

Potter to Potter

MAY 1979



Newsletter of the POTTER YACHTERS - West Wight Potter Association of Northern California

First Anniversary Dinner - The big turnout at the King's Table in Redwood City on April 21 would seem to suggest that the Potter Yachters would rather eat than sail, but how bad is that? It was great to talk to some of the people we hadn't seen since the original meeting last year or at the big Del Valle first sailing event.

The attendees included Jerry & Sharon Barrilleaux, Norton & Ann Bell, Stan & Dorothy Butler, Les Clute with his fiancée Liz Milford and her baby, Harry Gordon, Don & Betty Hayden, Leighton Johe, Jim & Carol Mangels, Walt & Hilda Nobs, Herb & Virginia Orford, Dory Taylor, Mike Westfield, Bill & Joyce Wight, Frank & Inez Winans, and Hans Wolf. Special guest was Joe Edwards, the new president of HMS Marine.

Stan Butler showed slides he had taken at the HMS Marine factory when he took delivery of #789. He also showed slides of #789 after it was smashed by the breaker at Bodega Bay. Stan is waiting to find out whether his boat will be rebuilt or replaced by his insurance company. Joe Edwards said the fact that the boat was anchored probably contributed greatly to the damage. The boat had to stand against the crushing force of the water instead of being swept along with it.

Joe Edwards answered assorted questions about the history and construction of the Potter. He also informed us that we are now one of the largest Potter associations in the country. Not bad for a 1-year-old club. Thanks, Joe, for coming to our birthday party. Thanks also to the King's Table for providing a banquet room and a comfortable atmosphere for our meeting.

As a special tribute to Carol Mangels, Jerry Barrilleaux presented her with a really neat model of a Potter mounted inside a baby bottle (just like the one in Jerry's cartoon in the Feb. 79 newsletter). Nice job, Jerry. Hans Wolf won the door prize - a set of chart placemats.



Wet and Wild - San Francisco Bay Opening Day - Five Potters were launched April 29 from Sausalito at low tide: #564 Breezy, Jerry Barrilleaux & a friend; #312 Salty, John Graham & friend; #604 Sommer, Jim Mangels; #512 Ipo, De Marsh & Stan Butler; and Petit Liege #610, Dory Taylor with friend Rich Spencer.

Jerry Barrilleaux (no, that's Barrilleaux) reports the low water in Richardson Bay resulted in some groundings on the way to Angel Island, but all the Potters arrived at Hospital Cove and found room on the beach. Some of the boats in the cove were equipped with water balloon "cannons" and water battles were rampant. If they didn't have water balloons, they threw buckets of water, Jerry said.

The Potter Yachters were pinned down on the beach, not by the artillery but by the rising tide, which made it necessary to continually pull the boats higher on the beach to keep them from banging together. But the beach was a nice place to relax and watch the show.

John Graham, then Dory Taylor departed earlier in the afternoon. The others remained on the beach for awhile longer then departed (under fire) to sail around the island for the return trip. (Jerry took a water bomb in the head.)

Winds were light in Raccoon Strait, but when the Potters rounded the island, they found more than enough wind in the Bay. Jim Mangels, single handed (that is, without an extra body for windward ballast) decided to go back to Raccoon Strait, and Jerry went along to keep him company. De and Stan continued around the island.

The winds were still light in the Strait, and Jim and Jerry were still flying jennies when they entered Richardson Bay to find the wind rushing down the bay from the northwest. There was nothing to do but beat their way back up to the ramp at Bruno's, rail down all the way.

(We took Jerry's report over the phone so probably fouled up some of the details. This ain't easy! We now understand and forgive whoever reported that the Gordons' tent blew down at Bodega Bay.)

Dory Taylor, who departed earlier than Jerry, De, and Jim, had quite a different view of things - in more ways than one. The following is abridged from his four-page letter. (Love those cards and letters. Keep 'em coming!)

"I survived Opening Day - no bouts with rocks (they always win!)...wind was negligible so, after fending off an errant Potter at the dock, we powered out into Richardson Bay."

Dory shut down his motor and tried, unsuccessfully, to sail, while Jim, Jerry, and John motored on toward Angel. De came motoring up from behind and shouted, "Something wrong with your motor?" Reluctantly, Dory fired up "Jonathan," his "Livingston 4½ horse Seagull," then buzzed past Ipo and returned the query, "Something wrong with your motor?" Dory throttled back, and Ipo and Petit Liege cruised on to Hospital Cove together. (This was Dory's first trip to Angel Island.)

