



Potter to Potter

NORCAL WWP NEWS



June - July '79

NOTE: This issue covers both June and July for two reasons: 1) it's so late for a June issue, it's already July! and 2) there are just two weeks between the July and August sails, and I can't write that fast! So look for both the July and the August sail date information in this one issue, and save the map and road directions for both sails. Since this is obviously a **BIG** newsletter and will take you at least a week-and-a-half to read, let's get right down to future events before we start discussing our past:

**** FUTURE EVENTS ****

July 22 (Sunday): Bel Marin Keys Lagoon (see below), launchtime 10:30-11:00 a.m.

August 4 (Saturday): Redwood City Municipal Marina, launchtime 9 a.m. (See page 2.)

September 1 and/or 2 (Sat./Sun.): how about sailing in Monterey Bay (too foggy?) with maybe dinner afterward?

October 6 and/or 7 (Sat./Sun.): how about a repeat of the Woodward Reservoir campout? Or, has anyone been to Lake Comanche recently? Let me know how it was.

November 3 and/or 4 (Sat./Sun.): how about Coyote Point? Summer winds (high) should be tapering off in Nov., with less fog and cold than in Jan./Feb.

Please write your ideas or suggestions. Is there a place you'd like to go? If we keep alternating Saturdays and Sundays, the exact dates should be: Sat. Aug. 4, Sun. Sept. 2, Sat. Oct. 6, Sun. Nov. 4. When we alternate days, does it help or hurt you? Do you always miss out on a Sunday sail because of church activities? If you have difficulty making a sail because of the scheduling, drop me a note, and let's change things so that the most people can attend every event.

***** NEXT SAIL: THE JULY SAIL: WIGHT ON! *****

Bill Wight has the July sail all planned, and it's a treat. We'll meet at the Bel Marin Keys launch ramp at 10:30 to 11:00 on Saturday, July 22 (map enclosed). We'll sail awhile and then those who wish can enter the Potter fleet race (our first official race!) which the Bel Marin Keys Yacht Club will set up for us. Bill will meet us at the launch ramp and give us race details--start time, course, etc. After the day's sail we'll retire to the clubhouse for hot dogs and beer (or those who wish may use the Wight's patio grill). Here's a repeat of Bill's letter which was in the newsletter last month:

"Bel Marin Keys is a community unto itself located in the Ignacio section of Novato, Marin County. It is located 19 miles north of the Golden Gate off of 101 and just north of Hamilton Air Force Base. The Main Lagoon is approximately a mile by half a mile in area with an irregular shape making for interesting sailing. In July, light winds from the south can be expected in the mornings, shifting to the west or northwest and increasing in velocity in the afternoon. There is no

tide nor current due to the locks at the end of the lagoon. The water is about 8 feet off the end of our dock so it's almost impossible to run a WWP aground, even with the board down.

"The launching ramp is owned by the community, which makes the price of launching attractive, ie, it's free. Docks are available at the launch ramp, Bel Marin Keys Yacht Club, and the Wights' house, with bathroom facilities at the latter two.

"Activities available include swimming, good bass fishing, eating, drinking, and, of course, sailing. July 22nd is a sail racing day at BMKYC and although Jim Mangels indicated that not much racing has been done in the past, it might be fun to do so. BMKYC Sail Fleet Captain Bill Osterlund enthusiastically said he would be glad to run a race for Potters, if we want to race, so give it some thought.

"It might be well to explain here that Bel Marin Keys Yacht Club is not a St. Francis or San Francisco type yacht club. It's a closed club for residents of the community. The club house is small and

doubles as a community center. On sail race days, the bar is open with mixed drinks at 75 cents and beer at 40 cents a can. Also Werner Eisen, one of the members, will be cooking his famous Werner's Weiners for 85 cents per - delicious and well worth the price. For those who would like to bring their own picnic lunch and beer, the patio at 116 Montego Key will be available--plus a grill.

"That's about it, Harry. Let's hope there is enough appeal to attract a big fleet of WWP's on July 22:

One further note: Several weeks ago Bill was victim of another heart attack (he's had previous surgery and evidently is no stranger to heart problems); but he insists he wishes to keep our July sail date. So we're trusting his good judgement on the matter, and are proceeding with the sail plans.

Hope to see you at Bel Marin Keys on July 22--and remember, if you're in the Wight place at the Wight time, you'll win the Wight race! (I'll even wight about you in the next issue...).

