



Potter to Potter

WWP NEWS!



MAY 1978

THE DEL VALLE 13!

Sunday, May 21...Our first sail saw all of thirteen (count 'em!) Potters lined up bow-to-beach at Del Valle--it was quite a sight! Who came? The Mortenson family; the Adair family; the Grahams (from Napa--three cheers!); the Roberts family (their 2-yr.-old son was our youngest sailor); Les Clute, who introduced his fiancée; the Gordon family; the Goodsons; Hans Wolf; the Bells; Dory Taylor and two fine friends; the Bentons; the Haydens; and the Mangels family, complete with the visiting senior Mangels. Also very much present, but without their Potters: the Green family, who sneaked a visit to us between other commitments (Del Valle is their home sailing ground); and Frank Winans--all the way from Sacramento (Dedication!!)--who was getting tips for installing a new spar on his newly acquired Potter.

Congrats to those who arrived on time (rumor has it that Art & Judy Roberts & family launched at 8 a.m.); most of us squeaked in later than expected and launched just in time to beach our boats and have a lunch/skipper's meeting. (A gold star to Don Hayden, who drove all the way back to Campbell to retrieve the sails he'd laid aside earlier while washing his Potter.)

At the meeting, we discussed: 1) The name of our group (a runoff election is in order; see form at end of newsletter); 2) Southern Calif. Potter Assn. would like to group sail with us this Fall somewhere convenient to both clubs. Any suggestions--date, time, place? Overnighter? 3) June 3rd sail plan was changed; most everyone preferred launching in the Estuary rather than the Bay. Details follow. 4) Mark July 9th, Sunday, as the date for our July sail. (We avoided the first weekend in July--too close to the 4th.) Time and place to be announced. 5) Not mentioned, but should have been: Chuck Holden (S. Cal. Pres.) sent us a good supply of nicely embossed membership cards; may come in handy should we ever

run across group discounts. If you've paid your dues, your card is enclosed. If no card is enclosed... (Send \$3.00 check--covers postage & printing costs for newsletter for '78--payable to Carol Mangels, mail to address on survey form.)

After the meeting (somewhere near 1 p.m.) we all set sail, and then the fun began. A park ranger later reported officially that the winds were "in excess of 20 knots". The winds were also, according to various of our group, "squirrely", "fluky", "gusty", and "hard to read". Nevertheless, Dory sailed his #610 through the channel and up to the upper lobe, as did Les Clute (#267); and the Gordons (#234) were up that way too. Hans Wolfe was there in his #691, with Frank Winans aboard, but not for long. A nice little gust sent #691's mast down to meet the water. She righted herself quite smartly, I'm told--but without her skipper and crew aboard! Meanwhile, in the water off the beaching site, Don Hayden finally gave up on lowering his centerboard--just wouldn't budge. The Mangels later had the same problem, this time cured by a few sharp raps to the centerboard trunk (some beach gravel stuck between board & trunk?). Not so lucky the Goodsons, whose board also refused to lower; when no remedy could be found, Chet motored to the dock and removed the board, but only by sacrificing a chunk of fiberglass. In their case, the board had jumped off its center pivot track (probably by the rocking motion used to launch the boat from the beach, theorized Chet).

Those of us who eventually tired of playing the puffs beached awhile, and watched the catamarans capsize. But the best was yet to come: docking and retrieving maneuvers! It was a comedy of overuse and inefficiency--too many boats and total lack of organization. We would all still be waiting there, mooring lines in hand, were it not for the gallant Hans Wolf, who single-handedly directed the launching and retrieving of a whole bevy of craft, both power and sail. Del Valle, hire that man!

The fluky winds notwithstanding, we found time to enjoy each other's company, and to revel in the differences of our craft. What a treat it was to see thirteen Potters lined up on the beach!

Those of us who just couldn't let a good thing die retired to the "Sizzler" restaurant in Livermore (if we failed to include you, it was only because it was such a last-minute idea), where we enjoyed ourselves further.

The Del Valle sail was recorded on film by several; if you'd like to contribute a snapshot or two, please send to Carol Mangels; they'll be the beginning of our club scrapbook. Would someone volunteer to keep up the scrapbook?

ANNOUNCEMENTS

JUNE SAIL: SATURDAY, JUNE 3, 1978.

Launch from either Estuary Park or Alameda. Estuary Park: going north on freeway 17, take 5th Avenue exit, go to Embarcadero Ave. and turn right, go three blocks to Estuary Park on left; launching is free. Alameda: launch from either Alameda Municipal Ramp (north end of Grand Street) or Alameda Public Ramp (foot of Union Street opposite Government Island); both are free. (If you have questions, the Goodsons have launched from Alameda, the Mangels from Estuary Park. Also see list later in newsletter for people who've launched from these places.)

