

Potter to Potter

Newsletter of the Northern Calif. West Wight Potter Association

January 1980

NEXT SAIL

The next sail is a lake sail 10:00 A.M. Saturday, February 9th. The place is Lake Elizabeth in Fremont, the spawning ground for at least five Potter owners. Jim and Carol Mangels, Dory Taylor, Stan Butler and De Marsh all learned to sail El Toros in the Red Cross sailing course offered at ten dollars for six weeks (what a bargain).

Lake Elizabeth boasts excellent picnic facilities, a snack bar and ample trailer parking. There is a library, a ball field, a playground and a bike/jogging path around the lake. Plenty of family oriented activities prevail including fishing, swimming and boat rental. The boat launch ramp fee is one dollar with the restriction that motors are not allowed. Aside from sailing we hope to be able to test the Potter capsizing and self-righting capability. De Marsh and Stan Butler will bring wet suits. IPO, a Mark I Potter, is available for test. We need volunteer Potters for the Mark II and Gunther classes.

How to get there (see map):

From San Jose, San Francisco or Oakland area, take the Nimitz Freeway to Stevenson Boulevard off ramp in Fremont. Take Stevenson Boulevard east to Paseo Padre Parkway. Go right one block on Paseo Padre and take the first left turn to the lake.

From Livermore or Walnut Creek, take 680 to the Washington Boulevard off ramp in Mission San Jose. Proceed east on Washington Boulevard to Paseo Padre. Take Paseo Padre north to Lake Elizabeth.

See you there!

NEW YEAR'S DAY BRUNCH

Happy New Year. The end of a decade and the beginning of another. What better way to start than with friends sharing a common interest. The Pete's Harbor Brunch attracted twenty-one adults and an unspecified number of youngsters representing ten boats.

Bob and Sharon Adair #567. Jerry and Sharon Barrilleaux #564. Don and Saeko Bergst #797. Stan and Dorothy Butler #850. Chet and Bobby Goodson Rawson 30. Harry and Sandy Gordon #234. Leighton Joke #773. Bud and Sandra Nelson #584. Guests Stan and Jean Nelson from New Hampshire. Walt and Hilda Nobs #351. Bill and Joyce Wight #818. The year's past outings were enthusiastically recalled, and future adventures discussed and anticipated.

It is requested that each suggestor become the chairperson for coordinating that particular event. The events under discussion were: Trail boats to the Sea of Cortez suggested by Bob Adair; another sail to Lost Isle in the Delta (a really great place); and the Potter Nationals in L.A. Both suggested by Jerry Barrilleaux; a trip down the

Sacramento River to the Bay Area suggested by Stan Butler; opening day of sailing season to Angel Island hosted by Chet and Bobby Goodson; off shore cruise to the Channel Islands suggested by absentee De Marsh; Bel Marin Keys again in June or July hosted by Bill and Joyce Wight (last year's sail drew the year's greatest number of boats); numerous people requested repeats of Camanche, Modesto, Folsom and Woodward reservoirs - all outstanding past events.

At the conclusion of a fine brunch amid nautical surroundings, Walt Nobs took one and all on a tour of the repair yard facilities (the Nob's Potter #351 has been berthed at Pete's for several years). All hands were impressed with the tremendous amount of work others devote to boating. The joys of Potter ownership were definitely reaffirmed.

Past Potter owners Chet and Booby Goodson invited everyone to an open house aboard their recent acquisition, a Rawson 30 sail boat berthed at Pete's. A truly beautiful sea going specimen had everyone wistfully dreaming of off shore adventures and exotic ports of call. We all look forward to seeing them on their new boat at Angel Island opening day.

****LAST MONTH'S SAIL - PIER 39****

January 6, a grey, overcast Sunday, with mirror surfaced water, found five boats representing six Potter owners at the Oakland Estuary Fifth Street launching ramp.

