



# The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

September 2007

## SUNSHINE ON SAN FRANCISCO BAY

Jerry and Carol Barrileaux



*Jerry and Carol were getting the most out of a fickle day on San Francisco Bay. The wind came and it went away, that day in August when sailing from Richmond to Angel Island. It was a beautiful day to be on the Bay, but the wind would blow hard then it would hide. In those lulls we slowly passed other sailing vessels pretty much going the way we were. Some enjoying their lunch or just sitting back in the warmth of the sun. San Francisco Bay is always an interesting place to sail.*

*Photo by Don Person*

## The Commodore's Log

Ooops. Years ago, my journalism teacher preached the necessity of getting names right. Well, I misspelled Dan Ricker's name in reporting CC VIII. Dan laughed about it but my apologies.

August was another great month for sailing and the Richmond sail to Angel Island was outstanding. Fifteen boats showed up with seven staying overnight in the marina. Jerry and Carol Barrilleaux led the Saturday night contingent to Salute, the fancy restaurant in the marina, while a large group made the acquaintance of Curtis and Kelly. Curtis owns the 120-foot ocean-going Tug "John Gray" tied up at the marina and invited the group over for wine and a tour. Curtis took pains to show us the brig with its shackles, adding to the fun. I went out Sunday morning and took advantage of a five-knot breeze to poke around. It was a perfect weekend.

Events for September and October are shaping up well. The Tomales Bay overnighter for 29/30 September is still on. But we had to find another launch ramp as Miller Park is closed for renovations. The Golden Hinde Motel and Marina on the other side of the bay can accommodate us. It is \$10 to launch and \$10 per night parking. The website for the Golden Hinde is <http://www.goldenhindeinn.com>. The P15s should have no trouble launching at any time but the P19s may want to launch and recover around high tide. High tide is 1:42 PM on Saturday, and 2:20 PM on Sunday.

We've had a favorable response for the Moss Landing to Monterey cruise on 13/14 October. Right now, the idea is to launch Saturday morning at Moss Landing and sail the 12 or so miles to Monterey and spend the evening. For those who would rather not, we can all meet at Monterey. Then we can do the return leg on Sunday. If the weather becomes a factor, we can drive back to Moss Landing and fetch the vehicles and trailers.

*(Continued on page 3)*

### UP COMING EVENTS:

Sept 29 & 30, Tomales Bay weekend. Sail Host, Eric Zilbert and Dick Herman

Oct 13 & 14, Monterey Overnighter. Sail Host, Mike Swartz

Nov 3, Richmond Day Sail. Sail Host, Dave Meredith

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COMMODORES LOG (Continued from page 2)

The Potter Forum on the TSBB was buzzing with the latest news from the Clear Lake accident over a year ago. To recap, the number two man in the Lake County sheriff's department was motoring across the lake at night going between 40 and 45 mph. He rammed a sailboat from the rear and killed a woman on board. The upshot was that the local DA charged the helmsman of the sailboat with homicide for not having lights on although at least three witnesses reported seeing the boat with lights.

I love to sail at night and am not about to stop. But I

will be more vigilant and keep an air horn handy to sound the alarm if I hear a racing engine. I always have a flashlight handy to light up the sail when another boat gets close. And I will never sail at night on Clear Lake.

Dick Herman

Commodore



Photos by Don Person



Bud Kerner

SF  
Bay  
Out-  
ing  
P-  
19'S



Dave White

## Monterey Bay,

**Moss Landing to Monterey, fall cruise and overnight**

**October 13 and 14**

Well, October is just about upon us which means another chance to gather with fellow Potterers in Monterey. If you haven't been there with the Potter Yachters you don't know what your missing, so plan on joining us for a weekend of good food, good sailing and good friends.

This years event will have a different twist as mentioned in the August *Potter Yachter Newsletter*, weather permitting we will have a group sail from Moss Landing to Monterey on Saturday the Thirteenth for an overnight in Monterey and returning Sunday the Fourteenth. Of course the option is still there for anyone who wants to launch at Monterey and spend the weekend sailing there. Also if anyone wants to do one leg of the Moss landing to Monterey trip we can arrange a shuttle to pick up your tow vehicle. Please bear in mind the harbor in Monterey does not take slip reservations, yet they are very accommodating to our group. The only thing they ask is that we let them know who and what boats are coming as early as possible, so let me know soon if you are planning on attending and on arrival let the harbormaster know you are with our group. Also let me know which days you will be staying as some folks like to show up a day or two early.

