

May 1986

# Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Bill Sprietsma VICE COMMODORE: Rob McClain SEC/TREAS.: John Ockes HISTORIAN: Barbara Simpson



## Sailing Schedule

Sat & Sun, June 7-8	Woodward Reservoir, Oakdale
Sat & Sun, June 21-22	Treasure Island Cove
Sat, July 5	San Leandro Marina
Sat, July 19	Mystery Sail
Sat & Sun, August 2-3	WWP National Regatta, EYC Alameda



## COMMODORE'S LOG

### Opening Day on San Francisco Bay, April 27, 1986

It was a clear day with light winds and thousands of boats on the Bay. There were 5 Potters and 1 Montgomery-15 at Clipper Yacht Harbor sailing out of Sausalito--the largest group ever to sail together on Opening Day!

Sailors attending: John, Mary Ann and Sara Holman in their new Montgomery-15 (#363); new member Kevin Morris with Chris Lundstrom & Pete Loughland (#1233); Don, Marsha, & Charlie Wilson in their Potter-19 (#221); Sam, Wini & Amy Cocks (#1378); Mike Bartunek & Leo Cavanaugh (#748); and Bill Sprietsma & Freda Elbrecht (#1205).

Glimpses on the water between 10:00 am. & 5:00 pm.:

.....Low tide at launch time. Several boats (at least mine and Don Wilson's) stuck in the mud of Richardson Bay. Those Potter centerboards are great. Just pull 'em up and sail away.

.....Six Potter-Yachters bravely sailing into Raccoon Strait's choppy water and heavy opening day traffic.

.....The planned landing at Ayala Cove was aborted. Too little wind and too much tide current. Only one boat (#1233) Kevin Morris and crew made it ashore.

.....The Holmans heading off toward Berkeley.

.....Heading for home. Sailing forward but moving backward in the tide current.

.....Freda paddling after my motor went out and the wind died. Mike and Leo to the rescue, took us in tow then bombarded us with water balloons!

.....As we rounded the peninsula point and turned into Richardson Bay, the wind came up. Great fast sail back to the launch ramp.



NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.



Sail Before Last: Del Valle Reservoir, May 4, 1986

Eight boats launched in this beautiful, long narrow lake around 11:00 am., accompanied by light rain and foul weather gear. The day also offered sunny, hot periods with some sailors in shorts and tee-shirts. The winds were from brisk to light and the sky had beautiful, puffy clouds.

Sailing for the first time with the club were Mitch and Chinse Taylor (#1277) and Dwight & Adria Goad in their Montgomery-15 (#360). They were joined by Don Brown & Pat Husser (#1204), John & Anne Ockes (#1060), Frank Winans (#691), Bruce Hood & Kathy Kimberley (#1246), Sam & Wini Cocks (#1378), and Bill Sprietsma & Freda Elbriecht (#1205). Gwen, Mahendra, & Wendy Singh came and picnicked but did not sail due to uncertainty about weather prospects.

The lakeshore offered many areas where a Potter could be pulled ashore for a picnic with trees and pastures. The canyon setting produced interesting wind patterns which required an alert skipper making continuous sail and direction changes to move the boat in an efficient manner.

Seven Potters and one Montgomery sailed around the launch area getting the feel and enjoying the beauty of the lake. Then we headed down toward the dam. About 2/3 of the way we pulled ashore for a picnic and wine tasting party (wine provided by the Ockes' & Taylors).

The day's adventures ended with some of the sailors sharing dinner at Smorga Bob's. We agreed it was a good choice of places to sail.

Last Sail: Clear Lake, May 17&18, 1986



Seven Potters and a Montgomery were on deck: Mike Bartunek & Claudia Hassler (#748); Ranney Thayer & son John (#766); Tom Stanton (#926); Phil Sullivan & Valerie Voglar (#1051); John & Anne Ockes (#1060); Bill Sprietsma & Freda Elbrecht (#1205); Bruce Hood (#1246); Don Shaw, Peter & Jerry Kresten (#1251); John & Mary Ann Holman (M-15 #362).

We had a warm and sunny afternoon of motoring, drifting, and towing. Phil Sullivan was towing Bill Sprietsma whose Suzuki is still in the shop. About 2:00 pm a breeze came up and we were able to do some lake exploring after which most of the sailors headed for home. The Holmans sailed up to the State Park where they had an overnight berth.

The rest of us were resting up (and tanking up from the 95 degree weather) in Mike and Claudia's room when the winds came up. It was Mike and Bill, back on the lake for an hour of hike out, rail down, spray-on-the-deck of real sailing! Great!!

