with one hand, while holding on to the tiller and steering with the other hand. Using red braid for the lanyard is a good idea, because if you have "a lot of red" showing, it reminds you that the board is up, and the boat a bit less stable. Color coding control lines is a good idea, especially when teaching friends how to sail... "Grab the red line..." is much more specific than just "grab that line"...

In general, it can be said that any control line that is easily moved or adjusted in a sailboat's rig is much more likely to be moved when needed, than if the system is awkward or difficult to control. "Power assists" like additional tackles, winches, etc., help to fine tune sail adjustments, and help maintain good control while making adjustments, especially when the wind gets stronger.

The trade-off for installing multi-part systems is they require more "rope" and therefore create more "spaghetti". or piles of slack line in the cockpit.

The daggerboard winch system on P-19's is ideal in that the P-19 winch supplies the mechanical power needed to handle the heavy daggerboard, but is still a rather simple de-

vice. Many P-19 owners of earlier boat have changed their systems from wire cable to hi-tech line such as spectra, to eliminate the problems that arise from "meathooks" or metal splinters that sometimes occur with the wire systems. In the process of improving the P-19 daggerboard system, the ability to detach the cable or line and put it up out of the way turned out to be such an improvement in opening up the interior space of the P-19 cabin, that the latest P-19's from International Marine now have a quick detach as the standard system. I am happy to report that retrofitting a quick detach for the lifting line or cable from the P-19's board is a pretty easy change. As Commodore Judy recently commented, the P-19 has an extraordinary amount of useful space for such a small sailboat, and the ability to detach and clear the lifting cables out of the center of the cabin makes the P-19 interior much more spacious when the board is down.

Probably the most ambitious modification to the P-19 daggerboard lifting system I have ever heard of was Bud Macaire's.

Bud installed a small electric winch in the ceiling of his P-19 and could raise and lower the board with the push of a button. The article describing this change was published in an issue of "The Potter Yachter" many years ago, and unfortunately I have been unable to locate it, and I never did get to ask Bud how well his system had worked out in practice.

Bud's solution was reliant on electrical power, or course, and so be-

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Improvements

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became suitable only for a P-19 equipped with a fairly large battery or batteries.

Boat trailer improvements:

Anyone who has ever tried to retrieve their boat and pull it on to the trailer with a stiff crosswind blowing over the ramp, will testify to the benefits of having “goal post” style trailer guides mounted at the rear side rails of their trailer. Fortunately there are several companies making bolt on guides, and they are a simple after market installation. An addition that I liked was putting several rings of red scotch lite reflective tape around the trailer guides... The highly reflective tape mounted up high was a great safety device for warning cars coming up from behind that they were getting near a trailered boat, and since no 12V electric power was needed for them, they were a great backup had the electric lights on the trailer failed. Another item I have been universally glad of was the use of the folding tongue jack and wheel. With the wheel down, I have always been able to move the P-15 very easily all by myself, by hand, and even the P-19 was moveable by one person too, using the jack and wheel. When traveling or working on the boat the tongue wheel always meant it would be easy to maneuver the boat into any extremely narrow space by hand if necessary, without straining any muscles in the process. Also connected to the issue of moving things, one of my happier acquisitions was a two wheeled handcart made for transporting and storing outboard motors. It made moving the 60lb 5hp motor and flushing it with fresh water after an outing easy. The stand is also extremely handy just for storing the motor. *Bruce Hood, March 2003*



