



Potter to Potter..



NOT CAL. W.W.P. NEWS

Sept 1980

NEXT SAIL: LAKE CAMANCHE Oct. 4 and 5

Lake Camanche (called 'Comanche' or 'Cananche' 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 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 come to highway 88 east, continue on 88. Turn east (right) on Liberty Rd. and follow signs to ~~Camanche~~ (OPPS!) 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 and \$2.00/night per boat. This includes water, shower, swimming and tennis courts. Come either day or both days.....

Sept. Angel Island Sail

The Angel Island sail had a 9 boat turnout: #564 Barrilleaux; #797 Bergst; #817 Bernreuters; #312 Graham; #584 Nelson; #182 Winans; #818 Wight's and #438 Kunze.

We all met at the launch area and to our surprise the winds were gusting to 30MPH with no end in sight. Two skippers used good judgement and decided not to launch. The Bernreuters went back to Oakland and we understand that they had a splendid sail in the Estuary. Six boats finally made it to Angel Island, and the weather wasn't as bad as we expected. We all had a good time and some of us took a train ride around the island. Later on we had a wonderful sail back to the launch site. It was nice to meet Karl Lunze, who was sailing with us for the first time, and the McKecknies' who were sailing with Frank Winans. The McKecknies' are presently looking for a Potter.

POTTER FOR 'SAIL'

Richard Graham, who is leaving the country, is selling his 1980 Potter, #1009. Equipment includes: jiffy reefing, self furling jib, genoa hardware, bow and cockpit rails, bottom paint and heavy duty motor mount. Asking \$3100. If interested call; 415-472-7085. (No motor or trailer included).

WELCOME: NEW MEMBERS

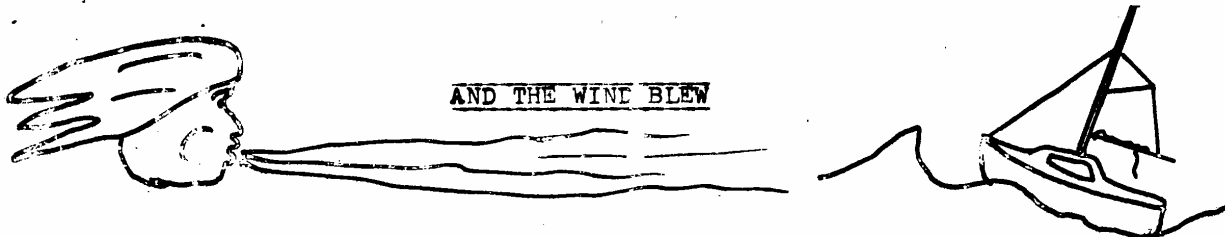
Mr. and Mrs. Manfred Richter
6325 Quicksilver Dr.
Newark, Ca. 94560 -----#783

Mr. and Mrs. Robert McKecknie
2529 Capital Ave.
Sacramento, Ca. 95816
916-447-6590 (No boat as yet)

Jim and Nancy Tiffany
150 Sherwood Dr. - *Space #1*
Salinas, Ca. 93901 -----#931

Dick and Carol Yard
9271 Lucinda Lane
Atascadero, Ca. 93422 -----#639
805-466-8029

The following three pages were written by Stan Butler, and it's an outstanding article. This is the type of dedication that makes the Potter Yachters a great club. Thanks Stan!



AND THE WIND BLEW

We are fortunate to have some of the better sailing waters close at hand. Unfortunately in many of these places wind conditions can change from light breezes to small craft advisory warnings with little notice. On the Bay, in the Delta, and even at the lakes and reservoirs winds of 25 MPH or more have been encountered. Have any of you white knuckled sailors, unexpectedly caught under full sail with your rail down in 35/40 MPH winds, questioned your boat, your ability, and your sanity? The Potter, properly sailed, has proven capable of handling these winds along with the usual 3 to 4 foot chop so typical of the higher wind conditions. It may be sloppy, it won't be fast, but it need not be frightening, and can be positively exhilarating. The magnitude of your wind control problems can be more readily understood when the following excerpt from the Beaufort scale of Wind Speeds is applied to our Potter 91 square foot sail area.

