

AUGUST  
July 1985

# Potter to Potter

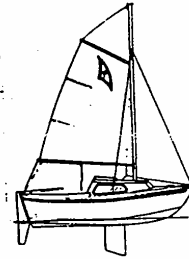
Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Michael Bartunek 707/422-6327 SECRETARY/TREASURER: John Ockes 415/656-2984 historian; Jerry Barrilleaux

## Sailing Schedule



Sat/Sun, September 7-8	Woodward Reservoir, Oakdale
Sat/Sun, September 21-22	Santa Cruz Marina
Sat/Sun, October 5-6	Tomales Bay
Sun, November 3	Angel Island



## COMMODORE'S LOG

### The Sail Before Last: August 3, Martinez

Fair winds and a mild chop greeted the Potter Yachters: Dory Taylor (#610), Frank Winans with crew Paynopa (#691), Mike Bartunek & Claudia Hassler (#718), Rob McClain (#1168), Bill Sprietsma with crew Freda (#1205), Steve Brandon with crew Mike (#1208), and Roger Wildermuth with crew Jason (#1321).

The currents were right for a tour west past Benicia, Port Costa, Crockett and then under the Carquinez Bridge. A bit windy and rough water for the 5 mile beat toward the bridge followed by an easy run back. At Martinez, John & Anne Ockes stopped by to greet the arriving fleet at 3 pm. We were ready for lunch but you can't find a mid-afternoon lunch in Martinez. Weary sailors started drifting home but some of us found the Bella Roma open at the edge of town. After a few hearty pizzas and beers, we called it a day.

### The Last Sail: August 18, Brannan Island

A great turnout for a Delta sail. Launching at the state park were Jerry Barrilleaux with crew Jason (#564), Frank Winans (#691), Mike Bartunek & Claudia Hassler (#718), Ranney, Susan & John Thayer (#766), Bob Frisbee with crew Sue (#793), Don Bernreuter (#817), Tom Stanton with crew Ed (#926), John & Anne Ockes (#1060), and Rob McClain (#1168).

With small craft warnings and 25 mph winds predicted for the Bay, it was decided that the best bet would be to avoid the Sacramento River (nasty in bad weather) and to head up the San Joaquin River to Franks Tract for the day. It was a beautiful morning for the roughly 6 mile trip. Gene & Sharon Averhill (#1077) came out to meet us at the False River junction.

After a 3 hour sail, we enjoyed a fine lunch at the Rusty Porthole Restaurant on Bethel Island. Then there was the ride back. First there were some incredibly strong currents waiting for us at the entrance to the Tract--I think everyone turned to the "Iron Jib" for assistance. Then there was the long, long beat through brisk winds and bad currents. For a final few, there was night sailing. It was a real interesting sail, to say the least.

financing has been used to support the printing and mailing of the newsletter. That is, some of the dues money collected at the end of the year for the next year's budget is used for the newsletter's expenses. Effective immediately, the dues for new members will be \$10 dollars and the renewal of 1986 memberships will be \$10 dollars.

In addition, The Many Ways To Potter with the up-date will now cost \$3 dollars. The idea of charging an initiation fee to new members has been put on hold until there is more input from our membership.

Bill Sprietsma, our past commodore, has spent \$400 out of his own pocket in order for our association members to buy a burgee at cost. Send Bill \$9 at P.O. Box 9785, San Jose, CA 95157. Attach the burgee to your right stay.

Congratulations are in order to the Thayer's. Ranney and Susan were married on the weekend of our National Regatta.

At the last Woodward campfire, Stan Butler offered to arrange a tour of the Stanford Linear Accelerator Center for interested club members. On August 10, De and Sydney Marsh & family, John & Barbara Simpson, and Mike Bartunek & Claudia Hassler joined Stan and Dorothy Butler for an excellent tour of the facility (and Stan's machine shop) preceded by a brief review of modern physics. Fascinating. Thank you Stan.