***** THE AUGUST SAIL *****

Two weeks after the July sail at Bel Marin Keys comes the August sail: Saturday, August 4: Launch 9 a.m. at Redwood City Municipal Marina ramp. This will be the first time we've ever launched from the peninsula.

The earlier launch at 0900 is because high tide is at 1123 (11:23 a.m.) and low tide is at 1615 (4:15 p.m.). This is important to know, because the long channel from the launch ramp is narrow, and as the tide goes out, the channel gets even narrower as the mudflats appear to either side; this makes for difficult tacking! (Motoring is possible.)

Hopefully we can get some dinner reservations at Pete's Harbor restaurant for those so inclined.

To get to the ramp (it's 2-lane concrete): take freeway 101 to Harbor Blvd. in Redwood City and turn north (toward the Bay); follow Harbor Blvd. until you see the Marina (about 2-3 miles); follow Marina signs to launch ramp. Fee was \$2.00 last year.

***** FREVINSSAKES! *****

What's in this issue that makes it so fat, anyway? Enclosed, you'll find:

--Harry Gordon's excellent article on May's Monterey Bay Passage. He invited me to edit it, but it is too superb to tamper with.

--Stan Butler got each of us a copy of the Coast Guard pamphlet on hypothermia. Well worth reading in this Bay Area of perpetual cold waters. Thank you, Stan.

--There's a newspaper article from the San Jose Mercury--hey, we got our name in the paper

--Finally, the official West Wight Potter Yachter Fleet Roster! Please make these changes on your copy: Hans Wolf's boat's name is: SCHANNI. And the new president of the S. Cal. WWP club (the Santa Monica Bay Fleet) is: Leo Arnold, 2407 Silva St., Lakewood, CA 90712; phone (213) 531-7438.

***** HARRY, YOU'RE NO COPY BOY! *****

...And last month's issue proves it!

I'd like to thank Harry Gordon for his May issue; for all the time it took, and the sheer effort of amassing and disseminating all that information.

Most of all, I'm impressed by the content of his newsletter--for instance, his probing questions on 'Capsizing and Survival' are too important to ignore, and if you haven't

responded to his particular question to you in that May article, I hope you'll take the time to do so.

I'd also like to apologize for a 'faux pas': at the April dinner meeting I failed to introduce and give credit to Harry Gordon, who has twice volunteered to take on the job of producing a monthly newsletter, and has done a beautiful job each time. I hope you'll thank him for his efforts--he's the tall guy in the orange Potter T-shirt who loves to tinker with his rigging and is kinda quiet--'til you hand him a typewriter!

***** THE SLEEK AND SILENT *****

Who are you? There were two new Potters at the Uvas sail in May, sailing together... We didn't get your names or sail #'s...Sign in, please! (Drop a line to the return address.)

***** LAST MONTH'S WOODWARD SAIL *****

The June 2-3 Woodward Reservoir sail was the best yet. The winds...ah, the winds... varied from gentle to robust (maybe 5 to 20 knots), and the wind NEVER quit--even at night! The sailing was superb. Woodward is large enough to sail freely without frequent tacking, and there are also little fingers of water to explore. The weather was hot by day and breezy-cool in the evening. The swimming was great, and the snorkelers were out, as well as the rafters and 'innertubists'. The teenage girls sunbathed, stretched out on lounge chairs "like an offering to the gods", as Syd Marsh said. The teenage boys had fun dumping over the raft full of girls, and Robert Marsh and his friend caught a tiny field mouse (cute fur, darling ears); and as Sydney watched in dismay, they dumped the coffee out of her "Mother" mug and put the mouse in! (So much for sentimentality...).

There were 7 boats in all; five on Saturday: #567 Bob & Sharon Adair with their own three girls, each of whom brought along a friend (SIX GIRLS!!); #512 De and Sydney Marsh, son Robert with friend; Stan & Dorothy Butler (still sans boat, but with high hopes for one); #182 Frank Winans; #604 Jim & Carol Mangels and children; #266 John and Barbara Simpson. And two boats showed up Sunday: #234 Harry & Sandy Gordon and family, and #691 Hans Wolf and his friend (she's a sailor, too, says Hans; sorry I forgot her name!). We all camped together and had one large knoll to ourselves.

Saturday's wind was hot and strong, meaty enough to sink your sail into. Everyone went out at one time and another (the boats were all beached at campsite). For fun, Stan used his hand-held knctmeter device on various boats and came up with these results: Frank's #182 with jenny: 4½ kn.; De's #512 with masthead jenny: 4½ kn.; with Seagull motor, 5 kn.; Bob's #567 with Johnson 4-horse: 5½ kn.