photo: Dave Norris

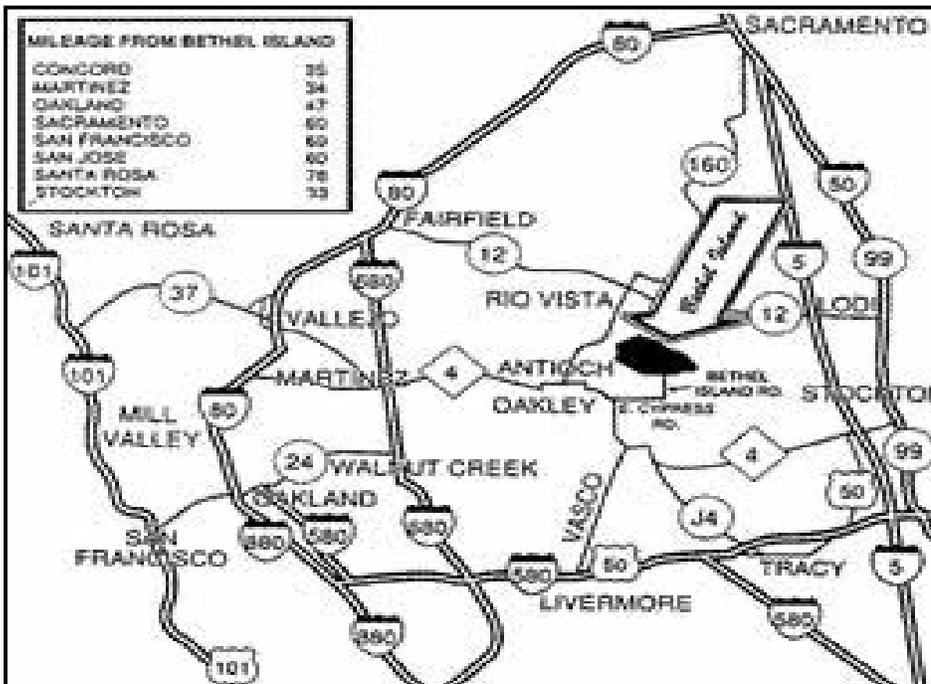
Cruiser Challenge V at Monterey July 19-20

Every Potter skipper, and indeed, every trailerable sailboat skipper who has ever attended the Small Craft Advisor Magazine sponsored series of “Cruiser Challenge “ races, has sung the praises of the warm low-key and fun-filled weekend at Monterey. Jointly sponsored by “The Potter Yachters”, and SCA, supported by the Monterey Bay Yacht Club, which provides terrific help in running the races, and hosts the after race banquet, it would be hard to describe a more pleasant weekend in more beautiful surroundings. This year Cruiser Challenge V is scheduled for the weekend of July 19th, and 20th. The Race schedule, featuring a short race in the morning and a slightly longer one in the afternoon is designed to accommodate a wide range of interesting trailerable cruisers, and all sorts of boats can be seen in the three size classes, from Potter and Montgomery 15 footers, to Santana 2023’s with some beautiful cruising catboats and home built trailerable

sailboats thrown into the mix. A feature of the Cruiser Challenge is the camaraderie among all the sailors present. The main purpose of this gathering is to have fun, so socializing on the Docks, at the Deck of the Monterey Bay Yacht Club, and enjoying some of the great restaurants on the bay with old friends takes equal precedence over pursuing one another out on the water. Slip fees are reasonable for the weekend, and the City of Monterey Yacht Harbor staff welcome the Cruiser Challenge sailors, and assist them in every way possible to make the week end a memorable one. On the water, when out cruising around on Monterey Bay the natural beauty of this great Bay comes to life. Seal pups frolic in the water alongside you as you make your way Westward. East, in the Kelp beds, you can detect the furry shapes of sea otters feeding and seabirds arc overhead. Be sure to put Monterey on your Calendar! You’ll be glad that you did! *Ed.*

Potters Play in the Delta: April 5 and 6th

Brannan Island to Lundborg Landing in the Delta is the course called for by Potter Club P-19 Fleet Captain Jerry Barrileaux. Cruising in the Delta has long been a favorite haunt of the Potter Yachters, and nobody knows their way around the backwaters and bayous of the Sacramento River Delta better than Jerry. Here are Jerry's notes for those planning to attend this sail. "We will be Launching from Brannan Island at 9:00AM and sail over to Lundborg Landing on Bethel Island for an overnighter. The landing has a nice guest dock (FREE if you eat there!). There is a nice Bar, and really good food. They also serve breakfast. ! The entrance to Frank's Tract is only a quarter of a mile from the landing. Close by are The Sugar Barge, and The Rusty Porthole, both very nice places. Lundborg Landing also has a campground and launching ramp, however the ramp there is good for P-15's only. These locations should be as much fun as Windmill Cove used to be, only much cheaper! To get to Brannan Island, Take Highway 4 towards Antioch. 4 turns into 160 as you go over the Antioch Bridge. Keep going towards Rio Vista, and just after you cross the next bridge the Park Entrance will be on your Right. Tell the Ranger you are going to leave your vehicle parked overnight. The total cost will only be about \$4.00. Lundborg Landing has a launch ramp that is not P-19 friendly (trees!). P-15 sailors not wanting to make the whole cruise can launch there and beat everyone to the Bar. There is also a campground at the Landing. To get there, head for Bethel Island from Highway 4, go over the Bethel Island Bridge and turn right on Gateway Road. Then just follow the signs. Last year everyone had so much FUN on this sail we decided to do it again..and the landing has the best fish and chips on the Delta.