Meet at Quinn's Lighthouse restaurant at 11:30 a.m. for lunch together. The restaurant is south of Estuary Park, across from Government Island on the Oakland side. It fronts the water with adjacent mooring spaces. The harbormaster has been notified to expect us, and there should be adequate mooring facilities. Be sure to bring fenders for your boat, as some may want to raft together. Reservations have been made at the restaurant, and lunch runs about \$5.00. A big thank you to Chet and Bobby Goodson, who suggested this sail, and have made all the necessary arrangements.

Quinn's Lighthouse phone 536-2050

Harbormaster phone: 532-6632

TREASURER'S REPORT

Dues from 20 members	\$ 60.00
Expenses (Xerox, envelopes, postage)	29.83
Total assets	\$ 30.17

Note: Only 44 Xerox copies have had to be charged to the club; the rest have been an

"inside job". If you have access to free Xerox service, please let me know. Our first newsletter and the notification of Don Craig's death was mailed to 44 prospective members. Our second newsletter (this one) will be mailed to 36 Potter owners, of whom 20 are newsletter members. The other 16 are getting one more chance! --Carol

LETTERS

"Opening Day" (S.F. area yacht season) found at least four Potters on local waters. The Mangels launched from Estuary Park and tack, tack, tacked to the mouth of the Bay, ogling the decorated boats returning from the Parade. (Note: the Goodsons watched the Parade from ashore in S.F., and had a good suggestion; if our club can decorate 15 boats we can enter next year; evidently the parade route is a reasonable distance and need not require the whole trek to Angel Island, but just launching at one end of the parade and retrieving at the other.) From Berkeley Marina: Jerry Barrilleaux launched his #564 with a friend; Dee Marsh (#512) launched with his sons; and Dory Taylor (#610) launched with Herb Orford as crew. Dory suffered a mishap; as #610 left the harbor she was forced onto the jetty where she received some hull damage. Dory and Herb returned (bailing!) ashore to assess the situation. (Dory's bright red hull was in top shape in time for the Del Valle sail.) Jerry and Dee continued on to Angel Island, fighting "a very strong current running south along the east shore" of the island. (Quoted material is from a letter from Dee.) Dee's #512 beached on the east shore, north of Quarry Point. "Jerry in boat #564 elected to continue to beat against the current and several hours later succeeded in reaching Hospital Cove. While beached at Quarry Pt. we bore witness to a fascinating array of misadventures and boating mishaps. One 45-50 ft. power boat called 'DIPSEA' (quite aptly named) managed to systematically wipe out 6 other sail/power boats while dragging his anchor during an anchoring attempt in a 7-8 knot current. Mucho cursing and flaring of tempers as everyone fended off boats and untangled ground tackle. Somewhat later in the day a large sail boat worked its way thru the maze of anchored boats, bombarding unwary sailors, pirate-fashion, by catapulting water balloons from a giant sling shot 50-75 yards. All in all it was an exciting day. A 20-25 knot NW breeze and a choppy white-

capped sea made for a fast and exciting trip back to the launch area."

Here's a letter from John Graham: "Some might be interested and learn from my latest and biggest goof. After sailing my Potter for some four years on bay, river and lake knowing that some day I'd capsize, I didn't think ahead specifically as to what would happen--so, when three of us totalling 650+ pounds didn't get our weight shifted on a controlled jibe at Lake Berryessa, there were dire consequences totalling almost \$1000 loss --much easily preventable. Lost were three pair of glasses, a cockpit cushion (two floated), lazarette seat/cover, compass, spare anchor, tools, some fishing gear, fire ex., bilge pump, plastic paddle, oil, funnel, and on and on. (Total damage to camera and binoculars and some repair necessary to motor, watches, zippers of berth and bunk cushions, etc.) The major problems could have been prevented by securing all loose gear with lines, placing gear subject to water damage in waterproof plastic buckets and bags and by keeping unneeded gear out of the boat. And by lubricating zippers; I had to cut the foam out of three rusted zippered cushions and replacement is almost ½ the cost of new cushions. Also, three big guys in a cockpit, especially the WWP I can get in each other's way. Fortunately, no one was hurt, but embarrassed and financially hit. Best think ahead as to exactly what may happen. I've been between Angel Island and Berkeley in much worse wind and waves--even a bit scared --and now I'm afraid I'm going to be downright hesitant."

