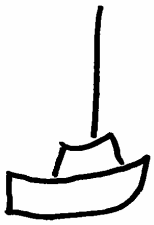

Potter to Potter WWP NEWS!

NOVEMBER 1978

Saturday/Sunday, Nov. 4-5...a pleasant weekend at Folsom Lake! Frank Winans suggested this sail, and it was a delight. The weather Frank ordered for the weekend was absolutely perfect--sunny, mild days; just slightly chilly at night. Six boats launched from Granite Bay: #549 Chet & Bobby Goodson (We've missed you! Glad to see you again!) with their friends Ted & Ginny Girouards; #234 Sandy & Harry Gordon with Jeff & Jill; #182 Frank Winans; #564 Jerry Barrilleaux; #512 De & Sydney Marsh; #604 Jim & Carol Mangels with Stephanie & Jonathan; and Stan & Dorothy Butler. While the wives drove the camping gear down to Beals Point (there's no launch ramp at Beals), the husbands skippered their boats on a super-duper 1½-hour sail down to the Point: 10-15 knot steady winds, masses of water (the lake is huge) almost as clear as Tahoe (really!), clean air, a pleasant scarcity of power boats, and a full long reach all the way.

Beals Point is not an easily distinguishable landmark for a skipper to spot, and its exact location varied, depending on which passing sailboat one hailed to ask directions. So each Potter skipper played his own hunch, and eventually all beached together at one spot, except for #604. Jim followed the erroneous advice of the skipper of a sleek maroon sloop (pretty boats can lead you astray!) and took an extra half hour tour of Folsom Lake, despite the best efforts of Harry Gordon, who was flashing impressive signals with a hand mirror.

The Shorebirds were out in full force, led distinctively by Sandy Gordon, not to be missed in her new bright orange Potter T-shirt (all the Gordons were equally visible--that color is great!). There were lots of shore activities: Sandy took movies, the kids hunted clamshells, played in the sand/water, and climbed rocks (Ted Girouards helped the kids discover a wealth of fool's gold); Jim and the men raised the Mangels' tent, and some mighty fine lunches were served (the Goodsons came gourmet style--private stock wine, even!).

We had an impromptu meeting where we decided: 1) Dec. and Jan. might be good months for 'land' activities, the weather --fog, cold--being generally unpredictable. 2) Dec. sail will be an Estuary cruise with a brunch stop (see announcement). 3) Jan. meeting will be a work day. We'll all haul our boats to a central location and do repairs, alterations, installations, etc. This is a good time to add someone else's invention to your own boat. (Perhaps the ladies could work on making club burgees? Bobby Goodson suggests lettering applied with an iron-on bonding material. She's checking sources of good heavy-weight nylon for the burgee. Any ideas?). A potluck was suggested to round out the day's activities. The Goodsons proposed a work day/wine tasting party at a local winery, which may be willing to let us use their large parking lot and access to electrical power. Failing that, the Goodsons and the Butlers have each offered their homes as possible meeting sites; there is room to park several Potters at either location with access to electricity for those bringing power tools. We'll make final plans at the Dec. sail. Send your suggestions! 4) Jerry suggested we might want to enter the annual Lighted Yacht Parade at the Oakland Estuary. Further inquiry has since revealed that this is a parade of decorated, lighted boats which sails the Estuary just off Jack London Square as part of the Port of Oakland's annual Christmas Tree Lighting Ceremony. There are awards for best-decorated boats (both power and sail can enter the parade). The parade is Wednesday, Nov. 29 at 5:30 p.m. (Jerry irreverently remarked that if we could find a big enough tow boat to act as Santa's sleigh, we could round up 8 Potters to sail out in front as the 'reindeer', with Dory Taylor's red-hulled #610 as 'Rudolph'!). If you're interested in entering the parade, call me (255-8579)

and I'll put you in touch with each other. 5) De was away sailing during our meeting, so his idea for the Dec. sail came in too late but it's a good one for future use. He suggested we launch from Sausalito and sail to Angel Is. and back on Dec. 2. It seems the flood tide would be with us on the way over that morning, and the ebb would help carry us home that afternoon.

Near the end of the meeting, the Park Ranger pulled up to notify us there would be no overnight beaching of boats (we talked him out of that one) and no camping allowed beside our boats, so all hands collapsed the Mangels' tent and all the campers moved up the hill to yon campground (a quarter mile out of sight from the beached boats, and almost totally deserted). The non-camping sailors--Jeff & Harry, and the Goodsons and Girouards--boarded their boats and sailed back to Granite Bay, while Sandy led a campground rock-climbing expedition for the younger set, then drove up to Granite with Jill.

De, Jerry, (and Frank?) went out for an early evening sail, then we all gathered up at the campground for dinner (Frank's was a classic: 2 hot dogs speared on a freshly-hewn Y-shaped branch, cooked along with a can of beans over a crackling campfire). Peaceful after-dinner conversation under the stars... De & Sydney told us about Morro; boat talk, of course; and we all exchanged some boating/camping/vacationing experiences. Then Jerry and Frank trekked down the hill to sleep aboard their boats, promising to keep an eye on all our boats. And it was well they did, for in the wee hours of the morning, inexplicably there began to be very heavy wave action on the shoreline. Frank theorizes the wind must have been strong enough at the other side of the lake to push the water into waves which were very large by the time they broke at Beals Point. Jerry made a boat check and secured whatever he could aboard the other boats, then about 6 a.m. he pulled offshore and anchored to avoid the wave action.

At breakfast time, the Ranger revisited and collected a small campground fee--the only fee we were charged; entering/launching was free because it's offseason. He explained there could be no more overnight boat beaching at Beals Point, and gave us directions to two other campgrounds/launch sites: the Marina, launching but no camping, and Peninsula Campgd, accessible only by 6-8 mile primitive dirt road.