Jerry Barrilleaux #564 with crew member, Potter owner Frank Winans, was already docked when the rest arrived. Don Bergst #797. Stan Butler #850. De and Sydney Marsh #512. Dory Taylor #610. Plan of the day, Pier 39 or bust, which with no wind meant motor out, and for IPO, eventually meant bust. Five Potters motored enmass with mains "a-flappin". All went according to plan until a quarter mile from the entrance to the Bay when the spark plug lead on #512 vibrated off. As soon as the other boats cleared the estuary, they began to sail with IPO bringing up the rear. Sailing continued across the bay with all boats ending up well south of the Bay Bridge. If Pier 39 was to be fetched this day, it would require a motor assist. All cranked up except IPO. The trusty seagull would not oblige (seagull rule number one - always carry a spare plug). Stan, Don, Jerry, and Frank all continued to Pier 39. With what little wind remained, IPO headed for home. Dory Taylor, a knight in red fiberglass armour, elected to see that IPO would make it should the wind let her down. Shortly after entering the estuary, the wind died and the red knight towed IPO safely home. Thank You Dory.

Meanwhile, the other three Potters tied up at the guest dock in the Pier 39 marina, protected by a unique breakwater constructed of automobile and truck tire casings. A whirl wind tour of Pier 39 shops and a sidewalk shrimp cocktail was enjoyed before a return to the Potters. Once aboard, a really stiff wind coming through the gate provided a spirited broad reach homeward bound. Stan Butlers' new head sail Genoa moved "Oh No" into the lead with the others in close pursuit for a fast trip to the far side of the Bay Bridge. Eventually, the wind died and it was motor home. However, now Jerry Barrilleaux's Breezy wouldnt start and Stan Butler took him in tow for the remainder

Of the trip. It is noteworthy that two boats were towed using two different towing strategies. Dory Taylor towed IPO by attaching the tow line to the base of his mast. This appeared to provide effortless towing with excellent control. Stan Butler towed Breezy by attaching his tow line to the center board and claimed equally effortless towing and control. Both methods employed a very strong part of the Potter near the center of lateral resistance, perhaps this has the most significance.

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Just a friendly reminder ... (heh, heh...)

WWP "Potter to Potter" newsletter dues are due! If you want to continue receiving the newsletter through 1980, send \$6.00 (make check payable to Carol Mangels) to Carol Mangels, 7078 Coronado Dr., San Jose CA 95129.

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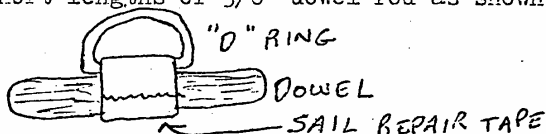


(Note:
This month's extra-special (January) issue was written by De Marsh - a superb job!!
Thanks for starting our year off right, De!)

**** HEAVY WEATHER HINT - Don Bergst ****

A useful way to make a drastic reduction in sail area is to hoist the jib alone in place of the mainsail. With the head shackled to the main halyard, the tack snapped on at the gosseneck, and the sheets lashed to the end of the boom, a Potter will sail nicely in strong winds. This system has an advantage over leaving the jib hanked to the forestay because the boat will balance better, with a weather helm, and a tendency to head up.

This system can be refined with a little advance preparation. Luff slides can be used with the snaps on the jib to fasten the sail into the mast groove. These slides can be easily made by taping "D" rings to short lengths of 3/8" dowel rod as shown.



If the weather is really tough, you may want to lift the centerboard a bit too. A bit of leeway may be better than a knockdown. Even better: AVOID HEAVY WEATHER.

**** HOT DINNER ON THE POTTER - Frank Winans ****

Heat each pre-cooked food to be eaten - for example, spaghetti, broccoli, soup, applesauce.

Ladle into separate plastic baking bags. (I first tried sandwich bags and they melted).

Tie the end of each bag tightly with string and lower into wide-mouthed insulated plastic jug. (I bought a foam insulated jug at Lucky's for \$1.87).

Let the end of the strings hang out over the mouth.