If you have any questions feel free to call me at (831) 801-1788 or email at [michaelleswartz@yahoo.com](mailto:michaelleswartz@yahoo.com) and updates will be posted on the West Wight Potter forum at [trailersailor.com](http://trailersailor.com)

Looking forward to seeing everyone in Moss Landing.

Mike Swartz



Mike Swartz

*Photo by Don Person*



Otter

## Cruise Richman to Loch Loman,

I launched late, as usual, and motored out of the Richmond harbor. The other P15s were far away, but I could occasionally spot Don Person's red and yellow sail in the distance. I shut off the Honda and didn't need it again until I reached the Loch Lomond channel. The earlier boats stayed near shore and crossed under the bridge near the Richmond side. Navigating with GPS, I took a more direct course, staying outside Red Rock, then passing under the center of the Richmond-San Rafael bridge.

Wind outside the Richmond harbor was brisk at first, maybe 10-12 knots, and Manatee was soon making 5 knots over the bottom, but speed gradually slowed to 4 knots and then 3 knots for the last part. I was in the company of Dick Herman in his Suncat and a couple of P19s for much of the trip. Dick followed my lead on the "outside" course.

Crabbing through the bridge and headed to Loch Lomond, I had to hold a compass reading of about 270 to maintain a course of 296, compensating for the flood current, and still drifted off course a couple of degrees. We arrived at the Loch Lomond dock just shortly after the boats that had departed earlier, and Don secured Manatee to Sarah Anne.

The fish and chips were disappointing, but the company was great as the Potter Yachters exchanged news and stories during a leisurely lunch. We were joined by Steve Potter who had sailed in from another direction.

I was one of the first to depart, motoring out the short channel to the Bay. The wind and waves there were more than expected, so I decided it would be prudent to reef, which turned out to be much harder than it should have been (or would have been at the dock). My reefing gear is not sail then the reef came lowing, sometimes draped over, while the boat once heeling precipitously, but Steve Potter control and re-hoist the

I again headed for the my course. The rest of the parallel to the bridge. The came fluky, varying in ing to keep the boat justing my sliding boom, boat, but I was glad I had pended less energy if I bark sails had broken and crossed under the just behind P19 Burgundy some progress across the Bay but had not approached the bridge yet. They appeared to be having similar problems with the fluky winds.



optimized, and I had no sooner hoisted the undone. With the motor off, the sail bil- on top of me, I struggled to get things in turned in circles and bobbed in the waves, tously. The rest of the fleet was now long stayed nearby until I managed to recover reefed sail.

center of the bridge, intending to retrace fleet was in the middle of the Bay, sailing brisk wind didn't last long and soon be- velocity and direction. I worked hard, try- headed toward the bridge, repeatedly ad- centerboard, sheet, and position in the only one sail to trim. (I might have ex- had just paddled home.) A P15 with tan- away from the fleet (possibly motoring) bridge early, and I finally got through also, Splash. The rest of the fleet had made

Once through the bridge, I had a good following breeze for a while. I didn't need the reef, but after what I had gone through I wasn't about to mess with that again, so the reef remained for the rest of the voyage. I made slow progress after that, with the waves negat- ing any advantage I might have gained from slightly stronger winds offshore. But the winds again declined to "light and vari- able" (fluky), so it was hard to maintain a course in the desired direction. Sarah Anne had made it through the bridge and was sailing a parallel course close to shore. Burgundy Splash had continued to pull away, increasing the distance between us. Fatigue and frus- tration eventually took over, and I motor-sailed the last couple of miles. Don did likewise and we reached the Richmond harbor about the same time, dropped our sails, and motored into the ramp.

I had left my camera in the car so didn't get any pictures, but I usually needed three hands to sail the boat, so I probably wouldn't have used the camera anyway.

Harry Gordon, WWP14 #234

*Manatee*

It's not to late, to Potter

Patrick Brennan  
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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*