

# POTTER TO POTTER

NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.

FEB 1983

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## CLOSE OUT \* MAR 25

The close out date the the next newsletter is March 25.

## LAST SAIL \* FEB 5

Five boats plus one skipper without a boat (myself) braved cloudy skies, then sunshine, and then thunder showers at Lake Elizabeth in Fremont. Don Bergst (797) and Gene & Sharon Averhill (1077) were the only skippers with the courage to launch and sail. They launched after the rain had passed, but while sailing the rain returned, with vengeance. These daring skippers only returned to the launch ramp and de-rigged AFTER the rain stopped and the sun was once again brightly shining.

While 797 & 1077 were sailing in the rain, the others present, David & Linda Rhoades with crew Stan Reeder (1146), Bill Sprietsma (1205), Gwen & Tina Singh (706), and Terry Gotcher (-821) retired to the vans for an afternoon of Potter talk.

## NEXT EVENT \* APRIL 9

This will be our annual lunch at Pete's Harbor in Redwood City. The purpose of this event is to elect officers. Since we have no provisions for mail-in ballots, etc., it is very important that the members attend. Also, it has happened before that someone not in attendance has been elected for an office. You must show-up in person to decline the post.

Directions: Exit Whipple Ave off highway 101 in Redwood City. Follow Bayshore frontage road EAST, past drive-in theater, continue past Peninsula Marina, continue to end of road and you have arrived at Pete's Harbor. Meet at 1:00 pm. Prices are reasonable.

This is a NON-boat event, but if you wish to launch at VIP Marine or the municipal ramp, Pete's has a guest dock.

## OPENING DAY \* APRIL 24

There will be a sail on the bay on Opening Day, the launch point and destination yet to be decided.

## FUTURE SAIL \* MAY 8

Launch & destination to be decided.

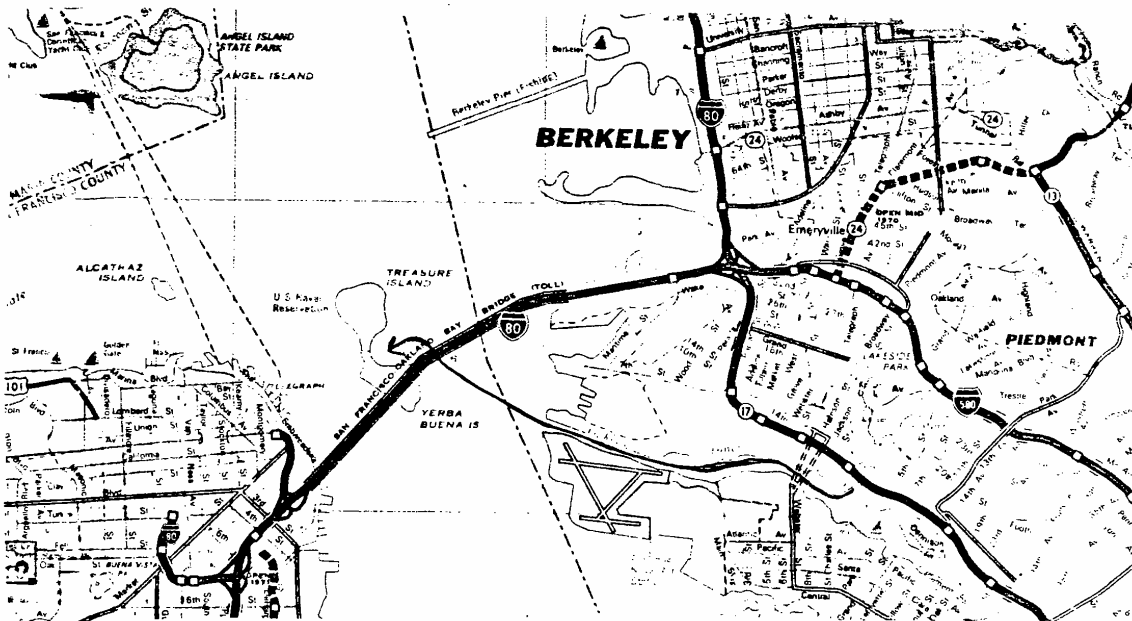
NEXT SAIL \* MAR 5 & 6

This sail involve an overnight raft-up at Treasure Island cove, which is located on the east side of Treasure Island just north of the Bay Bridge. See map.

This overnigher will be a first time at this location for the Potters. It will also offer two other "firsts". It will be first for rafting-up and anchoring out. Thats right, we will anchor out. The beach at T I cove is for day use only, shore water and toilet facilities are NOT available. If you plan to stay overnight, you must be self-contained. Motors are suggested. Fenders, mooring lines, and anchors are must items.

The second of the "firsts" is that this sail is a rendezvous sail. Launch from your favorite ramp and sail to the cove. Launch ramps are available at Richmond, Berkeley, Esturary Park in Oakland, Grand Ave in Alameda, and San Leandro. The sail from the Esturary is the easiest, San Leandro the longest, and Richmond the most difficult.