Fill jug about 2/3 full with boiling water. Pull the strings to keep bag tops above the water and screw on cap.

Serve with Red Mountain for a Feast Afloat!

**** NEW FEATURE - Don Bergst ****

I wish I had _____ before getting underway. I could start that one off by filling the blank with "Let the centerboard down".

**** FOR SALE - Potter Mark II ****

Hull number 690 blue in mint condition. Fully equipped with Genoa

and 2 EP Johnson.

\$3,500 or offer.

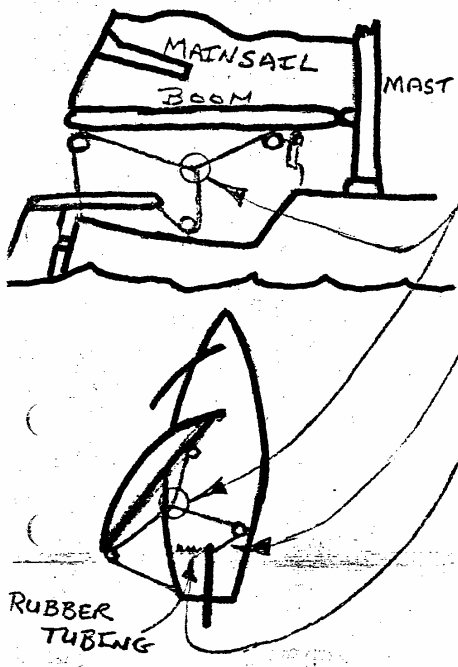
Fred Janus (916)544-1835 Tahoe Area.

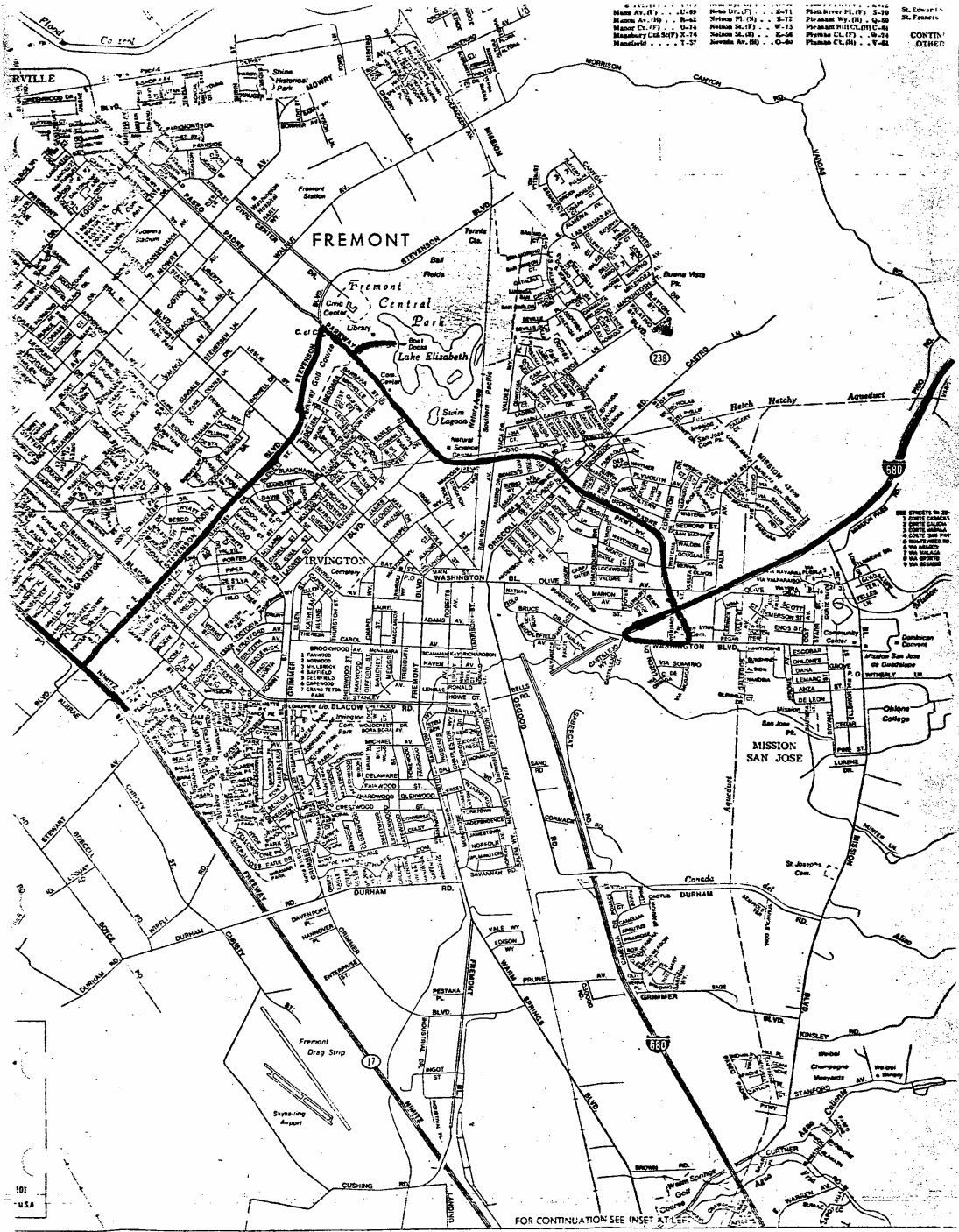
****POTTER SELF STEERING by De Marsh****

