



December 1984

# POTTER TO POTTER

Newsletter of the Northern California West Wight Potter Assn.

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From The Bridge

## Sailing Schedule

January 1	Pete's Harbor Marina, Annual Brunch
January 12	Oyster Point Marina, South San Francisco
February 9	Sausalito to Angel Island
March 9	San Rafael Marina



Our sailing schedule is generally set for the first weekend of the month, but due to the heavy outgoing tides during the first weekends of January, February, and March the sail dates have been adjusted.

On New Year's Day we will meet for brunch at Pete's Harbor Marina Restaurant. For the early birds, Pete's provides free calendars and gin fizzes. We'll be meeting about 10-10:30 for this friendly, non-sailing event. Last year there were some 35 Potter-Yachters in attendance. This gathering will give us all an opportunity to share in the planning of next year's sailing and non-sailing events. Over coffee and dessert there will be a drawing for door prize. If you have some nautical bric-a-brac, bring it along for the door prizes.

We also need your ideas about next year's West Wight Potter National's. Will it be held at Marina Del Rey as we do in alternate years or have it again at Encinal Yacht Club in Alameda two years in a row? Encinal YC must be notified by January 15 in order to be included in their calendar.

To get to Pete's Harbor, take Highway 101 to Redwood City. Next, turn off at the Whipple Avenue exit and head east. Then follow the frontage road past the drive-in theater, past the marina, and to the end of the road where you'll find the restaurant. Inside, look for the reveling Potter-Yachters.

In the newsletter last year, there was a listing of over three dozen areas where we have sailed in the past. The following is a listing of sailing areas that have been suggested by newer members from 1½ years ago to the present. Add your suggestions to this list and give it to the sailing committee.

Huntington Lake  
Castaic Lake  
Marina Del Rey  
Newport Harbors  
Long Beach  
Oxnard  
Channel Islands  
Santa Barbara  
Lake Cachuma

Lake Mead  
Redwood City  
San Francisco Bay  
Delta  
Folsom Lake  
Tomaes Bay  
Bodega Bay  
Lake Tahoe  
Woodward Reservoir

Santa Cruz  
Monterey Bay  
New Mellones Reservoir  
Half Moon Bay  
Lake Berryessa  
Any Place With Wind  
Any Lake, Any River,  
Anywhere, Anytime



## Greetings of the Season

and best wishes for a new year of happiness!





Welcome

# Season's Greetings

## Welcome Aboard: New Members

The Northern California West Wight Potter Association is pleased to accept the following new members and also to congratulate them on their fine choice of sailing yacht.

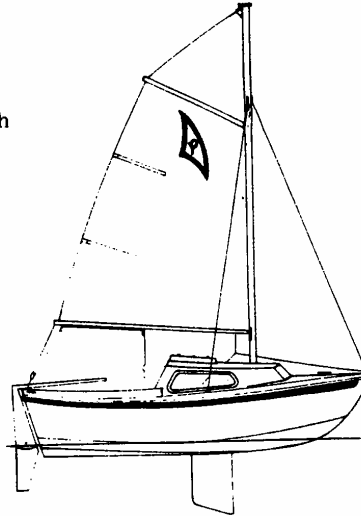
Robert and Barbara Bennett  
3285 Bennett Lane, Calistoga, CA 94515  
Telephone (707) 942-0387 Sail #629

Steve and Linda Hoskinson, Deckhands: Liana, Sarah Beth  
527 W. Magnolia, Hanford, CA 93032  
Telephone (209) 582-9817 Sail #1282

Marcus and Cecelia Thygeson  
Box 249, Odessa, WA 99159  
Telephone (509) 982-0001 Sail #1144 "Pyxis"

John Woodward  
312 Shirley Avenue, Hayward, CA 94541  
Telephone (415) 276-8540 Sail #515

Mike Clayton Deckhands: Dianne, David, Heidi  
1335 Florida Street, Long Beach, CA 90802  
Telephone (213) 435-6254 Sail #1292 "Lady Di"



1985

*International*

# BOAT SHOW

Dec. 28 - Jan. 5  
Moscone Center

Leave your heart in San Francisco and go home with your heart's desire.

