

Potter to Potter...

NEWSLETTER OF THE "POTTER YACHTERS"
West Wight Potter Assn. of NorCal

September '79

**** FUTURE EVENTS ****

October 6 and 7 (Sat. and Sun.): Lake Camanche (see below for details).
November 4 (Sunday): Coyote Point.

**** NEXT SAIL: LAKE CAMANCHE ****

Lake Camanche (called 'Comanche' or 'Camanche' Reservoir on some maps) is northeast of Stockton, off highway 88. There are a couple of ways of getting there; here's one way: Take 580 east through Livermore and Pleasanton, continue east as 580 turns into 205. At or near Tracy, take highway 120 east, to Manteca, then take highway 99 north ('temporary 5'). Go north till you turn off on highway 88 east, continue on 88. Turn east (right) on Liberty Rd. and follow signs to 'Camanche North Shore'.

Meet at North Shore entrance and look for a posted notice of where to find other Potters. If there's no notice: congratulations! You're the first to arrive! Post a notice and we'll all follow you to a campsite. Cost should be something like \$4.00/night per car, \$2.00/night per boat. Includes water, shower, swimming, and (oh-la-la) tennis courts. Shore-launching may be possible rather than going to ramp (10 lane) to launch. Come either day or both days..

**** LAST MONTH'S TOMALES SAIL ****

There were 4 boats at the Tomales sail to face a downright blustery day. Harry Gordon gave the following information:

Frank Winans #182 and Don Bergst #797 (you don't know him yet; he's new and will be introduced later in the newsletter!) arrived at about 10:30 and launched to catch what proved to be the most manageable of the wind for that day. Bill and Joyce Wight, with daughter Rosie and friend Greg arrived near noontime, and as they were rigging # 818, the Gordons drove up with #234.

(...Struggling mightily to open their car doors against the wind (!), the Gordons cast squinty eyes over the entire scene: the bay now lustily white capped with a nice strong chop kicking up (br-r-r-r!), two Potters in the distance sailing practically rail-down, and the indefatigable wind carrying to obscurity whatever words one chanced to utter... Harry's mind began to wander...back to the time when he had purchased his #234. He had walked to the stern of the boat, and had come upon the sight of his life: securely fastened to #234's transom was the label from (what?!) A CAN OF TUNA!...and there also was her name: "Chicken of the Sea"! Harry's mind snapped back to the present...Tomales...white caps...howling wind.. And the long drive notwithstanding, Harry decided right then and there that #234 was going to do it!! Yep!! She was going to live up to her maiden name! ... So, #234 stayed put on her comfy trailer (even though she now bears the name the Gordons gave her: 'Manatee'-- which means 'sea cow', and is a story in itself!), and Harry played an admirable part as Commander of the Docks for the rest of the day--no small task, as it turned out...)

Meanwhile, Bill Wight reefed his main and launched #818, and his crew climbed aboard. Frank and Dan sailed over and all three Potters set out across the bay for a gusty, gutsy ride. Harry took a wind reading from shore: 22 knots. But the wind was gusting to 35 knots on the other side of Hog Is., where it blew clean in from Tomales' mouth. Bill Wight's reefed main and 4-person ballast kept him in good shape for a fast ride. Singlehandler Don Bergst beached on a sand spit and dropped all sails, then hoisted his jib on his main mast--even at that, he appeared to be rail-down at times. Frank held his own out there, too, singlehandling #182.

About 3 p.m. the three Potters headed for shore and the Dock Commander now had his work cut out for him: the launch ramp tried everything it knew to thwart the Potters in their attempts to get onto their trailers. The wind howled, the chop chopped...and Harry and the skippers worked. Finally, a combination of motoring and towing must've done the trick, and everyone was retrieved safely.