Before the sail we all gathered on the dock where a Past Commodore's flag was presented to Mike Bartunek. Thanks again, Mike, for the fine job you did last year, including the planning of the Clear Lake sail.

### **Potter Cruising**

**FUTURE SAIL** Sat & Sun, June 21-22, Treasure Island Cove, San Francisco/Oakland Bay

This is an optional overnight event. Skipper's meeting will be at the Emery Cove Marina (end of Powell Street in Emeryville) at 10:00 am and we will be launching shortly afterwards. The rendezvous will be in Treasure Island Cove where Bill Wight will have his yacht "Forever" anchored. We'll raft up and have lunch, then sail the Bay or the Cove in the afternoon. If you plan to stay overnight your boat must be self-contained. Be sure to bring extra food for dinner and breakfast. The Cove is located on the east side of Treasure Island just north of The Bay Bridge.

**Let's get sailing!**

# CAMP OUT



Next Sail: Sat & Sun, June 7&8, Woodward Reservoir, Oakdale--Overnight Campout & Potluck

Woodward is one of our most popular sails during the summer. In addition to a nice steady breeze for sailing, it's a fine place for swimming and fishing. In the evening we'll have a campfire for story telling time, marshmallow roasting, and libations to the Sea Gods. Perhaps we'll even have a moonlight sail.

Bring these things: (1) Yourself & your boat, (2) An entree for your own group and a side dish to share at the potluck, (3) Other things like cold drinks, water, camp chairs, firewood, grill & charcoal, flashlight, etc., and (4) Wife, husband, friend(s), kids, etc.

Someone usually shows up on Friday afternoon to stake out "our Spot." The P-15's can launch from shore to lake. For P-19's and Montgomery's, there is a launch ramp nearby.

Directions: Take Highway 120 East to Escalon. A few miles from Oakdale turn left on County Route J-14 and follow the signs to Woodward Reservoir. Get a map at the toll booth then turn right (east) toward "Sailboat Cove." Turn left at the sign for a short distance and you'll soon see the tents & RV's & Potters by the water. If you can't come overnight then come for the day and potluck dinner.



## Helpful Hints and Loquacious Lore from **THE OLD SALT**

Dear Old Salt. I know that a voyage is traditionally begun by weighing anchor. I have weighed my anchor each and every time that I launched my new Potter, and it is always weighs exactly 9 pounds. This is getting tiresom Is it really necessary to continue this procedure  
Signed, Anchors Away

Dear Anchors Away. Of course not. "Weighing anchor" is just a figure of speech with a fascinating origin. The term developed from a practice in the early New England colonies. Very few iron smelters existed and hence, most iron was imported from England and was quite costly. On long sea voyages, unscrupulous captains would cheat the ship's owners by assigning idle seamen to filing the ship's anchors then later selling the resulting filings. Eventually the owners became aware of the practice and weighed the anchor before and after each voyage.  
Eruditely, The Old Salt

Dear Old Salt. We keep our Potter moored in a local harbor and love the convenience. However, we have recently been plagued by pelicans. They bomb the boat with very loose dropping which harden like paint. What can I do? Samples enclosed.

Signed, Guano Craptapon

Dear Guano. Your letter was a real stumper. I had nothing in my files on incontinent pelicans so I forewarded your letter (and samples) to Dr. Avis Vogelscheisse of the Alameda Marine Lab. She writes: "It is obvious that these fowl are suffering from diarrhea. You should set out fish cakes made with Kaopectate. If there is no improvement, bring these pelicans to our laboratory for examination." I hope that the good professor's advice wipes out your problem.  
Helpfully yours, The Old Salt

Next Month: The Ketch vs. the yawl, etc.

**WEST WIGHT POTTER**

# On your mark, get set . . .

On August 2&3 it will be a go. Yes, it's our annual National Regatta that will be held at the Encinal Yacht Club in Alameda on the estuary and it is expected to be the BEST one yet. The races are sailed under our own class rules which means we'll be there for the FUN of it and having a great time. Just like our monthly sails, the races are meant to be low-keyed and non-pressured. Further details about the Regatta will be in next month's newsletter and also in the packet of information you will receive when you send in your entry fee.