The International Boat Show features ski boats, yachts, sailboats, inflatables, engines, fishing boats and marine accessories from across the United States and around the world.

## LOOKING AHEAD

Two boat shows: one at the Moscone Center in Downtown San Francisco and the other at the Cow Palace in South San Francisco.

Joe Edwards, West Wight Potter Yacht builder, will be at Moscone Center's "International Boat Show" December 28-January 5.

Jim Silva, our WWP dealer from Santa Cruz, will be at the "San Francisco Sports & Boat Show" at the Cow Palace from January 4-13. For discount tickets, write to Jim at Prime Time Boat Sales, 180 Montclair Drive, Santa Cruz, CA 95060, or call (408) 438-3890

## See us at the



**San Francisco  
Sports & Boat Show  
Cow Palace  
Jan 4-13**

Wishing you a bright and happy holiday season.

Membership

# IT'S NOT TOO LATE!

In addition to the 18 members who have a peerless sense of nautical erudition and the eight dollars for a year's dues are the following who renewed their membership in our prestigious association.

De La Vaux  
Silva  
Winans  
Cannon  
Sprietsma  
Fredericks

Altamura  
Thayer  
Wilson  
Nobs  
Rhodes  
Barrilleaux

Simpson  
Ockes  
Singh  
Wight  
Monroy  
Edwards

In addition to making new year's resolutions, make out your membership check to John Ockes for \$8.00 and send it to 40915 Cantare Place, Fremont, CA 94539.

The "Many Ways To Potter" Update

## IN THE WORKS

De Marsh is in the process of making additions to this great manual that is available only to our membership. The 13 chapters in this publication are made up from contributions from our members that deal with various sailing and modification techniques for your Potter.

Send your written idea or sketch to De Marsh, 212 Revere Avenue, Hayward, CA 94544. Do it by January 1st. Here are a few ideas that some members use: (1) Use handlebar padding or foam pipe insulation for padding on your side rails, (2) Use PVC pipe on the end of your transom to hold the mast while traveling on the road, and (3) Stow your anchor and anchor rope in an oil drain pan.

Last Sail: Treasure Island Cove, December 1, 1984



We have a sailing committee with a crystal ball! So far, they have selected only perfect weather days for our scheduled sailing events. We had a very wet November and a rainy December 2nd, but our sail day, December 1st, was beautiful. Gene and Sharon Averill sailed down from Richmond in their new Vancouver 28. Then they dropped anchor in T.I. Cove and waited for the Potter-Yachters to cluster around.

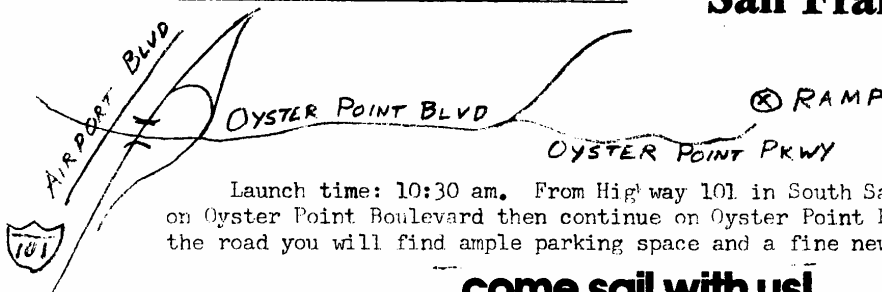
De Marsh (512) and I (1205) launched about 10 am. from Oakland's Estuary Park. We sailed out the estuary and arrived at T.I. Cove a little after 12:00 noon. We went aboard the Vancouver to visit with Gen & Sharon until about 2 pm. when the Averill's had to leave. Next on the scene was Phil Sullivan (1051) with crew Valerie and Kim Voglar. The three boats rafted up till about 3:00 pm. and then I hoisted sail and headed for home.

Just after I left, Mike Bartunek and Claudia Hassler (748) arrived. With the combination of early sundown, chilly air, and the 30% possibility of rain on Sunday was inspiration enough for everyone to head home except for De Marsh. De stayed alone overnight and then motored back to the dock in the rain on Sunday morning.