A copy of an exciting article was sent by Chet and Bobby Goodson (it will be available at all sail meetings, along with other information, including the S. Cal. newsletter). The article is from the May 1978 issue of "Pacific Skipper" and is written by John B. Hart, a WWP owner. It's a "story about what can happen on a Santa Barbara Channel crossing if time runs out and darkness descends before you reach a safe anchorage."

Good reading, also, is a book available through most local libraries: The Boat Who Wouldn't Float, by Farley Mowat. It's non-fiction, and superbly funny.

Congratulations to Dee Marsh and Stan Butler, who sailed Dee's #512 to a 12th place finish in the Potter Nationals. Dee was the sole entry from our area. Herewith his report: "A note concerning the National WWP Races at Marina Del Rey held 21 May 1978. For those among you who believe that sailing is

a man's sport, beware. First Place at the Nationals went to a pretty blond lady by the name of Sharon Higgenbottom. To really make it convincing, she won by sailing a borrowed Potter and would you believe she had never sailed a WWP before the day of the meet? (She is a very competitive Laser sailor.) Over 20 boats took part in the race which was an all time record turnout, exceeding the prior record by 7 boats. What a magnificent sight to see all those Potters charging forth with every manner and combination of boat and sail, i.e. Gunter rigs with Mark II mains and/or jennies, etc. All of the serious racers were sporting jennies or Mark II mains or both. The race results were as follows:

1st	'Gnikiv'	#460	Sharon Higgenbottom
2nd	'Pocopan'	#699	Bill Richter
3rd	'Gypsy III'	#247	Don Greenwood
12th	'Ipo'	#512	Dee Marsh/Stan Butler

As you can see we didn't exactly threaten the leaders with our participation, however we did learn a great deal about making the boat go faster by emulating the actions of those who appeared to know what they were about. We felt that we did a creditable job considering we sailed with a standard Mark I main and working jib. The race conditions were ideal. 75° temp, 1 foot swells and 6 to 8 knot westerly winds. Frankly we were hoping for a gale since we felt our S.F. Bay experience might provide us an edge in a real blow. The race course paralleled the Santa Monica shoreline 3½ miles to a bell buoy and return, providing approximately 7 miles of reaching. The start and finish line was located one mile to seaward of the Marina del Rey breakwater. Marina del Rey, the Marina of Kings, is the largest man made yacht harbor in the world, boasting as home port to over 10,000 yachts, day sailors, and trailer boats. 6,000 permanent slips are available with a turnover rate of 30 slips a month which places a rigid limit on yacht sales. The perimeter is ringed by some of the most beautiful apts. and condominiums available in the L.A. area. The area is liberally sprinkled with fine restaurants providing a diverse choice of cuisine and atmosphere. Boat and bike rentals are available (7 miles of bike paths). A harbor tour runs every hour in the form of a Mississippi river boat, stern wheeler fashion and a series of unique shops and boutiques exists as a turn of the century New England 'fishing village'. Marina del Rey--mind boggling. A catered dinner with

mixed drinks provided the forum for presenting the winners their trophies and provided us the opportunity to get acquainted with our hosts. We found them to be a most gracious group and we look forward with anticipation to a combined sail-in of both clubs this Fall. (Chuck Holden spoke of a possible get-together of both groups at some lake midway between the two groups sometime in October.) All in all it was a great trip."

DON CRAIG FUND

The fund established for Don Craig now totals \$30.00, from seven contributors. The fund will be submitted by June 15 to the person responsible for handling Don's fund. If you would like to contribute, please make check payable to Carol Mangels. The official reason for Don's death, as determined by the coroner, was drowning. According to a friend who lived with Don, Don did not have on life line straps, but he was wearing a life jacket at the time of the accident, which occurred near Devil's Slide. After consulting a long-time Colorado friend of Don's, it was decided by the people who lived with Don that his Memorial Fund will be sent to either/both the Foundation for Battered Wives or a foundation for retarded children, two concerns in which Don had expressed definite interest.

KEEPING INFORMED

Don Hayden introduced a spiffy map he obtained from the AAA service. Called "Boating--Northern California", it details at a glance the facilities available at all locations featured on the map.

Another good source of detailed information regarding launch sites: "Pacific Boating Almanac" for N. Cal. & Nevada. Published yearly, it costs \$5.95. It contains pictures of most major marinas, lists restaurants available, and notes launch fees; it contains tide and current charts for this area.

