



Potter to Potter

Newsletter of the "Potter Yachters"
West Wight Potter
Assn. of NorCal.



August '79

**** FUTURE EVENTS ****

September 8 (Saturday): Tomales Bay. Important: This is a CHANGE of date and place. The last newsletter listed a Sept. 2, possible Monterey Bay sail. But Sept. 2 is Labor Day weekend; also, the sailors at the Aug. sail suggested they'd like to see a Tomales sail. See below for details.

October 6 and 7: Lake Comanche. Overnight camping if desired. More in next month's newsletter; also, see Leighton Johe's letter in this issue.

November 4 (Sunday): possibly at Coyote Point, or ???...

**** NEXT SAIL: TOMALES BAY ****

Saturday, Sept. 8, launch from Miller County Park ramp at 10 or 11 AM, or whenever you get there.

To get there: Head north on 101, take Petaluma turnoff. In Petaluma town, turn left onto Bodega Ave. Head west till you get to Tomales-Petaluma Rd.; jog left past the U.S. Coast Guard Training Center. Stay on Tomales-Petaluma Rd. till you reach Tomales Bay. Turn into Miller Park Boat Launch. ('Park' is a euphemism for a gravel parking lot and concrete ramp next to Nick's Cove Restaurant.) Launch free; should be ample parking.

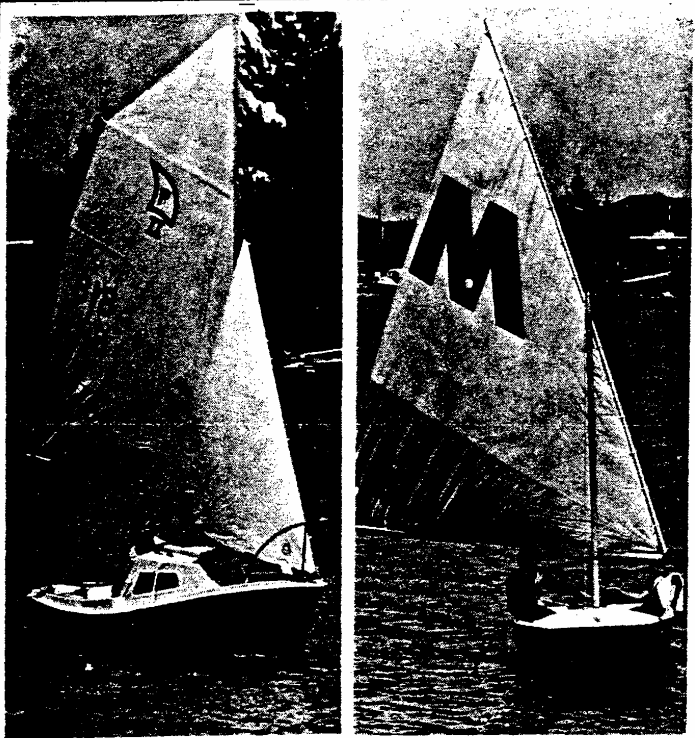
(Upon looking at a map, you may be tempted to take Hwy 1 to Tomales instead of using 101. Well, don't! My experience with Hwy 1 as a route to Tomales Bay is one of my more chilling nightmare selections: narrow, winding road clinging to high cliffs and offering the thrill of immediate devastation at nearly every hairpin curve, of which there are infinite varieties. It was the last time I ever insisted that my navigational abilities might be superior to my husband's!)

Hog Island in Tomales Bay, about a quarter mile offshore from the launch ramp, is fun to explore--great tidepools if the tide is right. Watch for submerged vegetation (seaweed, etc.) usually visible from the surface...it acts as an effective brake on the centerboard! WARNING: AVOID THE MOUTH OF TOMALES BAY; sneaker waves are the usual occurrence and will definitely swamp a Potter.

If possible, how about sailing for the best winds of the afternoon, and then having and early (4 or 5 PM) dinner together at Nick's Cove Restaurant before we leave for home?