Mike Bartunek, Commodore



### Entrepreneur

Bob McClain brought to our attention about yacht builder Joe Edwards, in Cruising World magazine, July 1985, entitled "Go Small, Young Man." Joe has been president of H.M.S. Marine for the last 5 years and entered the boatbuilding business through the back door. At the time he was head of a small holding company specializing in acquiring other small California businesses.

Edwards purchased the stock of H.M.S. with the intention of moving quickly on. Then Joe fell in love with Potter-15 and has no intentions of going.

### For Sale:

## **CLASSIFIED**

Here is a Potter-19 that is only 2 years old and the price is right. Ken Smith is asking \$6,500 for this yacht that has a retractable rudder and a mast that lowers with a winch. It comes with a Mercury 3½ HP outboard motor, tilt trailer, and red & white colored sails. The P-19 is berthed at Santa Cruz Marina and Ken can be reached at 1592 Kooser Road, Apt #3, San Jose, CA 95118 or telephone (408) 723-0807.

### **CALIFORNIA BOATING SAFETY COURSE**

#### **A GUIDE TO BETTER BOATING**

The Department of Boating and Waterways has available for the whole family a home study boating safety course. The course, which includes a colorful handbook, can be completed at your own pace. Upon successful completion of the final examination (optional), a state certificate will be sent to you.

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## Pottering Through the San Juan Islands (Continued)

After an excellent Sunday brunch in the tiered restaurant (so all the diners can benefit from the spectacular view), we left Rosario. Again the wind was against us so after a few tacks we lowered our sails. Our destination was the Sucia Islands on the northern spine of Orcas Island. This trip required five hours of motoring since the winds and currents decided to be temperamental, especially through Obstruction Pass and around Lawrence Point. Finally the Sucas were in sight and a harbor seal swam out to escort us into Fossil Bay where we tied up to a buoy.

Eleven islands in all and the Sucas proved to be well worth the trip. There were great blue herons in the trees and several bays to explore. Fox Cove was our favorite. Campsites with barbecues and good water were available. Mooring cost \$3.50 per night.

The next day we returned to Friday Harbor where we encountered two other Potter yachts and enough wind to make us reef down. This time we had taken the shorter route along the west coast of Orcas Island where we later learned that whales had been sighted within minutes of our passing. Still, the eleven days we spent in the San Juans provided us with enough wildlife and "wild" life to make this the best vacation and sailing excursion we have ever experienced.

## **I'M READY - WHERE ARE YOU?**

Next Sail: Sat/Sun, September 7-8, Woodward Reservoir Overnight Campout



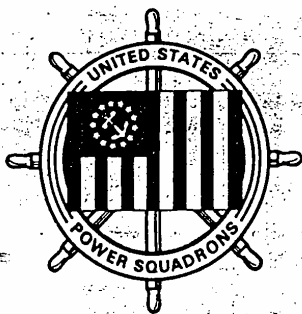
This is a great place for sailing, camping, swimming, sharing a pot-luck dinner, roasting marshmallows over the campfire, and swapping sea stories. Bring your own meat entree this time as well as an extra dish for the pot-luck dinner such as potato chips, salad, beans, dessert, drinks, etc. We will be sharing our charcoal grills, also. Don't forget firewood.

Directions: From Interstate Route 5, drive east on route 120 heading toward Yosemite. You'll be driving through Escalon and then make a left turn on county route J-14 a few miles from Oakdale. Turn right at the toll booth until you get to the sign "Sailboat Cove." Turn left at the fork in the road and we're down the road a short distance.

The Following Sail: Sat/Sun, September 21-22, Santa Cruz Marina

Monterey Bay is a great place for a sail. Jim Silva of Prime Time Boat Sales will be our unofficial host for this outing. Overnight camping is optional. We'll stay aboard our Potters or in your RV in the back harbor for the night. Yes, there are bathroom facilities. Santa Cruz is a great place to spend the evening on the boardwalk enjoying the rides and entertainment there.

