



The Potter Yachter

Newsletter of the Northern California West Wight Potter Club

October 2006

Sailing & Event Calendar 2006

Sept. 30 & Oct. 1, Tomales Bay weekend.

Oct. 14 & 15, Monterey Overnite

Nov. 11, Day sail, Emeryville, day on the Bay.

January, Annual meeting

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"All The Usual Suspects" return from the Great Northwest



Pat Brennan in Eaglet near Cortes Bay, British Columbia

"All the Usual Suspects" (ATUS), a subgroup of the Potter Yachters completed their fourth trip to the northwest. The plan was to sail in Desolation Sound and circumnavigate Cortes Island. (The requirement for ATUS membership is to attend one of the trips.) This year there were ten boats and eleven sailors. Five P15's, two Monty 15's, a P19, a Suncat 17 and a Vagabond 17 completed the journey.

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Trailers —|—O—

No one talks about their trailer and certainly no one proclaims that they spent a Saturday waxing it. Well, our trailers are an essential part of our equipment, we depend on them to get us to the water and back without a thought to all of the miles on those little tires, the dunking in water, salt water, yet they are the most overlooked part of our equipment. We only look upon this rolling dolly when the lights burn out or a tire goes flat. There are things that we should be doing to keep rolling along trouble free.

The State of California, Department of Boating and Waterways has a publication called "Safe towing tips for trailer sailors". This has a general overview of everything from selecting the proper trailer to launching and retrieving to towing vehicles. You can find it at www.dbw.ca.gov. It is good for new boat owners as well as a refresher for the more experienced.

Another good source of information is your owners manual from the trailer manufacturers. You can usually find detailed information on the use and maintenance of their products. Here are some of the trailering and trailer maintenance tips offered:

1. Make sure the coupler is properly attached to the ball.
2. Make sure the jack is out of the way and the locking pin is secure in the hole.
3. Cross the safety chains when attaching to the tow vehicle.
4. Connect the lights and check the lights and electric brakes (if you have them).
5. Check tires for proper inflation.
6. Check tie down straps and other trailer fasteners.
7. Check the Bearing Buddys and grease them only as necessary. Bearing Buddy recommends checking the condition of the bearings every five years.

According to one manufacturer, the best maintenance procedures for a trailer is washing with soap and rinsing with fresh water after every use and to wax it on a regular basis. I can hear your voices as I write this. I have a galvanized model and waxing is not necessary.

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Lund Marina

After a four day car ride, the fourth including two ferry crossings, we launched at the busy Westview/Powell River Marina, in British Columbia, Canada. The first day's sail was 14 nm to the pretty little town of Lund which is at the end of the Pan-American Highway. We had expected lots of room at the marinas this time of year but several of them were crowded and rafting up at a dock was necessary. Sleeping

on the boats agreed with everyone and after morning pastries at Nancy's Bakery we made our way north 10 nm to Refuge Cove. The scenery in the area was spectacular as we sailed into Desolation Sound.

Refuge Cove is a small, rustic marina with a general store and showers but the cafe was closed for the year. It had good protected dock space for us. A pleasant days sail across Desolation Sound to Squirrel Cove and back took up day three. North 14 nm up Lewis Channel around the tip of Cortes Island and into the beautiful isolated inlet of Von Donop filled most of day four. The inlet is long and narrow and the anchorage well protected from any weather. There being no facilities we an-



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chored, rafted up and boat camped. The plan to stay an extra day there was dropped as weather reports forecast a storm moving in and we wanted to cross the 12 nm of open water in Sutil Channel before it hit. We were a little slow and by the time we reached Heriot Bay the winds were gusting to 25 knots and all our knuckles were white from two hours of very sporting sailing. We tied up at the docks at the Heriot Bay Inn but they were in poor repair and tossing so badly in the wind we couldn't stay there. Luckily we found a more protected marina about a

mile away and all safely tied up at the Taku Resort where we laid over a day waiting for the storm to die down.

The wind was just right for sailing on day seven as we covered the 10 nm to Gorge Harbor. The entrance is narrow, deep and rocky with interesting rips and whirlpools when the tide is running. Once through the opening the one by three mile lagoon resembles a quiet alpine lake. This is another laid back harbor with store, gas and plenty of dock space. To our amazement the small restaurant deserved three stars. The food, service and ambience were all wonderful and we enjoyed by far the best meal of the trip. With some rumblings of more weather in the offing we undertook the next leg on day eight.



The 11 nm to Cortes Bay was very good sailing. Rounding Shark's Spit at the southern

Pat Brennan, Desolation Sound

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end of Cortes Island there is a lot of very thin water so we all took care not to get too close to shore. Visibility through the clear water was at least 20 feet so in a P15 with its centerboard depth finder it was fun cruising along watching the bottom go by.



Gorge Harbor Outlet

Surprise! When we finally reached Cortes Bay there was no dock space because the stingy Seattle Yacht Club's acres of empty docks were restricted. They were festooned with malicious signs about what they would do to trespassers and one declaring "No Reciprocity". An impromptu planning session decided the eight miles to Refuge Cove was the best move. Two of the P15s needed to return their skippers to work, so they went on to Lund.

The morning of day nine was overcast with piles of stormy looking clouds to the south. Hoping to stay ahead of the weather we departed Refuge Cove early and motored the 10nm to Lund which we reached about noon. The wind was definitely increasing and would be right on our nose if we went on to Powell River. We decided to take taxis to Powell River. There we picked up our cars and trailers, took them back to Lund, took the boats out and drove back to Powell River where we spent the night. It turned out not trying to sail or motor from Lund to Powell River was a good decision as a real windstorm blew in that afternoon and continued through the next day. We left early the next day which was windy and rainy. Some took the route south through Vancouver, B.C. and others ferried to Vancouver Island and then took the ferry from Victoria to Port Angelus.

The only problem any of us had the whole trip was a flat tire on a trailer. Considering the weather and the miles traveled, on land and water that seems remarkable. Also, the compatibility of the group couldn't have been better. Small sailboat skippers are a pretty special group. For me it was a grand trip and I can't wait for the next one. *Story and photos by Don Person*

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(Continued from page 2) Trailers

Take a few moments and look that old trailer over, check the tires and the lights and all chains and straps that keep that classic Potter on there. Get a spare and carry a jack and lug wrench. Keep some extra light bulbs in the tow vehicle. For those who are new to trailers the State web site and the some of the manufacturers sites give you information on towing and backing the trailer and launching and retrieving. The web site for BoatUS has a trailer club which is mostly about insurance, but there is some use full information and good stories.

I wanted to give you was some information on “tilt” trailers but I could only find one maker (Magic Tilt) and they didn’t have much information on their website. There is an article in the BoatUS trailering site from the President of Magic Tilt about the future of boat trailers and boating. I even tried to find a photo of a Potter being launched from a tilt trailer but no one takes pictures of launchings. There are some tilt trailers out there so if you want to be able to launch from the shore, ask around and you will find those who have them.

Mike Dolan, Editor



Potter-Yachters.org Web Page Update!!

There is a new feature on the Potter Yachter web site. A link has been added to the Potter Pod for access to the repository of photos of great outings past and present. I see there are some boats for sale and people looking for Potters. If you have any suggestions please send them to the web master, Mike Westfield.

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 experience 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*