**** POTTERS SHOW THEIR CLASS AT BMKYC ****

The July Sail: Bel Marin Keys Yacht Club member Bill Wight arraigned it all, and it was a super turnout: eleven Potters (one-third of our fleet!) sailed in a class race hosted by BMKYC as part of their sailing season involving several different class boats. It was our Fleet's first "official" race, and the good spirit and friendly rivalry present that day were something special, according to those who attended. Bill and Joyce Wight did everything up proud and had the day arranged perfectly for our Fleet, and in thanks



Fun for all

Sailors of all ages and talents participated in the spring sailing season conducted by the Bel-Marine Keys Yacht Club. Pictured below are, from left, Bill Wight, Bill Anbel, Edna Anbel, Brent Crawford and Chris Petersen. Wight took first place in the open class. He competed in one of the regattas

only a week after getting out of the hospital following an apparent heart attack. The Anbels placed second. They started sailing three years ago after their retirement. Crawford, nine, and Petersen, 12, are among the youngest sailors in the fleet. (Advance photos by Rick Tang)



a small floral arrangement was sent to their home in the name of all the Potter Yachters. All the BMKYC members were excellent hosts, and our eleven skippers and their crews were treated to a great time. Here's Bill Wight's letter, and the race results:

"We had eleven boats turn out overall with ten of them racing the first race and five the second race.

"Most of the boats arrived at the launch ramp ahead of schedule, commenced rigging and were in the water by 11-11:30. The only mishaps enroute were John Wolf's bearings going dry and Mike McKinney's two flat tires. John fixed the bearings up with some grease and Mike left his boat at our house Sunday night and picked the boat up Monday night.

"All the boats gathered at the Wight's Potter Port and what a sight it was to see eleven WWP's at four adjoining docks all at one time. We took some movies of it.

"My neighbor, Clarence Dorsett, took the skippers down to the yacht club in his boat (stink-pot).for the skippers' meeting and registration. Then he took us around the entire course so that all would know where they were going, and then back to our house where we rigged up and headed for the starting line at the club.

"The winds were light all afternoon for which I apologize but couldn't do anything about. Maybe it was just as well that they were light for our first go at racing as BMK Lagoon can get pretty hairy when the wind pulls around to the West. So we raced both races in light winds from the southeast with main and working jibs, as agreed to at the skippers' meeting.

"At this point the race started which puts me in sort of a trance as far as knowing what's going on in the world outside of the "Isle of Wight". However, I do recall Jim Mangels and Jerry Barrilleaux hitting the line about the same time and seesawing back

and forth during the first couple of legs before, as the BMKYC members said, 'knowledge of local conditions' found the Isle of Wight pulling ahead. Several of the boats asked me to slow down but at that point I was trying to beat a Santana 22 that had started in the open class five minutes before the WWP's.

"After the first race we gathered at the club for refreshments and it was decided that the first race would be the official race of the day as not all boats could stay for the second race.

"Jerry Barrilleaux came through, as usual, with three beautiful plaques he made for First, Second, and Last places and Jim Mangels made the presentations. I started to apologize for taking first place but then withdrew it because of the ribbing I had taken at the skippers' meeting by the Sail Fleet Captain and other members. Jerry B. did a great job in taking second away from Jim Mangels who came in third.

"The second race with five boats was rather an anti-climax, but yet fun. We had a little more wind accounting for the better times. This time Dory Taylor and Mike McKinney pushed me around the course and finished 2nd and 3rd close behind me.

"That's about it except for a few personal notes. Stan Butler launched his new boat for the first time but used De Marsh's sails as his hadn't arrived. De, just out of the hospital after surgery, raced with Stan as he didn't feel he should be pulling and pushing "Ipo" in and out of the water. He looked great and evidently was feeling fit. John Graham from Napa sent me a nice note expressing his thoughts on the day.

"Joyce and I sure enjoyed hosting the group. We felt a little awkward at first as it was our first sail. However, that feeling left minutes after the first boat arrived and a warm feeling of friendship and fun with a real great bunch of people still remains."

Official Race Results

Bel Marin Keys Sail - July 22, 1979

Boat Name	Name	Boat #	FIRST RACE				SECOND RACE			
			HRS.	MIN.	SEC.	Place	HRS.	MIN.	SEC.	Place
	Bob Adair	567	1	39	-	6	Did Not Start -			
Breezy	Jerry Barrilleaux	564	1	25	15	2	Did Not Start -			
	Stan Butler	789	1	42	45	9	Did Not Start -			
Salty	John Graham	312	1	42	30	8	1	32	17	4
Sommer	Jim Mangels	604	1	28	21	3	Did Not Start -			
	Mike McKinney	373	1	32	13	5	1	25	5	3
Petit Liège	Darcus Taylor	610	1	30	52	4	1	21	49	2
Sweetheart II	Frank Winans	182	2	2	25	10	Did Not Start -			
Sehanni	Johan Wolf	691	1	41	-	7	1	33	9	5
Isle of Wight	Bill Wight	818	1	21	33	1	1	16	15	1
	Don Caldwell	301	Did Not Race				→			

Bill Wight turned out to be quite a competitor, and, 'knowledge of the course' notwithstanding, he won "fair 'n' square"! Jerry Barrilleaux's plaques were all class--but the favorite would have to be the plaque for last place: a plastic lemon stuck on a spike and mounted on wood! Last placer Frank Winans is anything but a lemon, however; he's got guts to be racing #182; far as I know his is the oldest Potter to be racing in the entire United States of America, and maybe even the World!