Also of interest: the Coast Guard publishes a "Local Notice to Mariners" which lists in detail changes in navigation aids (buoys, etc.), warns of construction areas (bridges, dredgings), and gives date and time of all races and regattas in the Bay region. It's free from U.S. Coast Guard Commander, 630 Sansome St., San Francisco, CA 94126.

ROSTER CHANGES

Mr. Wolf's first name was erroneously

typed 'John'. It is actually 'Johann', and Johann tells us it's easiest to call him 'Hans'.

Potter #216, owned by Ralph & Martha Jeffs, is named: MEAND'ER

Charles Miller's wife's name is 'Joy', and John Graham's wife's name is 'Barbara'.

Add Les Clute's phone # at work: (408) 925-6987. He says he's hard to reach at home.

Potter #564, owned by Jerry & Sharon Barrilleaux, is named: BREEZY

Please make the following additions to your roster:

Herb & Virginia Orford
15086 McVay Avenue
San Jose, CA 95127

Herb & Virginia were long the WWP brokers for the San Jose area. They are no longer WWP dealers and don't currently own a Potter, but Herb has by no means given up his interest in sailing, and will catch a ride with one of us often.

Frank G. Winans #182
5709 Nona Way
Sacramento, CA 95824

Frank bought his #182 recently, and he described its 'christening' in an earlier letter: "As for my poor Potter, alas! As Shakespeare said (or was it Confucius?) 'A fool and his mast are soon parted.' I launched old #182 on Lake Natoma for a brief 2 hour get-acquainted cruise, and felt pretty smug about my success. After pulling the boat up the launching ramp, I promptly drove under a power line and broke off the sliding Gunter mast!" (Hopefully we'll see #182 and Frank reunited in June!)

T-SHIRTS

In answer to the April survey, Potter owners indicated interest in purchasing a total of 41 T-shirts. Bob Adair had offered to get some printed for us, but he thinks the S. Cal. Assn. offer might be a better way to go. An excerpt from Chuck Holden's letter: "We have a T-shirt. It is a club and crew shirt. The print enclosed** is from my shirt; it has my number and the old 'WWP' logo on the sail. The printer will also put the new HMS logo (H) and your sail number on the shirt. He asks that the shirts be dark with a white print. We have already paid for art work and all the information needed is sail #, type of logo, size, and color. We are getting them for \$6.50; this is total cost (mail and tax). He will do this on orders of at least twelve shirts. If

you like this layout it will save you time and money."

**Following is a copy of the full-page print sent by Chuck, with the sincere hope that I have not infringed on anyone's copyrights!



(Believe me, the original looks better!)
Would someone volunteer to be 'T-shirt chair-person'--take orders, handle money, etc.?

SURVEY RESULTS

Many responses came to the question, "Where have you had a good sail?". Following is a list of places mentioned, with the name(s) of the person who mentioned the place, and any comments they had. If you're thinking of sailing at one of these places for the first time, maybe someone who's been there before can give you more personal info than that found in books.

Alameda - Goodson
Benecia - Graham
Berkeley - Graham, Goldrath, Mangels, Marsh, Wolf, Barrilleaux
Big Break (Delta) - Marsh
Calero - Jeffs
Coyote Lake (near Gilroy) - Jeffs
Coyote Point - Miller, Goldrath, Gordon, Clute
Clear Lake State Park - Graham, Barrilleaux
Del Valle - Clute, Mangels, Barrilleaux, Green
Donner Lake - Green
Estuary Park - Mangels, Marsh, Wolf, Barrilleaux
Folsom Lake - Graham, Gordon, Winans
Franks Tract, Bethel Is. - Roberts
Lake Comanche - Clute
Lexington Reservoir - Goodson, Clute, Mangels

The Meadows (Delta) - Barrilleaux
Modesto Reservoir - Adair
Napa River (Wilcoxsons) - Graham
Oakland Aquatic Park - Adair
Palo Alto - Gordon, Clute
Petaluma River - Graham
Redwood City - Goldrath, Gordon, Clute
Richmond to Books Is. - Goldrath
Rio Vista - Graham
San Leandro - Barrilleaux
San Luis Reservoir - Gordon, Clute
Sausalito - Goldrath, Barrilleaux
Tahoe - Graham, Nobs
Tomales Bay - Goldrath, Barrilleaux
Uvas Reservoir - Clute, Jeffs
Vallejo Public Boat Launch - Winans
Whiskeytown Lake - Barrilleaux
Woodward Reservoir - Adair

Comments:

Barrilleaux: Del Valle has a nice campground, however I think boats have to be removed from water after dark. The Meadows in the Delta is a great spot for a family weekend; motor in and out. Tomales Bay: this is a great spot. There is a free public campground with boat ramp right on the bay. Or we could sail out to Hog Island (a beautiful place) and spend the night anchored there (½ mile from ramp). The fishing, clamming, and crabbing are excellent.