We broke camp at 9:30 and the men prepared to sail. All four Potters now discovered they had one thing in common: a centerboard which refused to lower. Jerry worked his free by rattling it from side to side. De used his handmade tiller extension to help free his board. Jim also worked his free. But Frank's #182 refused to budge her centerboard, even with Jim & De's help, and in desperation Frank stripped to the waist and prepared to 'go below' in the chilliest sense of the word (that water's cold!) to see what was the problem. But De gallantly offered to do that job, and borrowing a snorkel and face mask from the group of about 50 scuba divers who were practicing in the neighboring cove (I am not making this up!), he exhibited some of his former championship scuba diving skill and with the aid of a screwdriver and two big long breaths (I thought he was a goner for sure) he miraculously freed the centerboard! We all cheered! He shivered! Which all goes to show you, if you're going to beach your Potter, remember to take along your screwdriver and a scuba champion.

Seriously, this 'stuck centerboard' business seems to plague the Potters; several of us have experienced it quite often when beaching the boat. Any cures? Jerry suggested this: when he beaches #564, he doesn't pull the centerboard up tight, but leaves it down just a little so it digs into the sand. (He had the least trouble of all of us in freeing his board.)

The boats sailed away (some motored; the wind was light and sporadic) on a leisurely trip to the Marina across the lake. Jim trolled a fishing line part of the time, rigging a self-steering device by lashing the tiller. (He used the mooring line, knotting it at the aft starboard mooring cleat, running it a few turns around the tiller, and then securing it to the aft port mooring cleat.) After a snack at the Marina, the four Potters set out again; De & Stan went off to explore the lake, while Jerry, Frank and Jim sailed together. Jim & Jerry, both flying jennies, held little impromptu races, with a short break for a beer. Jim asked Jerry's secret for edging ahead during some of their 'races'; Jerry stressed the importance of weight balance. He sits well forward in the cockpit--almost into the cabin. Also, he put 200 lbs. of lead in his forepeak to keep the bow down.

When they reached mid-lake, Frank and Jerry took the run back down to Granite Bay (the wind direction had changed from Sat.) and their waiting cars and trailers. Jim sailed #604 back to Beals Point and retrieved it from the beach with no difficulty (as did

De later) for the 2 to 3 hour drive home.

Meanwhile, the ladies and children had spent the day ashore, reading, wading, hunting shells, sleeping on the beach in the sun, etc. Sydney Marsh spent Sunday in her van with her mini-easel, painting two canvases of her favorite subject (seascapes, natch!).

It was a calm and restful weekend. Lovely sail, lovely weekend!

ANNOUNCEMENT

DEC. SAIL: SUNDAY DEC. 3, OAKLAND ESTUARY. 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 free. Alameda: launch from either Alameda Municipal Ramp (north end of Grand St.) or Alameda Public Ramp (foot of Union St. opposite Government Is.); both free.

Meet at Victoria Station Restaurant for brunch at 11:30. Restaurant is adjacent to Quinn's Lighthouse, across from the Coast Guard Station and Government Is. Plan about a 45 min. sail from Estuary Park, less from Alameda ramps. Guest dock should be adequate for our turnout; bring fenders for rafting if necessary. Reservations have been made; ask for Potter Yachters. Brunch runs about $5. Phone: 532-1430. If you can't join us at 'sea' by all means 'come by land' for the brunch! Address: 55 Embarcadero Cove. See you there!

IDEA EXCHANGE

Snatches of information are coming in regarding individual boat improvements, and several skippers have requested an exchange of this information through the newsletter. It's best if you will write out what you'd like to have printed, including any pertinent diagrams, and give it to me for the next newsletter. Send in your questions, too. Let's keep a regular 'Idea Exchange' column going.

LETTERS

Check the club's blue book for a postcard sent by Hans Wolf while vacationing in Germany and thereabouts. His hopes to sail Lake Constance ('Konstanz')--but not on #691!--were thwarted by foul weather.

Judy Roberts wrote a note(which just missed being included in last month's newsletter) which said in part: "Unfortunately for us, we won't be able to make the Nov. sail. I think we mentioned we damaged the boat on our trip to Lake Almanor (tied to the windward side of the dock and a storm came up at night and cracked the hull). We're waiting until we can get a few bucks together to fix it correctly. We really wish to be more active members of the group--honest! Looking forward to seeing you again soon." Those of us who've taken a crack in the hull can really sympathize; hope to see the Roberts and # 629 soon.

POTTER FOR SALE

We were sorry to receive the following note from Bert Goldrath, who was at the very first dinner meeting last April, and often wrote to contribute his thoughts to the group:

"Health problems necessitate Bert Goldrath giving up WWP #266. She's abundantly equipped and has had plenty of TLC. List of extras is as long as your arm, but partial itemization follows:

Tilt trailer with cranking nose wheel; 5 HP motor and spare tank; Dacron main, jib, genoa, spinnaker and poles; cabin vent; berth cushions; campass; extra flotation; lifting slings; anchor, and more. Price is $2150. Call 345-4465".

DUES

Just a little advance notice (not collecting yet): dues for 1979 will be $5.00 per year per address. The two dollar increase is a hedge against postal and duplicating cost increases, and will provide a little 'cushion'. The club's treasury, after this Nov. mail-out, shows a balance of $20.06. We'll collect dues annually in January.

T-SHIRTS

There have been several inquiries regarding another T-shirt order. If you'd like to order shirts, fill out the attached form and send it to Dory's address on the form before December 1st. (If we can't meet "Shirtales" minimum order, we'll try to talk Ron into doing it anyway. If that doesn't work, your check will be returned.)