



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

June 2005

Sail Calendar 2005

April 30, Sat., May 1 Sun. The Delta Cruise, overnight. Launch 9:00am, at Brannan Island, sail to Lundborg Landing.

May 7, Sat. Daysail. "Shifty Winds" at Del Valle Reservoir, Livermore.

May 11-26 Usual Suspects head North to Puget Sound. (FYI, recommended for experienced sailors only..)

June 4, Sat. June 5th Sunday, Woodward Reservoir, Annual overnight campout near Oakdale, CA.

June 24, 25, 26 Eagle Lake Campout, Susanville CA.

July 16, 17, The Cruiser Challenge, in Monterey. Annual fun race/social weekend, sponsored by Potter Yachters, MPYC, and Small Craft Advisor Magazine

July 30 Richmond Daysail

Aug. 20 Richmond-Loch Lomond

Sept. 10th, 11th, Tomales Bay weekend

October 1, 2, Monterey Overnighter

October 8 fleet week, Estuary to T.I. Cove

October 29 Buckley Cove to Windmill Cove

Eagle Lake Sail Date Moved



The Eagle Lake Campout date has been moved back one week to avoid some of the campground crowding of Fourth of July. The new dates are **June 24, 25, 26**., which also allows an extra week to get ready for Monterey on July 16 and 17.

Potter Yachters Plan Woodward Campout, June 4, and 5

Some of the best lake sailing in Northern CA can be found at Woodward reservoir. Come out and join the Potter Yachters the weekend of June 4 and 5. Woodward is a flat land reservoir and is known for a nice steady breeze and not the gusty & fluky winds of many of our lakes in CA. Woodward is operated by the Stanislaus County Department of Parks and Recreation. A recording with fees is available by calling (209) 847-3304. You may want to verify, but it's something like: Day use \$8.00 per vehicle \$7.00 per vessel. Senior discount (62 and over) is \$3.00 per vehicle \$3.00 per vessel. Unimproved camping is \$15.00 per night (seniors \$6.00 per night).

You can beach your boat and camp right on the shore. Tents, campers, vans, and RVs have all joined us in the past as we circled the wagons for our campsite. You can sleep on the shore or on your boat. Campground shade is not plentiful so if you have a shade or awning it will be a welcome addition and may win you some new friends or free drinks. Camp chairs and folding tables are a good idea also. (Continued, Page 7)

The Commodore's Corner



We're finally into the season and a lot of things are going on! The Delta sail to Lundborg landing was a great success with some much needed sunshine, and a great chance to catch up on all the Potter Friends, old and new.

Jerry Barrilleaux had done his usual good job of checking out things, and Don Person's son in law brought along their wonderful houseboat which turned out to be an ideal spot to hang out as well as in the cockpits of the many P-15's and P-19's present. There seems to be a competition evolving to see who can invent the neatest cockpit tent for overnighting among the dozen Potter 15 skippers.. All in all a great weekend. The big SAIL EXPO boat show in Oakland gave everyone a chance to have a look at the new International Marine Potters, and Ryan Forrest and Jim Wales traded ideas with all of the Potter Yachters all week long during the show. The new boats show an ever higher standard of finish... no revolutionary new changes, but some really nice incremental changes... better shroud adjusters, with an infinite tuning range, slightly lower and wider trailers, etc., and there seemed to be a lot of interest at the Potter Stand. The "Usual Suspects" are off to Canada to circumnavigate Salt Spring Island, and I am sure they will have more great stories to tell when they get back.. (although I am missing them on the Estuary sails already..). Kudos to Rich and the others who did such a good job of recovering the knocked down boat at Del Valle (see P.3)., and with even more warm weather coming, time to start thinking Woodward for the big campout, and Monterey for the big race!



Potters in the Delta: Lots of P-15's in evidence during the recent Potter Yachters overnight sail to Lundborg Landing from Brannan Island. The nearby resteraunt opened early for breakfast for the sailors, and a good time was had by all, with fair winds and lots of sunshine.