On the beach, Dory and Rich soon became bored with watching the drunks (not Potter Yachters, of course) and decided to sail around the island into the Bay. They motored out past all the rafted boats.

"Someone managed to lob a water balloon in our direction - makes an interesting sound on a fiberglass hull."

They shut down Jonathan again and tried to sail but weak breezes and strong currents prevented any progress. "As we approached the east end of the Strait, we encountered very confused seas. The incoming tide splits and goes around Angel Island and comes from two directions at this point, plus the effects of the Sacramento River discharge can still be felt - therefore, water from three directions. No waves, no swells, just chop, about 3 to 4 feet. We could not sail through it with the light winds, but we didn't feel so bad; the stinkpots were towing larger boats than ours through the chop in the other direction.

"We finally fired up Jonathan again and powered on the north side of the channel and joined the parade west past Tiburon ...watching the people watching us..." He tried sailing but could not make headway against the current with the light breeze. They motored west in the parade.

"As we rounded the point, we approached the Navy destroyer that was anchored there for the blessing of the fleet. We shut down the motor again..." but they still couldn't make progress " and we started to fire up Jonathan again."



"About this time," Dory wrote, "occurred the high point of our sail. A huge (60 ft?) power cruiser passed us near the Tiburon shore, and on the top of the cabin was a woman, and..."

(Dory's handwriting becomes somewhat erratic at this point, but he seems to go on at some length about an "Indian maiden" on the top of the cabin. She was wearing a blue "ceremonial headdress that fell to her feet." (Dory seems to suggest that she was wearing nothing but a headdress, but I probably misread that part. After all, it gets chilly on the Bay; and all those people...Still, his description was quite explicit.)

"Anyway, we passed the blessing ship" (the destroyer?) "and went around once more for good measure," (Good thinking, Dory; you need all the religion you can get at times like that!) "and another look at the maiden" (a naive assumption) "who was disappearing around the east end of Angel Island."

Anticlimactically, Dory then writes, "Saw a Stiletto catamaran (nice!) - and powered into Richardson Bay. About 200 feet from the dock, Jonathan said he was hungry and quit..." Dory refilled "Jonathan's black belly" as Petit Liege drifted back into the bay toward the anchored boats, then powered to the dock.

"Once ashore, I finally got wet - Rich turned the hose on me while knocking the salt off the boat and trailer."

(You probably needed a cold shower, Dory. Now about that Indian maiden; are you sure that wasn't a Native American version of the Lorelei, trying to lure Petit Liege onto the rocks again? Ask Hans Wolf if he ever saw anything like that on the Rhine.)

Uvas Sail. Despite damp weather and dry gas tanks, seven Potters were trundled to Uvas Reservoir for the Cinco de Mayo sail: #584 Passages, Bud & Sandy Nelson with Becca and Karen; #766 Water Rat, Mike Westfield; #234 Manatee, Harry Gordon with friends Mike O'Neill and Karen Sepulveda;

#567, Bob Adair with Tammi, Mary, and a dog named Bear; #610 Petit Liege, Dory Taylor with friends Jerry Estruth and Mary Burchert; and a matched pair of new Mark IIs, both equipped with cockpit rails and reefing mains. (Sorry, Carol - I didn't get the names or even the sail numbers of the new boats. I blew my first assignment. I guess this means its back to copy boy for me. -HG)

Seriously, it was good to see three first time Potters show up at Uvas and I'm truly sorry I didn't get all your names for the newsletter. I hope we can get better acquainted at the next sail. My only excuse is that I assumed we would have our usual lunch meeting somewhere and I was going to get all the names then. But the fleet scattered about the lake, beaching and sailing at different times and places, so we just never got organized.

The third new Potter at Uvas was Mike Westfield's Water Rat. I think it was the first time he had launched it. Unfortunately an unpadded pipe on the end of the dock gouged a hole in Water Rat's bow. The hole was above the water line so he was still able to sail, but he had a repair job to look forward to. Tough luck, Mike.

Uvas is a fairly long, narrow lake, something like Del Valle. And like Del Valle, the wind came in varying directions and velocities. Engines are prohibited; our Potters and several rainbow-sailed Hobies were almost the only boats on the lake.