The Adair's large dog, aptly named 'Bear' (cute teeth, darling growl), tired of our chitchat, and trotted into the water to investigate some dead fish. Trouble was, he was tied to the Adair's boat trailer at the time, and the trailer dutifully began following Bear's lead right down the hill and into the water! Jim Mangels ran to the rescue, and Sharon Adair had a serious talk with Bear (he didn't look very contrite to me).

After dinner the fleet hit the water for an evening sail--oh, so fine!--and/or shared some wine and conversation. ("Bob Adair is a midnight sailor!").

That's not all the fun we had (I have to try to keep this short!)--Sunday was another day, and the Gordons and Hans and friend joined the group (see Sandy's story which follows). The whole weekend was enjoyable and the sailing was terrific--and available anytime, day or night. If you missed Woodward, you missed a great weekend.

Shorebirds Marked for Extinction?

by Sandy Gordon

On the Woodward Reservoir outing, Potter Yachter Harry Gordon (aboard Manatee) was seen on Sunday afternoon (by more than one reliable source) towing not one, not two, but three lovely ladies on an oversized inner tube. Seems the ladies were too far out...and too tired to paddle anymore...and were without life jackets.

A man's got to do what a man's got to do. At the time of sighting it was not clear whether Harry was towing the girls in, or taking them back out. More in the next issue. (If we can find Harry.)

Meanwhile, wife Sandy had strapped her trusty Girl Scout Leader's knife to her waist, and was preparing to use her newfound skill of snorkeling (thanks for the lessons, Stan & Dorothy!). Muttering something about "letting the air out of their innertube", she

prepared to dive, and searched the horizon for Harry's boat. Finally she gave up, and returned to shore. Someone close by heard her gently utter the Shorebird's lament, "I think I really better take some sailing lessons!"

***** SANTA MONICA BAY FLEET (S. CALIF.) *****

The S. Calif. group reported 18 Potters participated in the April 29 Potter Nationals Race--good attendance! No one from our fleet entered; regretfully, April 29 was our own local Opening Day celebration.

The race wind was 8 knots, seas calm, temp. 70°. First place went to Darrell Sandeen in #460 (Santa Monica Fleet). There were 10 awards in all: 1st, 2nd, 3rd places; Oldest Boat (#241 was it--Frank, you shoulda been there!), Newest Boat (#771), Oldest Skipper, Youngest Skipper, First Lady Finishing, Race Committee Trophy, and Presidential Trophy.

This one excerpt from their newsletter speaks for itself: "One unfortunate event did occur during the race, however. One boat lost an outboard motor over the side. It simply vibrated off the motor mount. It is an expensive and unfortunate reminder to install safety chains."

Our congratulations to Darrell Sandeen, and here's hoping there won't be any conflicts and we'll see some Potter Yachters at next year's Potter Nationals...several of us were disappointed at not being able to attend. It sounded like a mighty fine race this year.

***** CAPSIZING AND SURVIVAL *****

Norton Bell spoke briefly at the April dinner meeting about an acquaintance's almost lethal experience with a capsized older Potter on cold Bay waters. Norton gave us a handout sheet he'd written, and it's printed again below. He wrote it after talking to the man he met in a Coast Guard class who had been the passenger on the ill-fated Potter. The man said both skipper and passenger "nearly lost their lives"; he recommended bolting 'survival handles' to the bow, and warned that the weight of an outboard motor might submerge an overturned stern. Norton used as a reference for his article the Coast Guard publication #466, "Safety Standards for Backyard Boat Builders", free from: U.S. Coast Guard, 630 Sansome St., San Francisco 94126.

Suggestions for Improved Potter Safety
By Norton Bell

A recent Potter accident in the Bay pointed up the need for some Potter modifications. An older craft capsized and truned upside down. It floated with the stern submerged with the occupants clinging with difficulty to the smooth bottom of the bow. The boat could not be righted and had to be abandoned.

The causes were (1) the centerboard fell into the cabin when the boat overturned and (2) there was insufficient flotation material in the stern.

Some suggested modifications are (1) a strong tiedown means to keep the centerboard down and (2) added flotation material in the stern.