The Officer's Club

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Down at Del Valle



Rich and Mary McDevitt deserve some extra praise for the great job they did in initiating and helping the recovery of another member's boat which was knocked down and swamped by an unexpected huge gust of wind at the recent Del Valle Reservoir Sail. Rich, and his wife Mary did an outstanding job in getting the swamped boat and crew to shore, where Steve Potter joined them to help bail out the stricken boat. Fortunately, they soon got boat and crew back on the water, and the boat was safely sailed back to the launch ramp. Then later that afternoon, ironically, Steve, while sailing further up the canyon, by himself, was hit by another "Del Valle Hammer", knocked down, then rolled by another huge gust. All alone,, Steve struggled his boat upright, got her beached and bailed, and sailed her back to the dock.. His story is printed on this and the following page. The extreme gusts of wind and enormous windshifts are peculiar to a number of canyon and high mountain lakes, and I guess this tale is a cautionary note to all of us to keep the centerboard locked down, the hatch in, a light hand on the tiller and mainsheet uncleated when starting out in an unfamiliar place... Especially in mountains and canyons! BH

Steve Potter Reports:

While in the parking lot putting up the mast, I overheard Jerry Barrilleaux say that it was going to be windy all day and that he wasn't going to put his outboard motor on. The Potter is the first sailboat I've owned that came with a motor, and I'm not to crazy about those things. I left my motor in the trunk. I left the dock with the standard jib and the main sail all the way up.

After 30 minutes of trying to keep up with Jerry, which was futile, I noticed Rich Mc Devitt motoring around an overturned Potter. I went immediately to shore, tied up to a bush and grabbed my bailing bucket and hand pump. After helping get the boat afloat, I told Rich that I was going to check out the dam at the northwest end of the lake. I assumed there were a couple of Potters further up the lake. I decided to furl my jib so I could see the wildlife and not have to deal with lines. I saw Harry Gordon working his way up the lake behind me, so I fell off to take the opportunity to sail with a "living legend". After about 45 minutes of mostly light-wind sailing, Harry decided to head back down the lake. I was determined to see that dam, so I continued.

After twenty minutes of rather gusty-wind sailing, and no sailboats in sight, I caught a strong gust and was leaning over quite a bit. As the Potter started to round up into the wind, an even larger gust hit me from the aft quarter and the masthead went down into the water. I hung onto the high side railing, released the mainsheet and waited for the Potter to "pop" back up, but the wind hit the bottom of the boat and drove the lee rail deep into the water. Water went roaring into the cabin. I didn't close the hatch or attach the cabin door as I always do when I'm out in the Bay or on the main channel of the Delta, but I don't know if it would have made much difference anyway.

The boat was going down masthead first, and I didn't want it to turn turtle, so I went over the side to get my 135 lbs on the centerboard. To my surprise there was only six inches of the leading edge of the centerboard sticking out of the centerboard box. I know you are supposed to tie down the centerboard after launching. I used a bungee cord to hold the centerboard down, which acts as a shock absorber when I sometimes run around (first of many lessons learned). The bungee cord failed, and with most of the weight of the center board in the cabin, having the hatch closed and the door in place would only have delayed the inevitable. I knew I had to get the board out where it belonged. With one foot on the lower runner, and the other on the keel, I grabbed hold of the remaining four inches of centerboard and yanked so hard that I saw the pivot notch in the board. I looked in the centerboard box opening and

Potter at Del Valle!... Cont'd.

saw the hinge bolt. With a bit of wrangling, I got the notch on the pin, and then swung the centerboard out to its full length. I got on the centerboard. It wasn't helping much, so I grabbed a jib sheet and leaned way out. The boat started slowly reversing its rotation. The mast tip broke the surface of the water and started coming up. The wind took the sail and accelerated the rotation. I waited for what I thought was the right time, then quickly jumped into the cockpit and threw all my weight to the windward side of the boat. The rotation stopped just as the mast went vertical.