The troupers all retired to 'Nick's Cove' restaurant for some seafood and chat. Some of the dinner conversation: do we want to order some more Potter T-Shirts? There are several new members who might be interested. Also, how about one of these days sending someone out on a motoring Potter to circle each of the different boats and take some photographs of each boat under sail? It's hard to get a pic of your own boat steamin' along--when you're always in it! (Don Bergst thought this a great idea; he used to do this type of thing in the Navy, they say--only his duty was to take pictures of DESTROYERS and the like, while he buzzed about overhead in a HELICOPTER!)

It was after the Tomales sail that a Great White Shark beached on the Tomales shoreline, and everyone started reminding everyone else that Tomales is just the greatest for sharks! Supposedly, one of the most populous areas for Great Whites is the mouth of Tomales Bay! Well, the sneaker waves at the mouth of the bay are well documented--but sharks! Tell me it isn't true!

***** LETTERS FROM HOME *****

Mr. Joe Edwards, President of HMS Marine, Inc., (they manufactured our boats) sent us two letters:

"Just want you to know I enjoy reading about all your activities in the Potter Yachters and do wish I were in Northern California to join with your group more often.

It was good to learn #182 is in your area and is still sailing as perhaps the "oldest Potter to be racing in the entire USA". A little research proved #182 has been skippered by several owners. Purchased by Don DeSpani, of Terminal Island (San Pedro) in August of 1966 for \$1395, the boat then went to Frank Diamond of Santa Monica in August of 1968, to Faith Flagg of Beverly Hills in May of 1970, to James Cooney of Los Angeles in June of 1971, and then to Marcus Ruben in Downey (LA) where our records stop. Do let Frank Winans know he has been now recorded as the current skipper of #182. If only boats could talk...

Do let us know at any point we might be able to help with your activities. I would be pleased to assist."

"Thought you might like to have the address and telephones of the local Potter representatives.

These people have our latest models on display and can assist with accessories for presently owned boats."

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|-------------------|---------------------|
| Sailboats Inc. | Clara Clipper Sails |
| Embarcadero Cove | 3410 Monterey Road |
| Oakland, CA 94606 | San Jose, CA 95111 |
| 415-261-7245 | 408-226-4666 |
| Mike Grayson | Don Hatler |
| Ross Todd | |

(Probably most of you are as surprised as I was to see that there's a Potter dealer in Oakland...I didn't know that!)

Thanks for the information, Mr. Edwards; and we appreciate your interest!

***** NEW MEMBERS *****

Please welcome the following new members and write their names on your Potter roster:

- # _____ Mr. and Mrs. Robert Connors → Help! I lost your
1338 Columbus Ave. sail number - can you
Burlingame, CA 94010 drop me a postcard? Thanks!
415 342-9172

#821 Terry and Mary Gotcher, Barbara - 14, and Peter - 13 yrs.
 'John B' 3225 Sylvan Dr.
 San Jose, CA 95122
 408 238-3656

Terry is a member and officer of the San Jose Sailing Club, and has invited anyone to contact him if interested in information concerning their group. So far, Terry's is the only Potter in their club, but he'd like to see more Potter members.

Not a new membership, but a new boat (and congratulations!) for Stan and Dorothy Butler of Redwood City. Their former brand new boat was in a boating accident at Bodega. Their new boat is aptly named 'Ooh No!'...and she's up to tricks already (keep reading for details).