Wind	Static pressure	Pressure on sails	Emotion
10kt	.4 lbs per ft.	36 lbs	Teasing
20kt	1.9 "	173 " on a run	Terrific
30kt	3.4 "	309 "	Terrible
40kt	6 "	546 "	Terror

The above numbers are a textbook example which illustrate the almost unbelievable increase in sail pressure as wind velocity builds.

Before proceeding further, and by way of explanation. Stan's, #850 has been equipped with an inclinometer, anemometer, and knotmeter. The following wind or water speeds were observed on these instruments under actual sailing conditions.

Our stock mainsail/jib combination has proven to work well in winds up to 25 MPH. At this upper range you will be able to reach boat speeds of 5 to 5½ knots. On occasion the knotmeter has pegged out at 6 knots. Since we do not own a 65 MPH the boat will get overpowered. It becomes necessary to dump wind from the mainsail during gusts, we are fighting excessive heel and a heavy weather helm has developed. The time has arrived to do something differently.

For starters (elementary) keep the boat upright. Rail down sailing in a Potter is mighty slow sailing. It may be exciting and give the feeling of speed but it doesn't get the job done very fast. Heel in excess of 35° (rail down) has been observed but the hull speed falls off when the boat is sailed with more than 15° constant heel, and the risk of a knockdown is much greater. The addition of a \$5.00 inclinometer may be worth considering.

If you are on a beat, and unable to reef, you will want to stay close hauled and reduce the camber of the mainsail by tightening the clew haulback on the boom. If you use a boomvang, slack off and allow the mainsail to twist. This trick allows the upper part of the sail to luff while the lower portion

will still drive the boat. You can backwind the mainsail if you haul in on the jib to effect a semi-hove to condition. This will reduce your speed but will also have the effect of reducing the apparent pressure of the wind. You can lower the jib but this increases weather helm rather badly and slows the boat considerably. If you can get the sails down try the system developed by Don Bergsø. Using his jib in place of the mainsail he was clocked sailing, very comfortably, at $3\frac{1}{2}$ knots in 30 MPH winds. You can reduce weather helm, heel, and increase speed by allowing the keel to swing into a partially retracted position.

The ideas mentioned above were for use on a beat or reach. What options are available when on a run? The run seems to be the least manageable point of sail in overpowering winds. If nothing more can be said of it, at least the apparent wind is lower and, the spray and pounding are reduced. Tacking downwind has been tried with marginal results. Coming about with a jibe in high winds is a chilling experience. The only truly practical solution seems to be a reduction of sail area. Lowering the jib is the simpler but not necessarily best move. The disadvantage being a badly balanced mainsail attempting to drive the boat into a broach. A more preferred order of sail reduction would be; 1st, a reefed main with jib; 2nd, reefed main only (still possible to broach); 3rd, jib only (the safest); and last bare poles, white knuckles, and pleading looks aloft.

Experience and prudence indicate that at any point of sail it is time to reef when the wind approaches 25 MPH. The reefed main, without jib, will be seen on # 850 any time the wind exceeds 35 MPH.

And then there is the motor. Tired of beating into a headwind, wet and cold from spray, (or chicken?) the urge to power up and go home becomes overwhelming. The boats equipped with Seagulls normally will travel at about 3 knots, those powered with the Suzuki often move at a better 4+ knots, while the others with the 4 HP engines are capable of 5+ knots. Once again the sea conditions, chop and wind are the final determining factors.