Bill Sprietsma

Next Sail: Oyster Point Marina, January 12,

## San Francisco Bay



Launch time: 10:30 am. From Highway 101 in South San Francisco, drive east on Oyster Point Boulevard then continue on Oyster Point Parkway. At the end of the road you will find ample parking space and a fine new launch ramp--free.

**come sail with us!**

THE VOYAGE OF THE LOTTIE RUTH  
Part 3

An account of a 600 mile journey from Belleview to Melbourne, Florida in 1839.

December 8 was a Sunday, and all hands slept past sunrise. None the less, the Captain declared that if a fair wind arose, the Lottie Ruth would sail. At nine, the wind blew, and they sailed! For an hour. Then they drifted down the St. Johns until the tide turned, bearing them back upstream. They tied to a piling in disgust. Only 17 miles were made that day.

Monday the 9th dawned through the dense fog, and guided by compass the mariners wearily rowed seaward. By 3 AM they passed Fo Fo Point and landed at Kemington Park to cook breakfast. Against light winds, they tacked on and reached Hibernia at noon. The wind died, and it was back to the oars. Sunset saw them at Ragged Point, where they ate a fried fish supper. Anxious to push on, they rowed for three more hours before tying up for a short night's sleep.

Before dawn, the Lottie Ruth cast off for Jacksonville. As Hart relates it: "At 3 A.M. on the morning of Dec. 10 we could hear, thru the thick fog that overhung the river, the whistles of ferry boats, tug boats, and steam ships as they plied to and fro over the calm waters near the State's metropolis. Slowly the great iron bridge across the river loomed into view and the taller buildings along the water front towered above the smoke and din of the city. - - - We had at last reached Jacksonville after eight days hard work at the oars."

John Larson had intended to ship the Lottie Ruth aboard the steamship Accomack which ran between Jacksonville and New Smyrna, but he now learned that this route was discontinued. They must sail the Atlantic! The boat was repaired and re-supplied; new stays and oarlocks, extra oars, a tin horn for fog, and enough dry food for a month's cruise.

By 4 P.M. a gentle breeze had become a stiff breeze and the mariners were off. Hart wrote, "Our luck had turned, and so had the tide. With wind and tide in our favor we left Jacksonville with flying colors and our little craft plowed grandly thru the turbid waters at a rate of 10 or 12 knots an hour. The white foam rolled away from her sharp bows for the first time as she leaned over and settled down to business, under full sail and a fresh gale of wind. Everybody was happy." The mariners ramped 5 miles below the city.

Tue. Dec. 11. Dawn found our party at the oars again, in light fog. They passed among schooners and curs, and to the south, thousands of ducks feeding in the shallows. As they passed New Berlin the breeze arrived and they hoisted sail, but now the tide turned against them. Soon the breeze freshened and the tide lost the battle.

They passed St. John's Bluff, and soon the lighthouse at Mayport loomed up, and the wooded hills of Fort George Island. Beyond the island was the Atlantic.

Landing at Mayport, they made final preparations for ocean sailing. A keg of fresh water was procured. Everything was carefully stowed or lashed down. Since it was late, and all were tired, they postponed sailing until the next day. They questioned a local pilot on winds, tides, and weather, and made camp.

Thursday, Dec. 12. With a favorable tide and fair winds from the west, at 7 A.M. the Lottie Ruth started for the Atlantic. But- as Hart tells it- " - we had not gone 500 yards before the wind hauled to the north east and blew a small sized hurricane. Suddenly the wire back stay on the windward side gave way- the ring attached to the iron band at the mast-head had pulled out- we were crippled. 'Hard a lee' shouted the Capt. and pushing the helm 'hard down' the little yacht came about with a rush and squared away before the wind for Mayport."

The Lottie Ruth would not brave the Atlantic this day!

( To be continued )



## Sailing, sailing --The Voyage to Catalina Island

Editor's Note. Robert Frisbee bought his Potter-15 last October and recently became a member of our Association. On his membership application he mentioned he sailed to Catalina Island. I asked him to send me his story and he did--14 pages. He promised to plug up my limber holes if I didn't edit it for errors. Now look that one up in the dictionary. Here is Bob's story.