Here's the Gordon report: "I was concentrating on introducing Mike O'Neill to the Potter because I wanted him to crew on the Monterey Bay passage. I was also trying out some rigging modifications, including a self-tending jib and a ratchet sheave for my mainsheet block. So rather than trying to cover the lake, I pottered. When the wind changed direction, so did we. It drizzled most of the time but never quite rained while we were there. The wind varied from almost nothing to gusts of maybe 25 knots, including one that made a convincing effort to knock down Manatee. One passenger was on the leeward side, so I moved everyone to the windward side. With that much ballast on one side she felt as solid as a sea cow should, no matter how hard the gusts.

"Seeing Bob Adair's #567 pull up on a grassy beach, and feeling hunger pangs, I beached Manatee alongside #567, and we were soon joined by Bud and Sandy Nelson and their children in Passages.

"While we were lunching, the twin Mk IIs sailed by, both with their mains'ls neatly reefed. The Mk II looks even more like a gaff rig when reefed.

"After lunch, we shoved off into the lake again. I think the Adairs and Nelsons headed back down the lake for more sailing, but the drizzle seemed to be getting wetter, so Mike and I decided to call it a day.


We picked up a perfect breeze on the way in that gave us a fast sprint to the launch ramp and a satisfying finish to the day's sail.

"As we approached the ramp, we passed Petit Liege with Dory Taylor and friends. They had arrived late and were just heading out into the lake."

Here's Dory's report on the rest of the day:

"We sailed out into the lake with light variable winds, interspersed with sudden rain squalls (washed all the salt off my sails) and took a looksee at everyone else. Sailed a little way individually and settled down for some neat rail-down sailing in the squalls. We were the last boat in (outlasted the Hobies!) Oh yes, remember the water balloons at Angel Island? I was stretched out on the bunk while Jerry and Mary were sailing, and I decided to check the bilge. Guess what, an orange water balloon - intact! It didn't break - they lobbed it into the cabin and Rich and I didn't even know we had it."

Monterey Bay Passage - May 19 - We made it! Be Marsh in Ipo with crew Stan Butler and Harry Gordon in Manatee with crew Mike O'Neill sailed from Santa Cruz to Monterey. Embarrassment prevents me from naming who was seasick for the first 3 hours, or who found out, when he was 10 miles from shore, that his mast was stepped on his working jib. But it was a great trip and we will try to provide Carol a full report for the next newsletter.

Woodward Reservoir - June 2 & 3 - 
To get to Woodward from the Bay Area, get on 580 going east, continue east on 205 toward Stockton, then turn off on 120, continuing east through Manteca and Escalon toward Oakdale, then cross the RR tracks and head north to the lake. (See map.) Launch at 10 am or when you can get there.

Bob Adair says camping facilities are similar to those at Modesto Res., where we had a great time last year. Both developed and undeveloped camping areas are available. (we found the undeveloped area at Modesto to be satisfactory.) There is a launch ramp, but you may be able to launch from the beach at your campsite as most of us did at Modesto. Let's try to get in the same area if possible.

A peninsula divides the lake into a rough V-shape. The map shows a ragged shoreline that should be interesting to explore. Bob says there is a "Sailboat Cove" with a 5 mph speed limit and good sailing. It should be warm, so bring a bikini or headdress or something for swimming.



I told you those two red and black flags meant something!

Catalina Cruise - June 7-10

The following is from the Marina del Rey Potter Assoc. April newsletter:

"For the adventure and romance of beautiful Catalina Island, join the Fleet for this June odyssey. Leave from the Marina del Rey Launch Ramp area at 8:00 am Thursday, sail/motor to L.A. Harbor (25 miles) and anchor overnight at Fish Harbor. Leave Friday morning, pick up other Potters launching from Cabrillo launch ramp, sail to Avalon (22 miles) and anchor off Isthmus Cove, anchor or return to Avalon, if you are returning to Cabrillo. Sunday, sail to Marina Del Rey (30 miles) or return to Cabrillo Beach. To join this group or for more information call Darrell Sandeen at 213-764-4373. "

Wow - that's quite a club cruise, especially for those leaving Thursday from MDR. They will sail 25 miles around Pt. Vicente and Pt. Fermin to L.A. Harbor, then 22 miles across the channel to Avalon, then to the Isthmus. Hope some Potter Yachters will be there, but haven't heard anyone say so. If you go, drop Carol a line and tell her all about it. Sounds like a great trip.

