



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

September 2003

Oakland Estuary Sail Scheduled September 6th



Three of "The Usual Suspects", members of the Bay area's Potter Yachter Club, Don Person, Jerry Barrileaux and Dave Kautz seen above in "Three Musketeers Formation" on the Oakland Estuary, sail together on Saturdays and Wednesdays almost every week from the 5th Street Launch ramp near Jack London Square. (see story below)

Sail Calendar

Sept 6: Oakland Estuary Day Sail with "The Usual Suspects"!

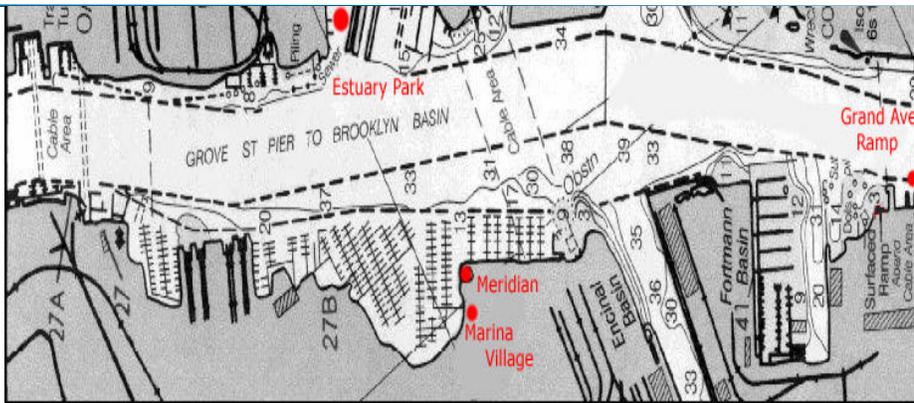
September 20-21: Enchanted weekend at Tomales Bay: See Eric Zilbert's directions on Page 3

October 5: Daysail at Richmond

October 18-19: Monterey Harbor

November Sail: To be announced

A favorite venue for members of the Northern California Potter Club is the Oakland Estuary between Jack London Square and Alameda Island. The Estuary can provide sailing conditions from mild to brisk, and affords access to San Francisco Bay, the Bay Bridge, a crossing to South Bay Marina on the San Francisco side, and lots of places to sail right up to for lunch or a drink, such as Quinn's Lighthouse, at the South end, and a wide range of choices within Jack London Square. The estuary's launch ramps are an easy drive for many of the Potter sailors, and a quick telephone call, e-mail, or website posting often provides a connection for quick organization of a group sail, and confirmation of launch times and locations. Besides Jerry, Don, and Dave, several other members of "The Usual Suspects", Pat Brennan, Dave Lawson, Terry Gotcher, and others, may appear for a group sail, so it is possible sometimes to see quite a large flotilla of Potters proceeding up or down the estuary. See the estuary map on page two...



Estuary Park Ramp, Oakland. (For Daysailors)

Coming from the south on 880N: Take the *5th Av exit*. Take a L onto 5th and go under the hiway. Take the first L on to Embarcadero, the frontage road, and go 1/4 mile and cross the bridge. Take an immediate R into the parking lot. **Coming from the north on 880S: Take the 16th Av exit. Take the first L onto 5th Ave., to Embarcadero, Go 1/2 miles and cross bridge. Take an immediate R. into the parking lot. The Jack London Square/Oakland Estuary Park Aquatic center and ramp is there at 115 Embarcadero. (Its ok to call the fleet captain to confirm schedule)**

Tide in, Tide Out, Tomales Bay 2002



Potter Yachters had a wonderful time over-nighting with their boats high and dry on the beach at Tomales Bay with sounds of the elk herd bugling on the shore of the Point Reyes National Seashore Park. Two days of great sailing (and yes, the tide did come back in and lift everybody off) and great gathering of friends took place. This year, Erik Zilbert will lead the sail again. See the directions and advice on Page three.

The Officer's Club

Commodore:

Rich McDevitt
11595 Manzanita Lane
Dublin, CA 94568
(925) 829-7792
Commodore@potter-yachters.org
P-15 #2531, *Minnow*

P19 Fleet Captain:

Jerry Barrilleaux
2724 Richard Ave.
Concord, CA 94520
(925) 685-4577
P19captain@potter-yachters.org
P15 #564 Breezy, HMS18 #48, *Sunshine*

P15 Fleet Captain:

Mike Westfield
33 Union Sq. #1212
Union City, CA 94587
(510) 675-0994
P15captain@potter-yachters.org
P15 #2248, *Watertoy*

Secretary/Treasurer:

Greg Yu
33855 Juliet Circle
Fremont, CA 94555
(510) 790-1228
Secretary@potter-yachters.org
HMS18 #63, *Sampan*

Webmaster:

Mike Westfield
Webmaster@potter-yachters.org
P15 #2248 *Watertoy*

Historian:

Dory Taylor
PO Box 6443
San Jose, CA 95150
(408) 971-8016
Historian@potter-yachters.org
MKII #610, *Petite Liege*

Newsletter Editor:

Bruce Hood
13 Pebblewood Pines Dr.
Chico, CA, 95926
(530) 342 9112
Editor@potter-yachters.org
P15 2229 *Eilidh*

Commodore Emeritus: Education Capt.