Richmond

Weekend Schedule March 1st and 15th

Saturday Schedule (both weekends):

9:00 am - Launch at Marina Bay Harbor in Richmond, CA. Launch fee is \$5. Slip fees are \$12/night. Pay at Harbormasters' Office.

3:30 pm - Return to Marina by 3:30. so you can drive to Berkeley for dinner and classes.

4: pm Dinner both Saturdays

4-6 pm, March 1st: Buy your dinner at the Sea Breeze Grocery (or pack it), an inexpensive roadside open-air market serving great chowders, fish sandwiches, hot dogs, salads, beer, wine, etc. Picnic tables available.

4-6 pm, March 15th - BBQ at OCSC \$5 per person

6:30-9:30 pm - Lecture I at OCSC Club House. Don't be late. The class will start promptly at 6:30.

9:30 pm - Return to Marina Bay in Richmond to sleep on your boat.

Sunday Schedule (both weekends):

Morning: Go sailing or pull your boat out.

1:30-4:30 Lecture II at OCSC Club House. The class will start promptly at 1:30

Sunset is at approximately 6 pm. in case you haven't pulled your boat out yet.

Sail Calendar 2003

Navigation Class at OCSC March 1-2:
Weekend at Richmond Marina

March 15-16: Weekend at Richmond
Marina. BBQ and Seamanship Class
at OCSC

April 5-6: Delta weekend- Brannan
Island to Lundborg Landing

April 23-27: Sail Expo at Jack
London Square in Oakland. Party for
Bill Teplow sponsored by
Potter Yachters and Latitude 38.

May 3: Oakland Estuary Salt and
Pepper Sail from 5th Street ramp

May 17 and 18: Woodward
Reservoir. Boat Rodeo

June 7 and 8: Richmond overnight
with a day sail to Angel Island.

June 28 and 29: Eagle Lake (make it
a long weekend.)

July 3 through 7: Delta anchor out
and fireworks cruise. Extension up to
7 days.

July 18-20: SCA Cruiser Challenge,
Monterey Bay

August 10 Redwood City Day Sail

August 23 and 24 Richmond to

Loch Lomond with overnight at
Richmond Harbor

Sept 6: Oakland Estuary Day Sail

September 20-21: Enchanted
weekend at Tomales Bay

October 5: Daysail at Richmond

October 18-19: Monterey Harbor



New Potter Yachter Commodore Rich McDevitt motors in to Angel Island in S.F. Bay, at the helm of "Minnow". Photo: Mike Westfield

Commodore's Corner

Here in California we are so fortunate to have the long sailing season we enjoy. When I look at the photos on the trailer sailor web site of some of our fellow Potter sailors boats under their tarps with a foot of more of snow covering them, I am reminded of our good fortune. Many thanks to the members of the Potter Yachters who entrusted me with the job of Commodore at the January 2003 annual meeting. I had the feeling that it was "my turn" to do some work for the club, after many years of enjoying the club as a member and now I have been

given the chance to do just that. I also am extremely lucky to have the support and assistance of long time members such as Jerry Barri-leaux, P-19 Fleet Captain, Mike Westfield, P-15 Fleet Captain, Greg Yu, Secretary Treasurer, Dr. Judy Blumhorst, Commodore Emeritus, and all the many volunteers who do so much for the good of the club. This year looks like another great one, with the emerging plans for educational activities, for some great overnight cruises, the SCA race at Monterey. I hope I get to see everyone at all of them! Rich

***Potter Photos, Stories, Articles Wanted
Send to Editor Bruce Hood***

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The Potter Yachter

March 2003

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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 ex-

perience 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*