It was a great race, and a great day. Thanks again to excellent hosts Bill and Joyce Wight, to Clarence Dorsett, and to the members of the gracious Bel Marin Keys Yacht Club.

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(Note: Jerry's cartoon to the left concerns our proposed 'capsizing drill', which we are hoping to set up with Coast Guard assistance. Unfortunately, because of all the usual summer excuses--vacations, etc.--the whole thing hasn't been arranged yet. Hope to have more info next month.)

**** THE AUGUST REDWOOD CITY SAIL ****

Eight Potters sailed the Bay, launching from Redwood City Marina on Aug. 4: #182 Frank Winans, #766 Mike Westfield, #301 Don Caldwell, #610 Dory Taylor with Herb Orford, #234 Harry Gordon, #818 Bill and Joyce Wight, #312 John Graham, and one other boat...(Report of this sail is by word of mouth, and my notes are old). The way I heard it, most boats launched at 10 AM in good winds. Bill Wight and some others sailed out to a submerged shipwreck. The fleet came in at about 1 PM, with winds beginning to work up some real speed. Some members retired to Pete's Harbour Restaurant for lunch, from whence we got the suggestion for a Tomales Bay sail.

Saddest event: Frank Winans lost his motor--dropped off his boat on the freeway and was promptly run over by a truck. Probably there's not much which can compare with the agony of seeing your motor squished all over the highway. Our condolences, Frank.

**** THE SLEEK AND SILENT SPEAK UP ****

Remember when we asked for the identity of the two new Potters sailing at the Uvas Reservoir sail last May? Here's a great letter from Leighton Johe:

"I've decided to give up my right to remain silent and to solve for you the great Uvas Sail mystery. The two unidentified Mark IIs sailing with the group were myself in #773 and a good friend of mine, Dale Ubil, in his Potter #788. We both enjoyed the sail immensely despite the abundance of "liquid sunshine". It was really a joy to see other Potters sail and to swap stories and ideas with fellow sailors. We hope to sail with you all much more in the future.

"You asked in the newsletter about Lake Camanche. Well it happens that Dale and I along with some other non-Potter sailors spent June 15-18 at North Shore Camanche. This made the fourth time I've sailed at that lake, the first time, however, with the Potter. This year's trip proved to be the most enjoyable ever. The lake is at the highest water level I've ever seen it providing miles of water and shoreline to explore. In four days we sailed practically from sunup to sundown and still did not see the whole lake. Winds were identical to those described in the report on the Woodward sail, blowing well into the night. Unfortunately we could not enjoy a moonlight cruise as Camanche does not allow nighttime boating. In that long weekend, I really came to realize the versatility of the Potter. We sailed her, motored her, swam from her (learning the need for a boarding ladder), fished from her (I'm convinced that there are no fish in Lake Camanche!) and when evening came, we dropped anchor, tied a stern line to a convenient tree and slept aboard.

"As far as the Lake itself, the water is high enough that we were able to launch right off the beach at the campsite, making it unnecessary to drive to the ramp, launch and sail to the camp and walk back to the ramp for the car. We stayed at the North Shore where campsites were \$4.00/night per car and \$2.00/night per boat which included use of the launch ramp, water at campsites, showers, and for those so inclined, tennis courts. The majority of campsites are situated around what is called Camper's Bay which is about a half mile in diameter and posted 5 mph speed limit making it safe for swimming, sunning, drifting or the proposed capsized drill. The drive to the lake is an easy one, well marked and about 2½ hours from where I am in San Bruno. Gas was no problem on the weekdays, not sure about Sunday."

(Besides writing a superb letter, Leighton enclosed a donation to the Potter Yachters' treasury: Thanks! from all of us.)

**** NEW MEMBERS ****

Please welcome the following new members and add their names to your Potter Yachter roster. Hope to see the new members at a sail, soon!

#817 "BurnRudder"

Don and Dee Bernreuter (David, 14½, and Stephany, 11½)
7560 Flagstone Dr.
Pleasanton, CA 94566
(415) 846-0851

#788

Dale Ubil
1031 So. Mayfair Ave.
Daly City, CA 94015

AND.....