#850

**** POTTERS FOR SALE ****

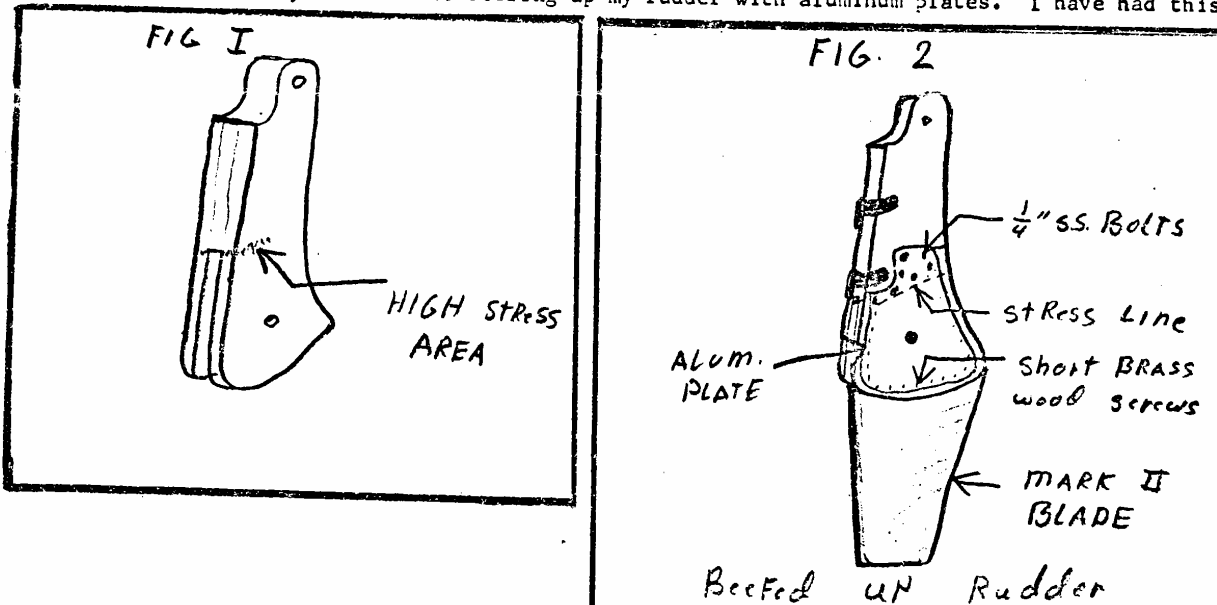
It's hard to say goodbye to people like Chester and Bobby Goodson, but alas, they've found a new love--a 30 ft. Rawson. Actually, the Goodsons have been thinking for some time about getting a larger boat, and finally the right deal became available. They'll be berthed at the new Peninsula Marina in Redwood City. But they want us to let them know when we next plan to sail the Bay, so that they can tag along. See, their hearts are in the right place, after all!

FOR SALE: #549 Mark I, complete with main and working jib, 3-horse long shaft Seagull motor ("40+"), trailer with spare tire, fenders, anchor, extra rudder, spare set of windows, etc. Contact Chester or Bobby Goodson at 1666 Kitchener Dr., Sunnyvale 94087, phone (408) 739-3265.

**** BEEFING UP YOUR RUDDER ****

by Jerry Barrilleaux

Heavy winds and choppy water can cause a lot of problems. A common problem with Potters is rudder fractures. If you have a Mark I or Gunter rig with the large oval rudder blade, it would be a good idea to buy a new Mark II blade--the thinner blade puts less strain on the housing. Also, when you are sailing make sure the blade is in the lowered position. Sometime it will come up due to shallow water, hitting sticks, or a loose bolt. This can cause an excess strain on the housing. When the housing does crack it does it where the most strain is. See Fig. 1. I finally resorted to beefing up my rudder with aluminum plates. I have had this



for three years now, and it is still 'bullet-proof'. I used 1/8" thick aluminum plates, 6061 grade; 7/8" stainless steel bolts, and about 25 small brass wood screws. See Fig. 2. I have a template made (cardboard) for Mark I rudders. If you can't find any material, give me a call (828-3572).