Plan your sail for a 12:00 to 1:00 pm arrival in the cove. I plan to leave the dock at Esturary Park at 10:00, motor to the end of the estuary and sail the remaining distance. The 12:00 to 1:00 arrival in the cove will allow time to set anchors, etc. and also allow skippers who are not staying overnight to join us for the afternoon, before sailing back.



WWP FOR SALE

WWP #696 "Yankee", Excellent condition-stored indoors.  
Grey-on-white hull. Galvanized tilt trailer and many extras.  
Sacrifice \$3295. Dick Yard (415) 676-6776.

LETTER FROM CHARLES NEARING

In last months newsletter Cy Zoerner asked if any of the members have ever used a hoist to launch their Potters. I brought this to the attention of Chas Nearing. Below is his reply, printed with his permission.

Dear Terry and Cy,

I would like to help, but fear I can not. You see, when I bought my Potter, #921, I ordered lifting straps installed in the hull on each side. I suspect that Cy's Potter does not have these installed. I did have so much trouble getting a bridle that I designed and had my own made up. In order to get a level lift from the bridle, I experimented with lines of varying length. I then had a stainless steel bridle made up with a longer line to the bow and two equal shorter lines going to ~~###~~ the lifting straps. It worked quite well. On my Catalina 22, I plan to get some fabric lifting straps to go completely under the hull and come up to a lifting ring or a metal rectangle above the boat. My problem was that my yacht club (Richmond YC) has two electric launches but no launch ramp.

Terry, my C-22 has sail number 11036 but no name yet. The hull number is CTYH1036M82G (molded in the stern). The CF registration number is CF9799HC.

Dorothy and I just got back Jan. 31 from the Caribbean. We had a ten day Cornell University study/tour on St. Croix with lots of snorkeling along with info on coral reefs, marine biology, botany, geology, etc. A great trip. Then we had seven days on Barbados, also a great trip. But now we are tired. We do plan to try to make the March cruise, but are tied up already in Feb. with social plans. I'll try to get John Graham to go in March in his boat. He is trying out my #921 sail on his Gunter rig, I think.

Terry, I enjoy the Potter to Potter newsletter. It is interesting and informative, and the tone is such that it is fun to read. One suggestion: put the address on the Editor on the masthead. I could not find your address there, nor on the Potter Spotter list, nor among my C-22 material, but finally found it among some old material filed away, on the Potter Fleet list. Whew!

I am getting frustrated about not sailing. I have sailed two days on Napa River, and three days in Rio Vista/Isleton area, and one day at Mare Island since Oct. 15. Now I have volunteered to tutor part time at the High School (without pay) in Chemistry, Biology, Geometry, and Business Math.

So, Cy, I'm not much help, but I am a Ph D in Educ. Adm. How about that? Retired four years now. Guess I'd better quit; my typing is deteriorating rapidly.

Charlie N.

P.C.M.

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Dear Potterers,

Greetings from your outpost in the Northeast! My wife Lucy and I own Potter #1133 FAREWELL ANDROMEDA, which sails out of Brant Rock, Boston, Hingham, Winthrop, and Salem in Massachusetts, and Sorrento in Maine. The New England coast is the ideal spot for a Potter- literally hundreds and hundreds of islands and bays. We've only taken her out on fresh water once; not likely to repeat the experience with so many saltwater harbors waiting to be explored.

We trailered the boat to Sorrento (5 miles north of Bar Harbor, Maine) last summer for two weeks of sailing and sleeping out. I put out a mooring and we enjoyed the unusual luxury of not having to set up, launch, retrieve, and take down every day. Just as well, because the granite ramp there is only good for the top 3 feet of an 11 foot tide. The day we left we had to take out in a 25 knot onshore breeze with a five mile fetch piling waves right up the ramp. In front of the entire fleet assembled for the Frenchman's Bay Regatta. Memorable...

We're thrilled with the boat. I've sailed for years and Lucy is learning, and it's right for both of us. I remember how happily surprised I was one hairy afternoon in Salem Sound to discover I could waltz the Potter handily to windward under working jib alone.

We ordered our boat with oarlocks. If any of you don't have them, I'd highly advise it. We rapp sailed for a year with no motor. I use a pair of 7 foot oars that store fairly easily, although 8 or 8½ footers would feel better. You can certainly feel all that windage in any breeze at all. Drop the mast if you have to row any distance. If you're trying to row upwind, send someone right forward or shift some weight up there to pin the bow into the water and lift the stern. It makes a big difference.