The new president of the MDR Potter Association is Leo Arnold. His phone number is (213) 531-7438.

Herb's Photos - Carol Mangels wrote that Herb Orford donated some beautiful 8x10 color prints for our scrapbook. Carol had them at the dinner but wasn't sure everyone got to see them. One is from 1973, Herb sailing the first boat of his WWP dealership, #512, which he sold to De Marsh. A 1974 photo shows a Redwood City sail with seven Potters including Norton Bell, Chet Goodson, and Lee Mortensen. Recent pix are from the Potter Yachters June 3, 1978 Oakland Estuary sail - one at the dock and one inside Quinn's Lighthouse - and a shot of Jim and Carol in their #604, which was the last boat Herb sold. Herb also has a contact sheet of other photos he has taken, but we are not sure what they cover.

Bel Marin Keys Lagoon - Sunday, July 22
New member Bill Wight (like the isle of the same name) has arranged a unique event for July at Bel Marin Keys in Novato. He writes:

"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."

Should be a record turnout for that one, Bill.

Capsizing and Survival - "Capsize," "overboard," hypothermia," and "drown" are not words to generate enthusiasm among novice sailors, or old hands, for that matter. But the cold water of the Bay, the ocean, and some lakes can be unforgiving of errors; and anyone who takes to the sea in boats who has any imagination at all recognizes the possibility of serious accidents.

All sports have their risks. Sailing need not be any more dangerous than any other activity, if the sailor comes to grips with the problem. To do this, he must first learn what the hazards are and then take what steps he can to eliminate or minimize them. By being prepared for contingencies, he not only increases his chances of living to a ripe old age, but also increases his enjoyment of the sport by eliminating some of the anxiety he might otherwise feel when conditions get difficult.

Norton Bell recently met a man who just barely survived a Potter capsizing in the Bay. It was an older model Potter. It capsized and turned upside down with the stern submerged and only the bow out of the water. The centerboard fell inside the boat so could not be used to right the boat. The slippery bow was difficult to hold on to and impossible to climb aboard. The boat was subsequently abandoned.

Tying the centerboard down should prevent its falling out. Adding flotation in the stern may prevent the stern from sinking. These are excellent suggestions that Norton Bell discusses further in a paper he distributed at the Anniversary Dinner.

I had intended to include Norton's paper in this newsletter, but this issue is already too lengthy and I am running out of time before the Woodward sail, and I have to get this printed and mailed. My boat is similar to Norton's and I can add some more information about flotation in the early models.