**** RAT TALES ****

Once upon a time there was a Potter # 766 named 'Water Rat'. She was sailin' along, on a sunlit bay, when all of a sudden a surge bounced her centerboard aground, and... Well, you know the rest of the story. Anytime a Potter's centerboard is jarred, what does it do at the pivot point? Jumps out of its slot, right? Well, it happened to Mike Westfield's 'Water Rat', and in vain he attempted to pull the board back into place. Eventually, the swivel block jammed into the case, and the board fell through the slot, and took part of the keel with it. Sunnyvale Boat Works is patching her up, and Mike is being very good-natured about it all. We're beginning to agree, one and all, that the Potter centerboard could use some more efficient securing device at the pivot point; not to mention a reliable tie-down method to prevent the centerboard from collapsing into the cabin should a Potter turn turtle.

**** "SPEEDING" IN A POTTER??? ****

by Stan Butler

Well, almost.

Stan and Dorothy Butler took their new #850, Ooh No!, to Oroville Lake for a three-day boating campout Aug. 17. While exploring the lake they were passing through a no-ski, 5 MPH zone. Sails were out in a light wind with the engine set on a low power setting. At this point a patrol boat came charging alongside, lights flashing and siren screaming. A disbelieving Stan was informed they were doing 10 MPH! Only a bit of fast talking, and a promise to slow down and get the new speedometer correctly calibrated (it indicated 4 1/2 knots) prevented the ticket. Stan and Dorothy were still chuckling about this when Stan ignominiously fell overboard during docking! All Dorothy could think of was, "Ooh no--we named the boat right!"

**** POTTER-RING IS JUST THE THING ****

John (Hans) Wolfe, man of all trades, will soon depart our shores for a month in his homeland (Aufweiders...?? forgot how to spell it!) but he leaves us with this gem of information:

He has a friend who made for him a ring bearing the Potter sail insignia (stylized sail with a 'P' in the middle). The friend would be willing to produce more of the same. John refers to it as his 'Captain's Ring', but he says it could be easily fashioned into a lady's ring. In silver, the ring would cost \$35.00. (Inquire about gold only while two tabs of nitroglycerine are dissolving under your tongue.)

John says it's a very attractive design; he's trying to con Jerry Barrilleaux into submitting a sketch of the ring so we can all see it. John suggests it as maybe a Christmas present. If you're interested, call John at 415 829-1579 (only until Sept. 30); or contact Jerry Barrilleaux (John's neighbor and friend) at 828-3572.

**** REQUEST TIME ****

In order to speed things along, and to relieve my phone bill, how about adopting these two suggestions:

1. At every sail, a 'reporter' should be selected by those people present, to write or call the newsletter writer within a week or ten days after the sail to report on

what happened at the sail...who was there, where everyone sailed, how much wind there was, and just generally how everything went. It doesn't have to be a long report; just whatever might be interesting to the other Potter Yachters who couldn't come. It's nice to hear someone else's point of view of what happens at the sails--we all see things differently.

2. Without fail, a decision should be made at each month's sail as to where the next month's sail will be held. Then one person should be appointed to send to the newsletter writer the directions for how to get to the site of the next sail, and a brief description of where we'll meet and at what time. It's easiest if a person who has been there before can agree to send in the information. (Sometimes a map helps, too.)

The newsletter takes awhile to write and produce, but it wouldn't be nearly as time consuming if the above information was submitted to the newsletter writer.

Because of other obligations, I won't be able to continue writing the newsletter full-time. I'm depending on you 'closet writers' to speak up at this time and offer to do the newsletter for one month; longer, if you like. The newsletter doesn't need to be nearly as wordy as I make it; e.g. S. Calif.'s newsletter was a one-pager for years. And if everyone will share in submitting the necessary information as was outlined above, then the newsletter writer's job is primarily that of compiling the information and typing it. I'd still like to keep my hand in, and do the newsletter once in awhile, because it's fun. But I won't be doing it every month. I especially need a writer for the December issue. Think about it seriously; call me at 255-8579.

Carol Mangels

Late Bulletin ...

xxxx New Member! xxxx

How could I forget to include the following! :

#797 Mr. Don Bergst
589 Hemlock Ct.
Livermore, CA 94550
415 443-4719