The amount of flotation material that is required to keep the boat afloat can be calculated by recalling that water weighs 62.4 pounds per cubic foot or 0.036 pounds per cubic inch. Stated in another way, one cubic inch of zero density flotation material will support 0.036 pounds. Since the Potter displaces about 600 pounds, 600 divided by .036 equals 17,000 cubic inches, the amount of flotation material required. Measure the flotation material in your boat and compare it with this figure. (Ed. note: If my calculator is doing this right, that means 17,000 cu. in. equals 9.8 cubic feet). I cut away the plywood bulkheads under the seats in my boat (#230) with a keyhole saw to inspect the flotation material. I was surprised to find that there was practically none at all!

Flotation material can be added in several ways. You can buy the chemicals that generate the foam plastic and pour the foaming mixture in the compartment. You can stuff empty plastic jugs in the space. A gallon jug holds 231 cubic inches and will support about 8 pounds. Loose pieces of foam packing material can be put under the seats. Before doing this test the material by submerging it in water to make sure that it is the closed cell type and will not become saturated with water.

I would appreciate any results of test of bouyancy of the Potter.

Norton W. Bell, 1805 Cowper St., Palo Alto, CA 94301 (415) 328-8139

After reading Norton's article, Jim Mangels phoned Don Hatler (Owner of Clara Clipper Sails) to find out just how much floatation is built into the Potter--and especially, how much material was built into the older models. Don didn't have the figures readily available but invited us to contact Joe Edwards (President of HMS). Don said he did know that in the Mark II Potters Joe has told him that the bouyancy material is glassed in place in the hull, and bonded to the underside of both cockpit seats, and that Joe is very pleased with the amount of floatation he builds into the Potters now. Jim will contact Joe Edwards to find out more about the amount of floatation in the older Potters.

Stan Butler sent the letter below in response to Harry Gordon's questions in the May newsletter:

"The suggestions made by Norton Bell, at the dinner meeting, and your comments under 'Capsizing and Survival' in the May issue are well taken. I believe every sailor will question his ability and the limits of his boat when things start getting nasty. Unfortunately, as you point out, answers seem lacking for questions such as: How far will a Potter heel before a knockdown occurs? De Marsh and I have inadvertently dipped the cockpit rail of #512 underwater on several occasions, but what are the limits? If a boat is knocked down, will it self-right? What if the keel swings up at the same time? Would this cause it to turn turtle? Can a method be worked out to right an inverted boat? How do you bail out a boat after righting when the cabin is flooded and the centerboard slot is underwater? Are the problems different for the various model Potters?

Strong winds and rough water are almost inevitable complications with any of the above conditions. Time to get lifevests, or make a call via radio, cannot be counted upon to assist in your survival.

In the case of my #789, when it turned turtle, it floated in a nearly level position with the bottom about 8-10 inches above water. Climbing aboard and riding in this position was almost impossible due to rough water and the slippery bottom. The motor bracket was the only convenient handhold. The keel had swung into the retracted position and in this condition the two of us were unable to roll the boat into the upright position without assistance. After righting, the boat floated with the cockpit rail 4-6 inches above water. Certainly there was adequate floatation to support at least two persons on board. The drain plug had blown out of the cockpit transom so that it was open to sea and the hull was filled with water above the level of the keel-well slot. Without the high capacity Coast Guard pumps I kon't know if I could have gotten rid of the water.

De Marsh and I have discussed getting into diving equipment and deliberately upsetting under controlled conditions. Presumably at one of the fresh water club sails with the assistance of other club members. Any volunteers, good swimmers, or boats for capsizing?

Stan Butler

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Harry Gordon forwarded this comment: "The problem of water flowing in through the centerboard slot of a swamped sailboat is probably common to most centerboarders. Most how-to-sail books I've read mention this problem and suggest stuffing rags (socks or whatever) into the slot to reduce the flow to where you can bail the water out faster than it comes in."

X X X X

For some time, several members have kicked around the idea of deliberately capsizing a Potter to see for ourselves the resultant difficulties. It would also be instructive to sail a Potter into a knockdown, and to also fill her to "swamped" conditions and try bailing techniques. Jim Mangels is contacting the Coast Guard to determine the safety and feasibility--for both boat and crew--of all this. Hopefully we can do all these maneuvers under Coast Guard supervision, and either perform the maneuvers with advance notification, so that everyone can attend, or maybe take slides and movies and present the results at a summer dinner meeting. Either way, perhaps the gathering could be an 'extra', in addition to our regular monthly sails. More on this later.