Judy Blumhorst
228 La Pera Circle
Danville, CA 94526
(925) 820 0800
Education@potter-yachters.org
P-19 266 *Redwing*

Potter Yachter Tomales Bay Trip September 20-21, 2003

Launching

The Tomales Bay Potter Yachter Trip is scheduled for Sept. 20 and 21, 2003. We will be launching from the ramp at Miller County Park near Nicks Cove, located on the east side of Tomales Bay, off Highway 1, north of the town of Marshall. The fee is \$5.00 to launch plus \$5.00 for overnight parking. The tides are forgiving on this weekend so we should have little difficulty with the at times notoriously shallow ramp. We will be launching in the morning on Saturday, and those interested in getting together for a pot-luck dinner should plan to meet on the beach one cove North of Marshall Beach at about 5:00 p.m. (Same location as last year). I will bring wood for a fire. We plan to anchor out just off the beach. Marshall Beach and the other camping beaches have pit-toilets. Communicate on VHS Ch. 72.

NOTE: You **MUST** have a PORT-A-POTTY on board for over night stays on Tomales Bay. I have been inspected by the rangers.

Tides and Navigation Notes

Corrected Tides for Marshall

Date	Low a.m.		Low p.m.		High a.m.		High p.m.	
	Time	Ht.	Time	Ht.	Time	Ht.	Time	Ht.
Sept20	03:06	0.6	03:16	3.3	10:18	3.8	08:07	4.7
Sept21	04:00	0.4	04:07	3	10:52	4	09:08	4.9

Tomales Bay is fairly shallow south of Marshall. The west side of the bay is

deeper and with the above tides you should be able to get to the Golden Hinde at any time other than the early morning lows, be sure to stay to the western side of the bay. The entrance to Tomales Bay is a legendary hazard, due to large sleeper waves that may break in the entrance. Note channel markers heading north and do not attempt to pass out the entrance. Also, the area to the north of a line drawn between the launch ramp and Hog Island is quite shallow. Anchor in at least 5 feet of water at bed time if you don't want to find yourself on the hard in the middle of the night.

Accommodations

Boaters may anchor out, or camp on the beaches north of Marshall Beach on the west side of the bay. You are supposed to get a permit if you plan to camp on the beach. No permit is needed to anchor out. (a boat-in camping permit must be obtained from the Bear Valley Visitor Center near Olema on the south end of the park if you plan to camp on the beach). There are no car camping areas in the park, but there is a private campground/trailer park near Olema (no access to water). You can stay and launch at the Golden Hinde Inn and Marina (415-669-1389) located at the very south end of the bay on Sir Francis Drake Blvd., rooms range from \$60-\$150 per night. The ramp and marina should be serviceable on this weekend.

Dining

There are a number of restaurants on Hwy 1 south of Miller Park. It is possible to dock and dine in Marshall, though I have never done so. Barnaby's, the restaurant at the Golden Hinde, is only open for dinner, and I don't think you are supposed to dock in the Marina unless you are renting a slip. I generally treat a trip to Tomales Bay as a camping trip.

E-mail (ezilbert@cde.ca.gov) or call to let me know if you plan to attend.

For more information you can call: Eric Zilbert: 530-757-6783 (eves)

Miller County Park: 415 499-6387 Golden Hinde Inn and Marina 415-669-1389 Bear Valley Visitor Center 415-663-1092, Recorded Weather & Information 415-663-9029

Sometimes it 's not whether you win or lose... but how you ENJOY the game... Harry Gordon reports on Cruiser Challenge V

When Manatee arrived at mark "F," where the starting line was supposed to be, I didn't see a committee boat, and there were a number of Potters milling about, much further out, apparently expecting the start to be at the same location as last year, which was at mark "G." I began to wonder if I had missed a late bulletin, but some of the boats began to return in my direction.

My start for the first race was okay. As I settled on a tack, I tried to pull up the CB a little to adjust the helm, but found the CB tackle was seriously jammed. I began to alternately dive into the cabin to try to unfoul the CB lines then return to the helm to get back on course. This continued most of the way to the first mark before I was able to fix the jam. Despite that, Manatee managed to finish somewhere in the middle of the fleet, the fourth P15 and ahead of one Monty. At the finish, one of the skippers was complaining on the VHF that his was the only boat to go around the specified orange "H" marker, and everyone else had gone around yellow marker "7." It was then discovered that the written directions had given the same coordinates for both marks. At award time, Dave Blumhorst, demonstrating the wisdom of a Solomon, awarded two "first place" prizes for the race--one to the only skipper who had rounded the correct mark and one to

the first finisher who had rounded the correct coordinates.