Those bells you heard were from Liz & Les Clute's recent wedding! The Clutes (#267) live at: 4061 Sutherland Dr., Palo Alto, CA 94303 (415) 494-3591. Congratulations!!

**** NOTES FROM MEMBERS ****

Talked to Charles Miller recently; he sails often from Coyote Point, and offered this information: He leaves in the morning and sails up toward Hunter's Point (past

the airport). Then when the wind comes up (it can get very strong in that area) he makes an easy run back down to Coyote. He said he's tried launching from Oyster Point but found it's hard to maneuver there, because of the breakwater and winds; he advises a good strong motor. He also had the suggestion of using 'dock buoyancy material'-- the kind you find on the underside of most docks--to add needed buoyancy to older boats; it could be cut up and would be removable.

Frank Winans had occasion to do some roof work on his house, and came across a book with detailed instructions for making a roofer's safety harness. Being more inclined toward sailing than roofing, Frank immediately perceived a far greater use for the harness than as a mere roofer's device. So follow the instructions and harness yourself to your Potter for that next Big Race!

**** MORE NEW MEMBERS ****

Here's another addition to our growing Potter roster; Mr. Conners was sailing out of Coyote when he happened upon Charles Miller, who gave him the scoop on our group. (At least that's what my yellowed notes say; hope I got that right). So please welcome the Conners:

#550

Robert and Bernadette Conners
1338 Columbus Ave.
Burlingame, Calif. 94010
(415) 342-9172

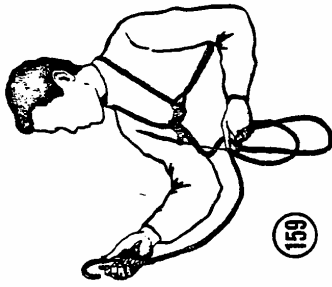
Mr. Conners also suggested as a group sailing area Don Pedro Reservoir. He has sailed there and calls it a beautiful lake sail with a lot of open water, a good wind, and a good launch.

The September sail is a week from this Saturday....hope to see you there!



All cartoons
by Jerry
Barrilleaux

**SAILOR'S
MAKE A ROOPER'S SAFETY HARNESS**

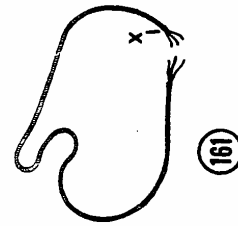


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Wearing clothes you will be wearing while ^{sailing} ~~working~~ measure your chest girth, multiply by two and add 10". Cut a $\frac{3}{8}$ " line to length required, illus. 161.

4" from each end, wrap line with nylon thread, separate, and tape ends of three strands, then splice ends together, illus. 162.

Splice another line to make a 15" neck halter, illus. 163. If you can't splice, tie a knot.



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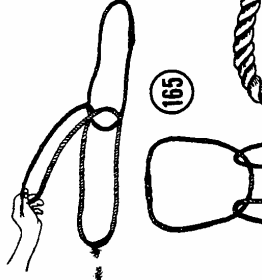
Place body loop through neck loop, illus. 164; place in position shown, illus. 165; wrap with nylon thread at G, also at H, illus. 166.

Cut a safety line, 6 or 8'. Make 4" eyes at ends, illus. 167.

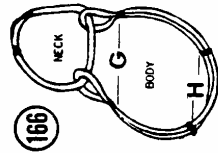
Fasten a snap safety hook to one end, illus. 168. Slip line through hoops, illus. 169. Use this as your body safety line. Always hook body safety line to loops in ~~reefing line~~ ^{board boat}.



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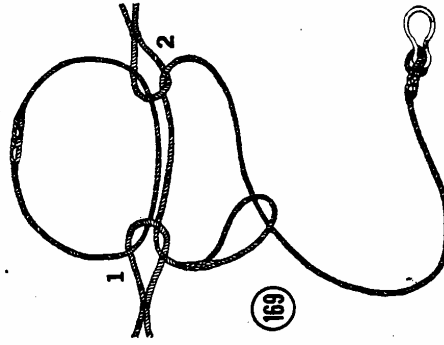
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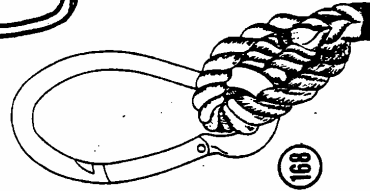
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