***** LETTERS 'N' PHONE CALLS *****

Barbara Simpson, whose candor about learning experiences encourages us all, sent the following letter (it missed the May issue): "On the last sail at Bodega Bay it was so sad to see Stan's boat all bent and busted. Sure was glad no one got hurt. We had gotten our boat rigged and had gone down to look at the launch site when the Coast Guard brought

them in. That had about did it right there. But John said well let's put it in the water, so we did that and there we were on the lee shore trying to keep the boat off the concrete and not knowing what to do then. Jerry Barrilleaux came to our rescue and gave us a push. We just went back and forth in the channel just barely missing channel markers and mud flats. It was good, though. The week before at Berkeley we got out in weather that was too rough for us and had a heck of a time getting back in. We are learning about the lee shore the hard way."

And Mike Westfield reports successful surgery on #766, Water Rat (she took a hole in the bow about a foot above the waterline at Uvas). 'Surgeon' Westfield enjoyed his work, but did report that working with the gel coat was a mite frustrating. I know a few Potter Yachters who can agree on that!

Mike also has performed a labor of love and made ten free copies of the 20-page Stanley Smith book, "October Potter" (Smith designed the Potter). Our sincere thanks to Mike. The copies are first come, first served; maybe you can borrow one and return it? Good basic sailing information, and a great story. Give me a call; I'll mail you a copy.

***** POTTERS FOR SALE *****

Don and Betty Hayden are selling their #615. We're sorry to see the Haydens go; they are among the Charter members, and were one of the Del Valle 13--sailed with us at our very first sail. Don says he hasn't given the boat much use because of his back problems. Best wishes to you both; and you're always welcome to sail or party with us. Don's boat (615) is a Mark II, fully rigged including a trailer, a genoa, front window, forward vent, 3-horse Seagull motor, etc. Call the Haydens at (408) 377-2509.

Erik Moberg is selling #783; she's a fully rigged MarkII with trailer, red and white sails, colored hull, new motor, paddle, etc. Call the Mobergs at (408) 734-4310.

Haven't heard from Dan Diehlman, but he had a Potter for sale, listed in the Feb '79 newsletter. His phone is (209) 439-5520 (Fresno).

Mike Cady sold his boat (the former 'Ducky' owned by the Mortensons) to a fellow in San Francisco.

***** SANDY'S STORY *****

Sandy Gordon was having her own "Monterey Bay Passage" while her husband Harry was off on the high seas, sailing from Santa Cruz to Monterey on May 19. Here's Sandy:

The Shorebirds Get Wheels--(or How It Is To Tow a Trailer
Before You Learn To Back It Up)

While our carefree husbands were lolling about in the Monterey breeze in comfort (punctuated by seasickness), we Super-Moms, Sydney Marsh and I, drove the trailers from Santa Cruz to Monterey Bay to meet the water nomads. Sydney told me later how she had it figured: "If I have to, I'll just unhitch the trailer, move it by hand, then re-attach it to the car."

Twins Jill and Jeff were my lifesavers, repeating over and over, "Mom, don't forget you have the trailer behind you. The trailer, Mom...The Trailer!!!"

When I cornered myself in a dead-end parking lot, without thinking of Sydney's scientific way out, I discovered that if I used the rear-view mirror (reversing everything) I could actually back up accurately. Beware, all launch ramps!! Later, Harry reminded me this wouldn't work with a boat on top of the trailer, since the mirror won't let you see enough and you might smash something (like said boat...or even a sailor).

But we made it through...even getting gas along the way. You see, Shorebirds have grit, too!

This issue might be (IS!) late, but it sure is great, and I'd like to say it's nifty to have so much participation in the newsletter. Love it! Keep those responses comin' in.