There will be trophies for each class of sailboat. The more boats the more trophies. I urge all P-15 gunter rigged owners and P-19 owners to call each other so we have a tremendo turnout this year. In a survey taken by Barbara Simpson, chairman of land activities, it was found that the Montgomery-15 owners will not be participating in the National Regatta this ye

In another matter, I will be at the June 7-8 Woodward cruise and this would be an ideal time to finalize plans for the "off shore" sail to Santa Catalina Island. Let's get together or call me after 7:00 pm at (408)238-3656

Terry Gotcher (#821)

## WPP National Regatta, Alameda

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### 1986 WEST WIGHT POTTER NATIONAL REGATTA ENTRY FORM

HULL NUMBER \_\_\_\_\_ BOAT TYPE (Circle One): GUNTER RIG, POTTER-15 MARK I/II, POTTER-19

NAME \_\_\_\_\_ NUMBER OF PERSONS ATTENDING EVENT \_\_\_\_\_

ADDRESS \_\_\_\_\_ PHONE NO. ( ) \_\_\_\_\_

I need an overnight berth for my Potter: YES \_\_\_\_\_, NO \_\_\_\_\_ \$6.00 Entry Fee Enclosed \_\_\_\_\_

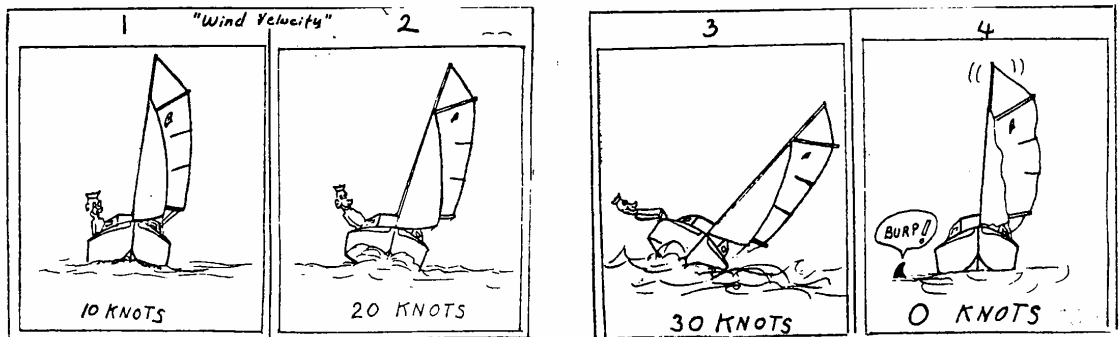
Send this form with the entry fee to: BARBARA SIMPSON, 12 BROOKWOOD ROAD, ORINDA, CA 94563

STATEMENT OF SKIPPER: I assume the risk of all hazards of the races for the 1986 WPP National Regatta on August 2 and August 3, 1986. I agree that I shall hold blameless the Northern California WPP Association and its members, the Encinal Yacht Club and the San Jose Sailing Club and their members for liability for any injury, damage, or loss incurred by my entry in the event and related activities, releasing and waiving any and all claims that might arise from my participation.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

It shall be the responsibility of each skipper to ensure that his/her vessel complies with the appropriate US Coast Guard rules and equipment.

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## WELCOME ABOARD NEW MEMBERS:

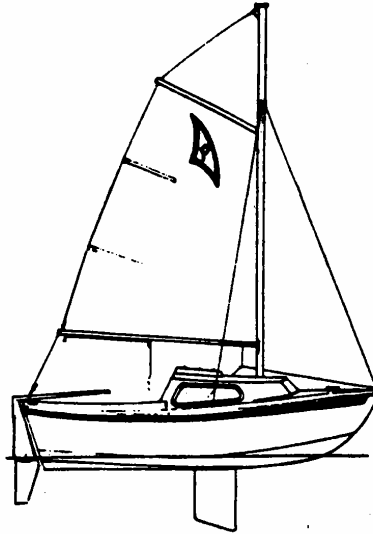
John & Beth Ford. Deckhand: Lara  
120 Birch Lane, Pacifica, CA 94044  
Telephone: (415) 355-3571  
P-15 #550 "Q.E. Too"

Graham & Carole McDonald  
707 Edgar Avenue, Beaumont, CA 92223  
Telephone: (714) 845-6926  
P-19 #251 "Sweet Sea"

Donald Waknin & Sharon Weiss  
Inland Sail, Ltd. WWP Dealer  
214 Sherman Street, Denver, Colorado 80203  
Telephone: (303) 777-3902  
P-19 #348

### Change of Address:

Ranney Thayer  
6093 Elmbridge Drive, San Jose, CA 95129  
Telephone: (408) 996-1468



### Potter-15 Wanted

## CLASSIFIED

These two sailors are looking for a pre-owned West Wight Potter in good condition.