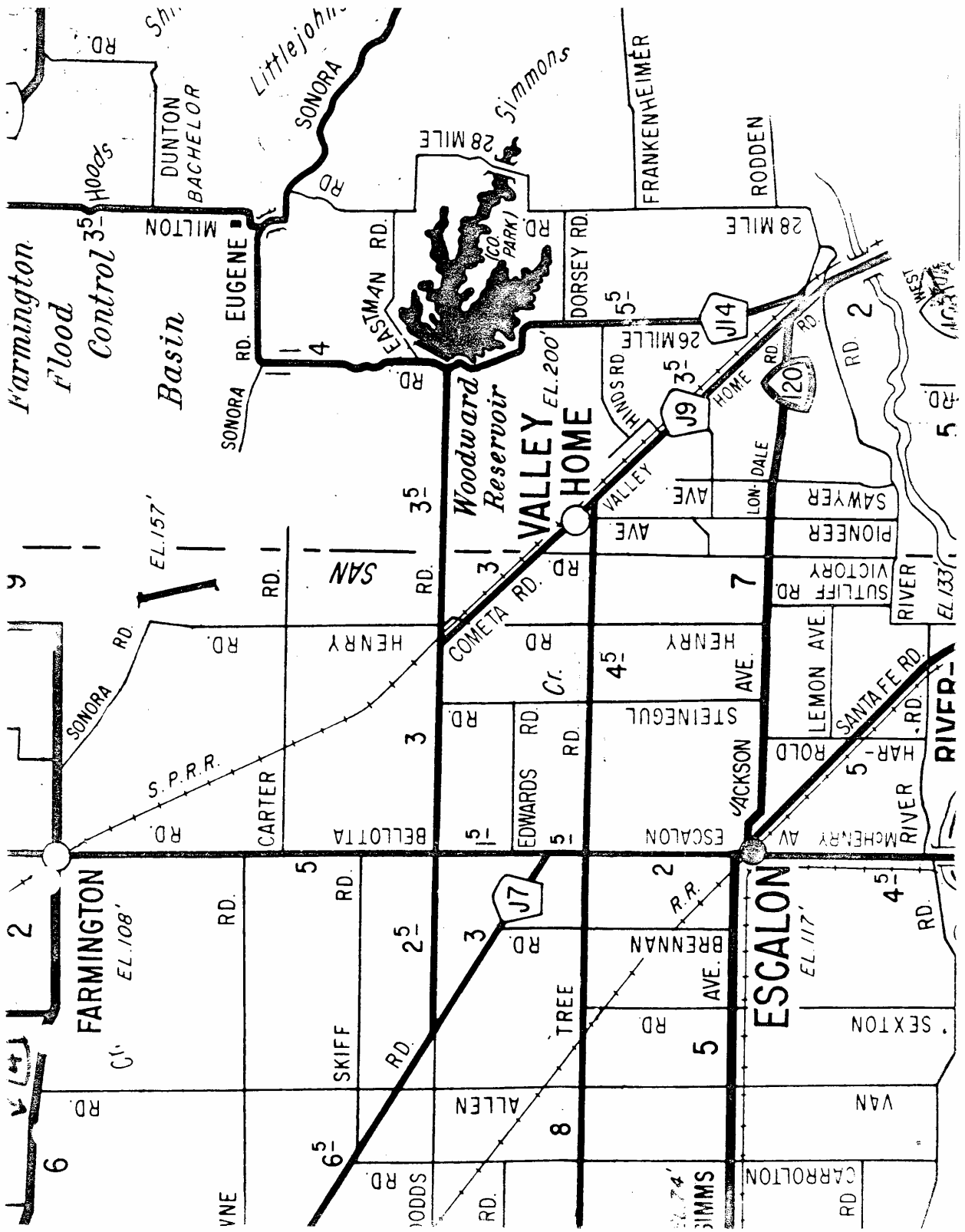
But this turns out to be a big subject, and I need more inputs from other Potter sailors. John Graham capsized in Lake Berryessa. Did your boat turn upside down, John? Was the centerboard secured? How did you right the boat? Norton Bell: Was the stern of the inverted boat just below the surface, or was the hull approaching a vertical attitude? Hans Wolf: How did you manage to avoid turning turtle when your Potter was knocked down at Del Valle? Stan Butler: Would it have been possible to tie a line on your inverted boat, throw it over the hull, and use the line to climb on top? Joe Edwards or Herb Stewart: Has HMS Marine conducted flotation and righting tests on various models of Potter? If so, could we get copies of the reports or photos? Leo Arnold: Has the MDR group published anything on this subject? Who else has capsized or knows someone who has? Let's come to grips with the problem. If you don't have any of the answers, maybe you have some more questions regarding Potter safety. So let's see those cards and letters! We'll compile the results and publish them either in the newsletter or as a separate report.

Write to: Harry Gordon, 2411 Benjamin Dr
Mountain View, CA 94043

Cartoon Comment - Jerry Barrilleaux, cartoonist extraordinaire, writes, "I received the ideas for this month's cartoons at the anniversary dinner. Anyone else with a good idea please let me know."

SEE YOU ALL AT WOODWARD!

Copy Boy
Harry Gordon, ~~Guest-Editor~~



Farmington
Flood
Control 35-1000s

Basin

FARMINGTON
EL. 108'

ESCALON
EL. 117'

VALLEY HOME
EL. 200'

Woodward
Reservoir

DUNTON
BACHELOR

FRANKENHEIMER

RODDEN

EUGENE

EASTMAN RD.

28 MILE

DORSEY RD.

26 MILE

28 MILE

SAN RD.

COMETA RD.

VALLEY HOME RD.

SAWYER

PIONEER

VICTORY

SUTLIFF RD.

RIVER

HENRY RD.

EDWARDS RD.

STEINEGUL

JACKSON

LEMON AVE.

SANTA FE RD.

RIVER

BELLOTTA

EDWARDS RD.

ESCALON

JACKSON

LEMON AVE.

SANTA FE RD.

RIVER

SKIFF RD.

EDWARDS RD.

BRENNAN

ESCALON

LEMON AVE.

SANTA FE RD.

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