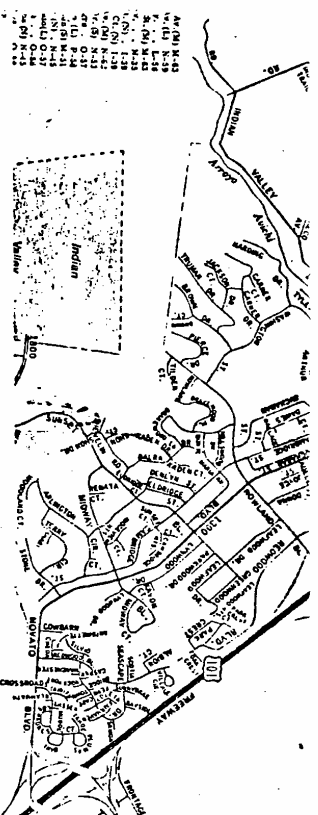
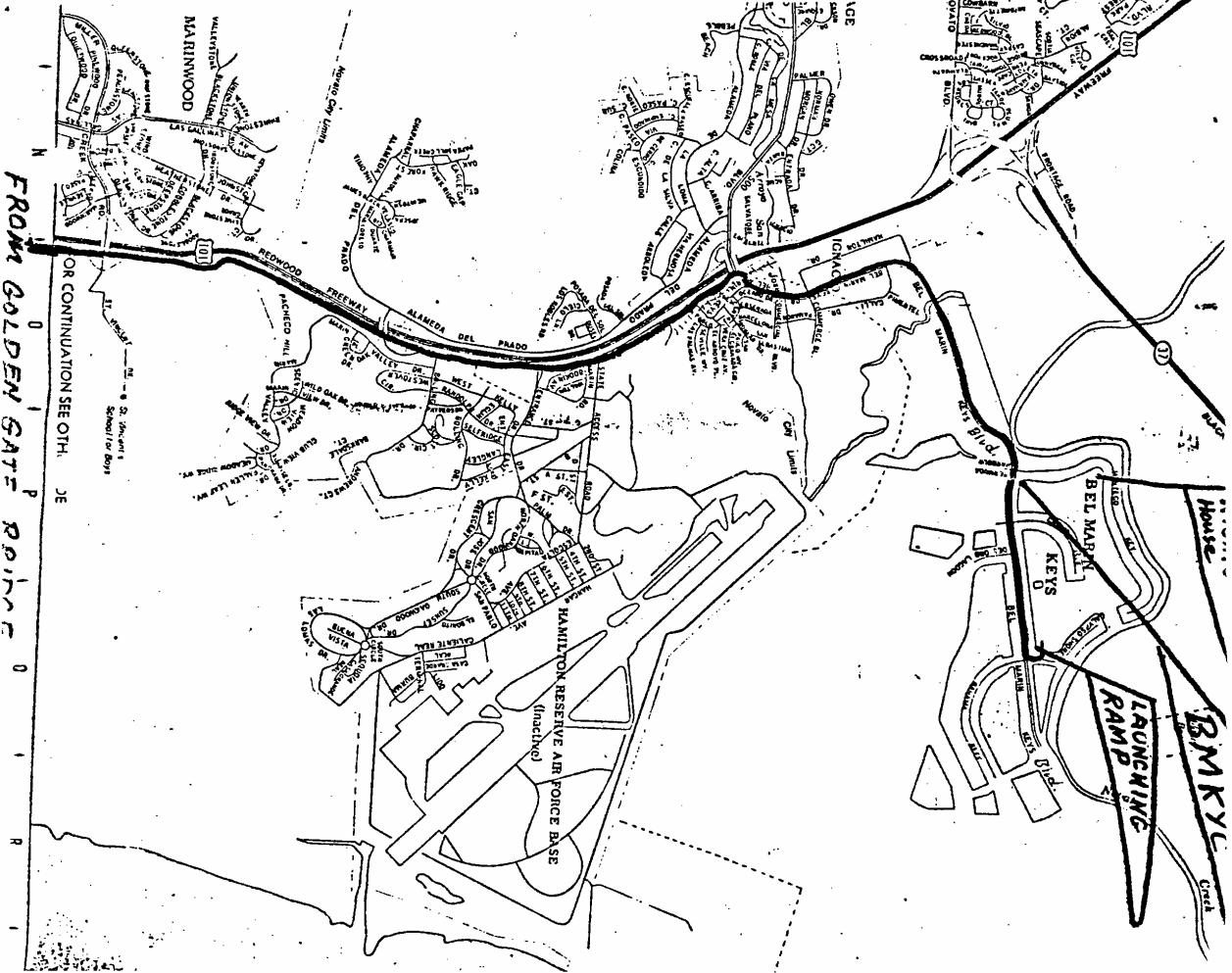
If you missed the cartoons this issue, well, so did I; and I can only assume our resident cartoonist Jerry Barrilleaux is taking a well deserved vacation!

See you at Bel Marin Keys July 22 and at Redwood City August 4...

- * Follow 101 North nineteen miles North of Golden Gate Bridge.
- * Ignacio Exit
- * Right at foot of ramp
- * Cross Railroad tracks onto Bel Marin Keys Blvd.

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 Bill & Joyce



FROM GOLDEN GATE BRIDGE

OR CONTINUATION SEE OTH. SHEET