Tom Sherwin, 998-D Ponderosa Street, Sunnyvale, CA 94086, Telephone: (408) 773-9010  
Jim Mentgen, 1130 Balboa Street, Morro Bay, CA 93442, Telephone: (805) 772-8528 After 6

### Sailing Advice: A Weighty Problem

Terry Branson (#1269) recently asked a couple of questions that was answered by Jerry Barrilleaux. Terry resides in Brookings, South Dakota where winds of 15-20 knots with gusts of higher velocities are not unusual or for the winds to change from calm to force 8 or 9 in a matter of minutes.

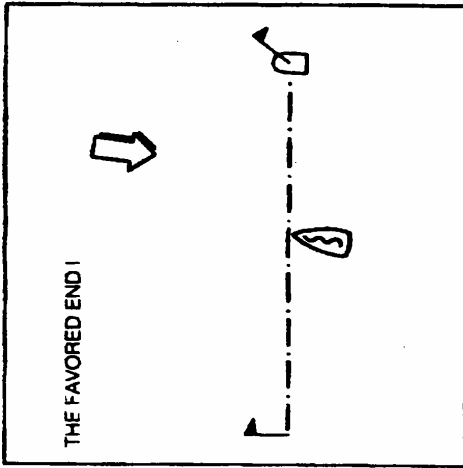
Question #1. Under windy conditions, is it better to stow heavy objects low or forward? By placing the weight forward in a Potter you can achieve more speed under normal conditions. But in adverse weather conditions, store your weight low and amidship. The two lockers next to the centerboard are ideal for this. Also, the crew should sit as far forward as possible in the cockpit. When the wind reaches over 20 knots then it is advisable to reef the main sail. You will find that the Potter will still reach hull speed and she will handle like a dream.

Question #2. Is it advisable to trailer the Potter with the rudder in place on the transom with the blade tied in the kick-up position and lashed to the side? Lots of Potter owners trailer their boats with the rudder attached to the transom but most remove the blade.

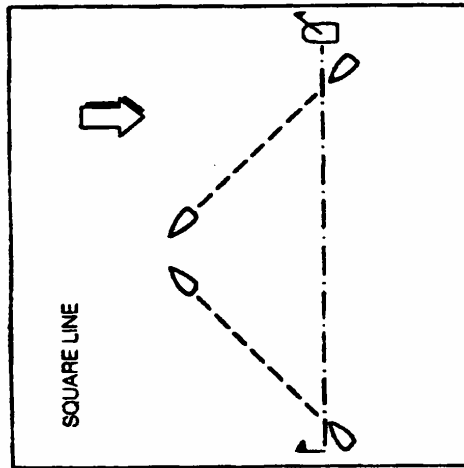
In other matters, Jerry has these suggestions. If you have a heavy motor, it is advisable to store extra floatation under the cockpit seats. Styrofoam balls in a trash bag work fine for this purpose. Also tie down your centerboard in heavy winds, so if you should happen to capsize the board doesn't swing back into the trunk. If this happens she will turn turtle (bad news). A bungee cord works very well for this. I personally don't advise trailering your Potter with the motor attached to the bracket. The brackets are not that strong and also the motor will get a tremendous amount of bouncing that can screw up your float setting in the carburetor.

Jerry Barrilleaux (#564)

# STARTS



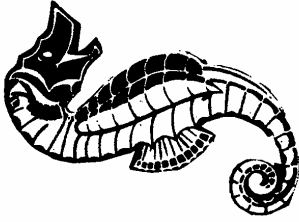
The standard way to find the favored end. When you luff head to wind in the middle of the line, your bow points towards the upwind end.



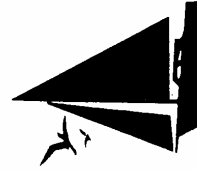
A square line is perpendicular to the wind direction. All boats get an even start, because they're all on the same side of the line.

## Q What's meant by "Small Craft Advisories"?

A The National Weather Service has an ascending series of alerting messages --advisories, watches, and warnings --for mariners. These are keyed to increasingly hazardous weather and sea conditions. Each advisory has both a day and a night signal. They are displayed at prominent locations ashore, such as Coast Guard stations and lighthouses, marinas and yacht clubs. These visual advisories are supplementary to the written advisories and warnings given wide distribution by the press, radio and tv. One red pennant displayed by day and a red light above a white light at night indicate that fairly strong winds up to 33 knots or 38 miles per hour and/or sea conditions dangerous to small craft operations are forecast for the area. The term "Small Craft Advisory" needs some explanation. Small craft as defined by the Weather Service are "small boats, yachts, tugs, barges with little freeboard, or any other low-powered craft."



## SOME BANNERS TO BOAT BY!

while we're in a reminding mood,  
have you checked your boat cover lately?