A couple of guys in a bass boat pulled up and asked if there was anything they could do. I told them 'you see all that stuff that's floating around behind me? Could you retrieve it for me? They went zooming all over the place with a fishing net picking up everything that was out there. I looked over the side, and about four feet below the surface, I saw my favorite hat with a Potter Yachter patch I had recently sewn on. I was considering diving in, grabbing the hat and getting back on the boat before it tipped over again. It was a tough decision, but I let the hat go. That was my worst loss of the day.

The guys in the bass boat came by and handed me their net full of my stuff. I quickly dumped the contents in the cabin and passed the net back to them. I pulled the mainsheet in and the Potter (with 6 inches of water above the centerboard box) started moving forward. I moved the tiller and the boat slowly responded. I told the fishermen that I was going to sail to the shore (about 150 yards away) and thanked them for their help. The boat was very controllable. I saw a gentle sloping shore and sailed toward it. A couple of very strong gusts hit me on the way in, but I was able to ride them out nicely. Everything was in slow motion, but under control. Aha! The amazing Potter!

Before I hit the shore I raised the centerboard and got as far to the stern as I could. After grounding, I was able to pull the boat ashore another foot. I ran back to see if the water level was below the top of the centerboard box. The water was actually flowing out of the box like a sink drain. I emptied the cockpit, went to the bow and got the boat up another couple of inches. When I went back to the centerboard box, the water in the box was a half an inch below the top. I knew I had it made! I bailed like crazy for fear that the Safety Patrol boat would come by and tow me back to the launch ramp. I wanted to see the dam. I got about half of the water out, and the Potter was starting to look like a sailboat again, when the Safety Patrol guy appeared. "I notice your bailing. Do you need any help?" he said. I said, "Nah, I just took in a little water". I told him I intended to sail up to the dam. He left, and I bailed for another 15 minutes until the Potter was floating nicely and bouncing off the shore. I paddled the bow out into the lake, lowered the centerboard and headed up wind in the direction of the dam. While sailing, I used the hand pump to empty the bilge into the cockpit, which flowed out the drain hole.

After checking out the dam and looking for picnicking Potters (there were none) I headed back down the lake. The sun was still pretty high in the sky so I didn't think it was very late (my clock was somewhere in the bilge). After 15 minutes, I saw a sail on the lake coming up against the wind (my binoculars were also in the bilge). Before too long I recognized the sail shape. It was Jerry Barrilleaux! When we were near he turned parallel to me and said he was wondering why I had been up at the dam end of the lake so long, and if I had had any problems. I said, "Yea, I had a problem. I flipped the boat over!"

Jerry escorted me back to the launch ramp. Boy, is that boat fast! Even with my masthead jib, I couldn't keep up with him. I really appreciate Jerry's concern and willingness to make a last-minute run up the lake. It was a lot later than I thought, and I probably got him in big trouble. Sorry Mrs. B.

Do you have a Potter Adventure to tell? Some great photos? E-mail your story and pictures to : bhooda@ yahoo.com



Seen at the Boat Show...

At left, Ryan Forrest, International Marine factory owner, and builder of West Wight Potters, chats with Dr. Judy Blumhorst, center, about some of the features of the latest P-19, while Joanie Wales, foreground, of IM, greets a group of new arrivals at the IM display.

At Right, “Magico” himself, legendary Potter Sailor and Potter Yachter member, Jerry Barrileaux, stopped by to have a look at the new Potters, and to chat with old friends. Jerry sails P-15 “Breezy” and P-19 “Sunshine”, and is notoriously difficult to keep in sight when he’s sailing either boat.



At left, Pat Wheeler, Skipper of P-19 NO. 2 (that’s right.. The second one ever built, and now being restored and sailed by him) has a chat with boat show visitors contemplating ordering their new Potter, and with Dr. Judy Blumhorst.