In the second race, I completely lost track of the start sequence. Seeing larger boats crossing the line, Bruce Hood and I were dawdling behind the line, thinking our class had not started yet. By the time we found out otherwise, we were about 2 minutes late starting.

I had pre-entered all the mark coordinates in the GPS and used the "go to" display effectively on the windward leg. That display showed the bearing and distance to the mark, my actual track and speed, and an arrow that showed the direction to the mark relative to my track. Unlike last year, I now had a clear picture of where the mark was and had indications of when to tack. I also watched the wind shifts, of course, tacking on a header in the manner that Rich described, and I avoided going so far out in the Bay, which was counterproductive last year.

Brain fatigue must have set in after rounding the second mark because, concentrating on my GPS instead of the real world outside, I failed to get on course for the start-finish mark until I had sailed too far outside the rhumb line. Looking around, I was temporarily disoriented because I could see only sand dunes on the shore, no sign of Monterey Harbor. I

managed to get pointed toward the finish line, but what was expected to be an easy reach now required some tacking, and the wind was declining.

Approaching the finish mark (the committee boat had departed), I was surprised to see Pat Brennan off my port beam, and I remembered that Pat had passed me in a near-photo-finish last year after I had overtaken him. I was between Pat and the mark so had a clear advantage this time, but I panicked, tacked too soon, and once again Pat took the mark ahead of me. Aargh! Mike and Dave were not far behind now, having regained some of the distance between us while I was wandering about, and rounded the mark as Manatee headed for the harbor.

I had a great time this year. Sailing conditions were great, and I at least managed to keep in sight of the fleet although I was never a contender. Last year my navigation was lousy, and I became weary of the constant motion of the sea. This time I was comfortable with the swells, and my navigation was greatly improved (except for that last miserable leg). The happiest moment, though, was when a harbor seal decided to entertain me by circling Manatee as we were waiting at the starting line, leaping out of the water, porpoise style, and doing graceful barrel rolls. I was sorry I didn't have a fish for him.

Fellow Pottery Sailors: Don't Forget... Send in YOUR great Potter Stories, Photos, and Improvement Articles. E-mail them to the editor, bruce.hood@sbcglobal.net

A Visit to the English Potter Factory In 1987



“Potter Yachter” Editor Bruce Hood stands in front of a 1987 West Wight Potter at Larry Rumbol’s Potter Works in Dorset, England. Note the hefty tabernacle for the wood mast and sliding gunter rig upper yard. The Cabin roof steps down sharply, and cockpit sidewalls are very high.

In 1987 I had the opportunity to spend vacation time exploring Dorset and visiting the West Wight Potter works with my then “wife to be” Kathryn, prior to traveling North to Edinburgh to begin a sabbatical leave study concerning Scottish Nationalism. Larry Rumbol and his wife Valerie were building Potters in their tiny factory, and were incredibly hospitable and kind to us during the day we were able to spend with them. I had acquired “Aillte” our 1985 P-15 in Santa Cruz, California and had been increasingly fascinated by the origins and history of our little boat. When the chance to visit the English Factory

opened up, after corresponding with the owners, we were delighted. Later after visiting the Factory we would travel to the Isle of Wight, however Stanley Smith, the Potter’s Designer was no longer living, so we were unable to ask questions of the “Father of the Potter..”. At the factory, we were able to examine several boats in various stages of construction, and note the retention of a covered lazarette compartment at the rear of the cockpit, the extremely robust mast tabernacle, mast, gunter, yard, and boom. The sliding gunter which is, once it is raised into the vertical, just an extension of the mast, made it

very easy for an English Potter owner to lower the yard in order to get under stone bridges that cross the many rivers on the South coast. The windows were of thick yacht grade plate glass, and the hatch board itself much smaller and thicker than the folding hatch cover we are used to on our American built Potters. Inside, the boats did not have the Hull liner and cushions we are used to seeing, instead there was a sealed flotation section in the bow, and low benches, which converted to a flat bed surface by unrolling a bundle of futon like slats, which then rested across on top of the bench seats at left and right.



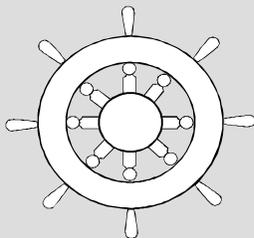
The Potter Yachter

September 2003

Greg Yu
33855 Juliet Circle
Fremont, CA 94555

Inside the Potter Yachter

- Estuary Daysail Ahead Page 1
- Beached at Tomales Bay Page 2
- Advice for Tomales 2003 Page 3
- A Race Report..... Page 4
- A Visit to The Potter Factory in England , 1987 Page 5



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*