I'd be interested in hearing about any modifications anyone has tried. So far I haven't even mounted the compass permanently. We're using a small box compass held down by shock cord at the moment. I also have a few questions: How do you cure a noisy centerboard? Has anyone put turnbuckles on their stays? The stock fittings always seem either too tight or too loose. And would you suggest installing a new backing block under a chain-plate that has one bolt through the block and one that misses it, or should I leave well enough alone? There aren't any signs of stress showing.

I'm just finishing a Swedish mainsail from Sailwright Kits. It should set better than a reefed main in heavy weather. Next will be an extra jib for selfsteering on long downwind runs.

Happy sailing,  
Michael O'Hearn  
544 Trapelo Rd.  
Belmont, MA 02179

"Snuffy" Sez . . .

Hi Sailors. Over 95% of the 13 million recreational boats in the United States are trailerable. Many of these boats spend more time on their trailers than they do in the water. Here are a few ideas concerning your trailer.

Trailer hitch. Our particular yacht is carried on a Class 1 trailer that has a coupler attached to a 1-7/8" ball. This size ball allows for a gross trailer weight of 1500 pounds.

Tie-downs. Don't depend on a winch line to hold the bow in place. Use a bow tie-down as well as a non-stretching strap across the after part of the hull to prevent the boat from becoming misaligned during travel.

Supports. Check the bolts from time to time on the rollers and other supports to be certain they haven't worked loose. These supports must be properly aligned to prevent warping of the hull.

Lights. Brake lights and turn signals are required on trailers. The useful life of these lights is increased greatly if they are detachable and removed before launching. The addition of extra lights and reflectors to the rear of the trailer or boat will increase safety at night.

Tires. The load carrying capacity of tires is displayed on the sidewall. The load carrying ability of a tire varies with the inflation pressure and it is important to routinely check the air pressure. When your boat is not used for some time, take the weight off the wheels and place the trailer on blocks.

Wheel bearings. When launching, try to avoid getting the trailer hubs in the water. Bearings should be lubricated at least annually and more often when the trailer is immersed in water. The water can wash out the wheel bearing grease which may cause overheating and bearing seizure.

Safety chains. These are required by most states and should be crossed under the hitch in such a way that they would catch the tongue should the ball fail.

Security. Place a padlock on the trailer hitch coupler. Also, jack up one side and remove a tire.

Extra equipment. You might consider having a spare trailer wheel, (a jack) that will fit under your trailer, a lug or socket wrench for the wheel bolts, bulbs for the trailer lights, flares, and perhaps a trouble light.

Before leaving home for that exciting cruise, check the following items:

1. The boat is properly secured to the trailer.
2. Determine that all trailer lights are operating.
3. Inspect the hitch and safety chain.
4. Check tires, lug bolts, and air pressure.
5. Leave a float plan with someone ashore. The plan indicates your destination, proposed route, number of passengers, description of your boat and car, and any other information that would help in finding you should an emergency develop.

While on the road, observe these items:

1. Drive carefully, allowing for the extra length of the car and trailer when negotiating turns and when passing.
2. Allow more time for stopping.
3. Watch speed limits.
4. When driving on a 2 or 3 lane road on your side of the median strip, you are required to stay in the outside lane except for passing. On a 4 lane road in one direction, you may drive on either of the two outside lanes except for passing a vehicle ahead of you.
5. Pull off the road periodically and walk around the rig. Examine the tires, wheel bearings for overheating, test the tie-downs, and check the gear carried in the boat.

#### NEW MEMBERS

The following WWP skippers and future skippers have corrected their course and joined our group.

Charles C Rust (Rusty)  
P O Box 374  
Palermo, CA 95968  
916-533-9389

Robert L Humphrey  
1851 Kirby Road  
McLean, VA 22101  
703-821-8184 Sail # 1178

Bryan Girard  
3974 Lyman Road  
Oakland, CA 94602  
415-531-3953

Charles Jenks  
Nils Ingemansson  
191 Cascade Drive  
Fairfax, CA 94930  
415-454-9224 (Potter 19)

Ned Therien  
2044 Renoir Ave  
Davis, CA 95616

Mike & Emily Altamura  
579 Fort Laramie Drive  
Sunnyvale, CA 94087  
408-245-7577

Lee & Maureen Olin  
210 Green Valley Road  
Santa Cruz, CA 95066  
408-438-6535

Rev. Darry & Lynn Swygert  
608 Tama Lane #1119  
Mill Valley AFS, CA 94841  
415-383-7120

Carl Rector  
P O Box 646  
Fortuna, CA 95540  
707-768-3410 (Potter 19)

Kirt Briggs  
19545 Dorchester  
Saratoga, CA 95070  
408-973-8414 (Potter 19)

Don Wilson  
3141 Balboa St.  
San Francisco, CA 94121  
415-752-1704 (Potter 19)

#### 1983 RENEWAL MEMBERSHIP

Arlen C Abbott  
% Bechtel Power Corp  
P O Box 60860 Terminal Annex  
Los Angeles, CA 90060 Madrid Pouch BESA

All members should update their roster.