Many other Potter Yachters attended the show, including Dave Lawson, Don Person, Dan Phy, Dave Kautz, Pat Brennan, Pat Malone... Its always fun to “Kibitz” on how to make Potters even better!



In the Delta....

at left, Potter Yachter Dave Kautz and “Tilly Lucy” get under way from Brannan Island, near Rio Vista in the San Francisco Bay Delta, headed eight miles over the connecting waterways to Lundborg Landing...

Checking out Grandpa’s Boat at Lundborg Landing... Duncan (at far right) and friend check out Grand dad Don Person’s “Sarah Anne”. The boys had a great outing with lots of sailing, paddling and assorted kinds of fun....



Club Treasurer and Skipper of P-15 “Eaglet” Pat Brennan, greets Duncan’s friendly dog “Minnie”. “Minnie” soon became a welcome visitor to the dozen or more Potters on the Dock, and unofficial “Dock guardian”.



***More about the
Woodward Reser-
voir Campout, June
4th and 5th 2005....
You are cordially in-
vited..***

Woodward offers a couple of nice paved ramps, we prefer the one close to the campsite or for the classic potters with tilt trailers, launching right at the campsite shoreline. Campsite bathrooms are chemical and/or pit toilets but flushers and showers are available in the park (you may need to sail or drive to them). We usually celebrate Saturday night with a campfire and pot luck. There is a small store at the marina with snacks and drinks. Woodward has several islands to sail to/around, along with beaches and coves to visit with swimming and fishing. The closest town is Oakdale if you need to re-supply.

Last year we had an impromptu swap meet so consider this an invitation: If you have old boat stuff that is no longer your treasure, bring it along. Several of us laid our trash/treasure out on blankets and tables and sold/swapped for new trash/treasure. Fittings, cleats, shackles, lines, PFD's, inflatables, outboards, etc. If it's remotely Potter related and you want to move it, this may be your chance. The swap meet will officially be held during happy hour Saturday. (Happy hour can run from 3:00 – midnight???) Seriously, whenever everyone is at the camp, probably around dinnertime. This is not an organized event, just an opportunity.

We have been camping at Pelican cove for several years and it has been great for entering and leaving the beach. It is noted on this map as "Site 20" but be aware, this is an old map and the numbering system is different now. Campsite #20 is located on "Reaching Point". It got its unofficial name from sailing aficionados of Woodward, because you usually can sail right up to the site on a reach and just turn up into the wind towards the dam to stop. The wind usually comes from the NW, over the dam and down the lake. The reservoir covers 2900 acres, with 23 miles of shallow-water shoreline.

Directions to Woodward Reservoir: Find your way to I-5 and Hwy 120 east (Manteca). Take 120 east approximately 17 or 18 miles and turn left (north) on J-14 (26 mile road). The park entrance is about 4 miles north on J-14. Once in the park, turn right and follow the winding road that takes you towards the unimproved campsites (away from the dam) and the launch ramp (look for the windmill).

If anyone is available to arrive early (Thursday or Friday?) it often helps to reserve our favorite spot. Woodward does not accept reservations; it is first come first serve.

A map of the lake can be viewed at: <http://www.blumhorst.com/potterpages/Photopoint/0030/h0015.htm>

A nice aerial view of the lake can be seen via this link:
<http://www.cs.utexas.edu/~shmat/photo/flying/94pinemtn/slides/08woodward.html>

Additional Woodward information can be found at:
<http://www.co.stanislaus.ca.us/er/pdf/Woodward%20Reservoir%20Information%2003.16.05.pdf>

See you there! Rich Rich McDevitt



The Potter Yachter

June 2005

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Inside the Potter Yachter

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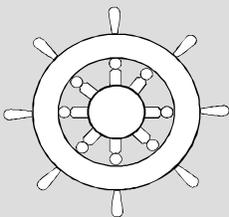
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With a Grain of Salt

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 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*