Directions: From Route 17 turn off on Highway 1. Take the Soquel turnoff from Hwy. 1, and after a few jogs in the road, turnoff on 7th Avenue. When you see the ocean, veer right to the yacht harbor where you'll see a restaurant, parking lot, and launch ramp.



## **BOATING CLASSES**

### **Sign up now!**

Evening classes — up to 13 weekly sessions — outboard, inboard and sail. If you own a boat or simply enjoy boating, here is your opportunity to learn the fundamental rules of boat handling taught by expert volunteer skippers in your area. Time-tested curriculum, constantly up-dated, teaches the common-sense rules and boating skills you'll need for safety on the water for you and your family. Classes now beginning. Commended by the U.S. Coast Guard and state agencies.



FALL 1985

FOR FURTHER INFORMATION CALL

(415) 655-2454

Editor's Note: To understand this fantastic sailing trip, get out your Washington State road map and look north of Seattle to Mt. Vernon then west to Anacortes. This group of islands are located between Victoria, B.C. in Canada and Anacortes, Washington, USA.

Thirteen years in the brewing, our dream of sailing the San Juan Islands was about to come true. Ron and I along with our truck, gear, and Potter-19 "Mouton Rouge" were on a westbound ferry from Anacortes to Lopez Island. The book, San Juan Islands Afoot and Afloat by Marge Mueller, had promised us a launch ramp at Odlin Park. However, as we were soon to learn, a launch ramp is not the same the world over. What we found was a shallow, slime-covered slab with no dock.

Back on the ferry we headed for Shipyard Cove in Friday Harbor--thanks to the Averills' advice. Arne, the owner, accommodated us with a launch ramp (\$3 dollars each way), a slip for the night (a real bargain at .30¢ a foot), and free showers (practically unheard of in these islands).

The following day we set our course for Jones Island and encountered our first rude awakening in navigation. Nautical charts and reality don't always match. Luckily we investigated and found Jones, a tiny spot where the anchorage is tricky but the tame deer charming.

We sailed on and spent the night at nearby Deer Harbor on Orcas Island, a resort with complete facilities. We even got locked in the laundromat when the doorknob came off in Ron's hand, but that's another story.

Our goal for the next day was Reid Harbor on Stuart Island which required leaving early to beat the flood current and maneuvering around the tricky rip tide southeast of Spieden Island. Our jib nearly drove us into the rocks, but Ron's steady hand on the tiller and our trusty 5 HP outboard Mariner motor inched us free of the landward pull and slipped us down the channel.

Facing directly into the wind from Reid Harbor, we cranked up the motor and beat through the chop to Roche Harbor. Here we accidentally cleared customs (again another story) before securing a slip at the Roche Harbor Boatel. The charge here was \$18 dollars per day for boats under 30 feet.

The next two days were spent in luxury even though we had the dubious distinction of being the smallest boat at the resort. We toured the lime quarry and quaint Hotel de Haro with its formal rose gardens. Broadway tunes were played from the clapboard chapel on the church bells. The riding stables and swimming pool added to the enjoyment at being here.

When we had enough of resort life, we headed for the slower pace of West Sound on Orcas Island. There we found, at long last, wind! Up went the sails and we spent a glorious afternoon finally sailing--past teepees on the east bank and even into our slip at West Sound. Here we shared the guest dock and sailing stories with a couple aboard a 20 foot Flicka.

Our next logical stop was Rosario, another posh resort, on East Sound. A fresh northeasterly was blowing, but beating into it would have taken us longer than we could motor and we were in a hurry. It was Friday and we had no reservation. Again luck was with us and we were able to get a spot at the fuel dock.

Billing at Rosario is different and clever. Boaters are charged \$35 a day for a book of script. From this \$16 is taken for moorage and the rest can be spent practically anywhere in the resort.

On Saturday we took advantage of the moped rentals and explored Moran State Park (replete with hiking trails and a fresh water lake), Cafe Olga (a superb restaurant and craft gallery), and East Sound (a small town with a grocery, fish and marine store).