If you ever have looked with envy upon a yacht sporting a self-steering wind vane, then take heart and read on. I, like you, frequently longed for a self steering device that really worked and didn't require an engineering degree or a Swiss bank account to put into practice. The '79 November issue of Sail Magazine offers a simple solution that will work on any sloop rigged sail boat and is especially effective on a Potter. The method is borrowed from the model boat fraternity and balances the forces on the tiller between the mainsail and a length of surgical rubber tubing. After reading the sail article I could hardly wait to try it. My first opportunity came with the Coyote Point Potter outing which provided long reaches and 12-15 MPH winds. Once the harbor was cleared, I adjusted the sails, tiller and angle of heel for a close reach toward Oyster Point and then set up the self steering per the enclosed diagram/instructions. I did not touch the tiller again until I came about for my return trip. It was fascinating to watch the sail compensate for sudden wind puffs by moving outward, maintaining the same angle of heel without rounding up. As each puff occurred, the boat would accelerate forward taking advantage of the sudden and subtle changes that normally would have been ignored by my heavy hand on the tiller had I been directing IPO's destiny. For a totally new experience, try it on your next sail. Refer to the enclosed diagram/instructions for the simple set-up.

SELF STEERING INSTRUCTIONS:

1. Adjust course, sails and angle of heel so that the tiller is approx. amidship.
 2. Attach steering line to mainsheet at point indicated in drawing.
 3. Thread steering line through pulley block and attach to tiller with enough tension to cause shallow angle in mainsheet.
 4. Attach surgical rubber tubing to other side of tiller to exactly balance force on tiller.
 5. The boat is now self steering for the selected angle of heel.
- NOTE: If heel angle is increased, bow will move to windward. If decreased bow will fall off.





Maple Av. (R) . . . U-89	New Dr. (F) . . . 2-71	Pine Bluff Pl. (F) . . . 3-39	St. Lawrence
Maple Av. (W) . . . U-82	North Pl. (R) . . . 3-72	Pine Hill Pl. (R) . . . 3-28	St. Francis
Maple Ct. (F) . . . U-14	North St. (F) . . . W-13	Pine Hill Ct. (R) . . . C-24	
Mapleway Ct. (R) . . . 2-14	North St. (R) . . . W-16	Pine Hill Ct. (F) . . . W-24	
Maplefield . . . T-37	North St. (R) . . . O-20	Plum Ct. (R) . . . V-48	

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