Graham: State Park at Clear Lake is nice w/excellent launching and (if not crowded) berths. Wind is usually good in the afternoon. Benecia is good for day sailing. Good launch into open sailing and usually a good wind. Rio Vista has good launching, but I don't know the area well. My experience, little, at Tahoe was little wind.

Gordon: Good places but too far for weekend: Lake Almanor, Shasta Lake, Trinity Lake (Engle), Eagle Lake. A good sailing lake is Folsom. Many ramps. Interesting shoreline and open areas. Said to be crowded in hot summer because of proximity to Sacramento. Coyote Point: good if you like a big body of water and don't want to tack up a long channel to get to it. Good 2-lane ramp, but may not be enough dock space to park our fleet. Good trip (about 5 or 6 miles) north to Oyster Point Marina and return. When I made this trip it was a beat north and a fast broad reach (about 1 hour) back. This area often gets pretty windy (San Bruno Gap) and rough in late afternoon, so an early start

is desirable. For non-sailors, Coyote Pt. has picnic grounds and swimming beach. Places I would like to sail, but never have: Monterey Bay, Tomales Bay, Angel Is. (from Sausalito?), San Pablo Reservoir--has new four-lane ramp and beautiful shoreline, picnic tables near ramp. No gasoline motors except on rental fishing boats. Lake is full now but will be drained in order to rebuild the dam; Delta area above New Hope Landing (the Meadows, Lost Slough, etc.).

Clute: Rather than make recommendations, I'll just offer my impressions of the places I've sailed. Coyote Point: Pretty good launching facility, adjacent picnic grounds & rest rooms, quick access from harbor to bay. Had a little difficulty getting back into dock; have to make several short tacks across narrow channel. Redwood City: Fair launching facility, restrooms, no picnic area, adjacent restaurant (Charlie Brown's), long channel to sail through to get to Bay, chop in Bay seems especially bad here. Palo Alto: Bad news except at high tide--more mud than water. Fair launching facility--have to go thru a channel to get to Bay (short but narrow - don't try it at low tide without a motor). San Pablo Reservoir (near Orinda, east of Richmond/El Cerrito) - not too big, but very nice launching facility, adjacent picnic area under trees, and portable-type restrooms.

Del Valle Reservoir: nice long lake, pretty good wind, good launching facility, picnic area, there is also a campground at lower end of lake. Lake Comanche(northeast of Stockton): very large lake, with campgrounds & marinas on both north and south shores. I have only been to North shore. Pretty good launching facility, lots of water but not too much wind. Some campsites are right on shoreline, so you can beach or anchor right by your tent. Lexington Reservoir: pretty good sailing once you get in the water, but launching facility is very poor (no dock) and getting off and on highway 17 with a boat in tow is hair-raising. No picnic grounds or restrooms. Uvas Reservoir (west of Morgan Hill): no launching ramp or dock, but you can, with some difficulty, trailer launch from the beach. No picnic grounds or restrooms, either, but I've gone there often anyway, because it's usually not crowded and the sailing is pretty good (fairly long but narrow lake).

Mangels: Last time we sailed Lexington, there was a rather rickety dock at the end of the paved ramp, which is a long narrow affair on a hillside. Debris was heavy, but should be cleared by now. There were portable restrooms.

Goodson: Lexington improved with high water; sail on odd numbered days only at Lex.

SURVEY FORM #2

(Mail to Carol Mangels, 7078 Coronado Dr., San Jose 95129, or bring with you to the June Sail.)

1. Club name: The two highest vote-getters in the first survey were 'Potter People' and 'Bay Potters'. Since the write-ins deserve equal time, the group decided on a second balloting. (Many people have remarked about the dual meaning of potter: sailboat vs. ceramics. Tricky. At least there's no confusion for one of our members; Barbara Graham is a potter ☹️ who has a Potter 🚤).

Please vote for your favorite:

- Potter People
 Bay Potters
 Bay Area Potter Sailors

- West Wight Yotters
 Potter Yotters
 West Wight Wanderers

2. Sail with So. Cal. Potter Assn.: Do you have any suggestions for the site for a combined N. Cal./S. Cal. group sail? (The S. Cal. group is based at Hermosa Beach and sails from Marina del Rey.)