About equipment. The ability to reduce sail area for comfort and safety seems almost imperative. In our geographic area jiffy reefing in the mainsail seems as if it should be standard equipment. It can be added, on a retrofit basis, for about \$60.00. For you Gunter owners, check out Harry Gordon's slick system. De Morsk can provide reefing points for the Mk 1 sail and Stan Butler, has the information for the Mk 11. Equally desirable, but much simpler to install is a jib haul-down line operatable from the cockpit. Also essential, when the going gets tough, is a means of momentarily locking the tiller so that both hands are available for more urgent tasks. Various hardware combinations or systems are in use on different boats. If you haven't done so please attend the outing, ask questions, and pick up those ideas most suited to your needs. We are fortunate to have at least three machinists in the group. Jerry Barrilleaux, John Wolf, and Stan Butler, can be persuaded to offer assistance should you need help with special fittings or the modification of stock hardware.

About boat speeds and wind. With a reefed sail in winds to 40 MPH # 850 is comparatively stable and able to make hull speeds up to 6 knots. Comfort and control always improve with a reefed main and jib combination in winds above 20 MPH. Boat speeds are greater in the higher wind with reefed sails because they can be kept driving instead of luffing.

Ironically sailing is usually slower in the higher wind conditions due to pounding caused by waves or wind chop. In general the Potter sails easily within the 2 to 4 knot speed range. An attempt was made to chart boat speed vs wind speed for the various points of sail but about 90% of the numbers were falling within the above range. With any reasonable breeze 3 knots are easy, 4 knots not difficult, but it will require 20+ MPH and a broad reach or a run to attain 5 or more knots. The fastest point of sail noted was a thrilling run in high wind with the knotmeter needle pegged on the 6 knot scale. Driving before 30+ MPH winds # 850 seemed to partially plane and sometimes surf.

On the S. F. Bay we normally expect to find light winds in the winter and small craft advisories to 35 MPH on summer afternoons. Expect to find lighter winds on the estuary than will be blowing over the northern bay regions. A heading toward Alcatraz on the bay, from the estuary usually finds us beating into the heavier weather but assures a brisk run home. A note of caution, tidal currents can be as great as 5 knots anytime of the year, always check your tide tables. Last winter # 850 spent hours, in light wind, motorsailing at 6 knots to get past Treasure Island and into the estuary launch area. De Marsh, and Stan Butler, sail the bay year around and seem to learn something new on almost every trip. You are invited to join them, either in your boat, or as crew in one of theirs.

Wrong side up? A concern we all share. Hopefully we will avoid excessive winds and heavy breaking seas. However a look at the known accidents, within our group, indicates that weather conditions weren't especially bad at the time. An unexpected wind gust caused a knockdown at Del Valle reservoir. The boat, a Mk 11, self righted immediately. The other knockdown, a Mk 1, at Bel Marin Keys jibed while on a run. The skipper in this case was setting a whisker pole and was caught on the wrong side of the boom. This boat required a pull on the extended keel before it righted. The other known accident involved a boat turned turtle at Bodega Bay in an extraordinarily heavy sea. In this case two people were able to right the boat only with the assistance of a power boat using a rolling hitch and engines. After righting it floated with the forepeak and rail just above water and could be bailed only after the keel slot was sealed. A better understanding of the capsize problems may prevent a mishap from becoming a tragedy. Each of the accidents was a complete surprise, there was no warning or time for preparation. The next time we are out on the water, we should be aware of the fact that so obvious, but highly significant, need is that, of watching a righted boat sail away from the crew before they can get aboard. The wearing of lifelines, especially when single handed, over large expanses of water seems like a reasonable precaution. A woolen blanket carried in the cabin could be a warm friend to the wet sailor in the colder areas. Lashing the centerboard so that it cannot swing into a closed position, in the event of a knockdown or capsize, will make the boat easier to right.

Heavy Weather sailing has proven to be an exciting challenge. It can be a lot of fun but must be done in properly prepared boats and with knowledgeable skippers. The more we learn of each other's experiences the safer we should be in our boats. Please, corrections and criticism about this article are welcomed, added information is also welcomed.