I bought my Potter second hand (793) on a bright sunny morning in the first week of October, 1984. After examining the main sail and noticing that there weren't any reef points, I mentioned this fact to the boat dealer in Dana Point. His comment was "Of course not, you would never sail a small boat such as this in heavy weather." Having had some past sailing experience and not knowing anything about a Potter, I couldn't wait to get her into the water.

We drove straight to Oceanside Harbor, then called a friend in Vista and invited him to meet us at the harbor. I'm 6'1" and 205 pounds. Bob, my long time friend and sailing partner of good times past is 165 pounds. Clyde, who met us, is 6'2" and 200 pounds. All this weight was a good test for our maiden voyage.

After sailing about 3 miles off shore, all of us were highly impressed with the way the little boat handled. We didn't have any of the required safety equipment and we weren't really concerned about it. We felt secure in the Potter. I asked them both if they were now ready for a sail to Catalina Island! Clyde asked if a boat this small would be seaworthy. I reminded him that a ping-pong ball was seaworthy and that size has nothing to do with it. We all agreed to meet in Long Beach the following weekend for our Catalina trip.

Clyde couldn't make the trip because he had to work that weekend. Bob and his dog, a long haired dachshund named "Seadawg" showed up on schedule along with his 3.9 horsepower Seagull outboard motor. I don't have much use for a motor on a boat. If I can't sail with the wind I've got, then I'll paddle or scull it. As it turned out, the motor proved to be a real asset.

The Long Beach launching ramp was great because the coin operated tool gate (\$4.00) was stuck in the open position when we arrived. The Van and trailer could be left in the parking lot for 72 hours. The four of us were in the water by 10:00 am. Friday morning--myself, Bob, Seadawg, and "Jiggs." Jiggs is my dog, a 20 pound black terrier with white feet.

Our supplies consisted of 2 daypacks, 2 sleeping bags and pillows, 5 pounds of dogfood, and one grocery bag of bread, chips, and peanut butter. Also included was the ball compass (\$1.46 at K-Mart) that I had pulled off the windshield of the van at the last moment.

It was a clear, sunny day with a light breeze about 2-3 knots. We finally cleared the Long Beach breakwater about noon. Catalina Island was barely visible 21 miles across the sea. By 3 pm. the wind had picked up to about 15-20 knots and the swells were 5 to 6 feet, occasionally more. All my sailing experience had been on boats that were heavy enough to cut thru the waves. The little Potter rode up and down the swells like an elevator. Needless to say, I got sick!

Bob, whose stomach has for years been conditioned by an alcohol treatment, felt fine. I gave him the helm and attempted to sleep it off. We started taking some waves over the bow and Bob got soaked. I felt sorry for him but was in no condition to help. We estimated that we were half way to our destination. I have the faith of a Melchizedek Priest and knew that we would be okay.

By 8:00 pm. the sun was setting, the wind was dying, and we still had 4 or 5 miles to go. It seemed like we were dead in the water. Bob, having no patience and I wasn't in any shape to paddle, started the Seagull. He had attached a fishing reel to the side rail with a couple of hose clamps and drug a flat fish all the way from Long Beach without a strike. As we approached Avalon Harbor, I reeled in our fishing line and sure enough, we had caught a 4 pound fish. Now Bob had a fishing license but forgot to bring it along. We were both tired and didn't want to mess with that fish so we threw it back in the ocean.

## Catalina Voyage (Continued)

Onward we sailed into Avalon and tied up at the dinghy dock next to the fuel dock. The little Potter fit right in with the other skiffs and didn't look out of place at all. The dogs were anxious to get on shore. They had held it all for 12 hours. More control than we had. I found out it is not easy to hang it over the side on a Potter. There just didn't seem to be much to hold on to with my one free hand.

We walked to town and celebrated our crossing till about 1:00 am, then returned to the boat. Bob found a sign on the dinghy dock that called for a 13 foot limit on the boats tied up there. We retied the boat to the fuel dock and slept undisturbed till sun up. I don't know how much it cost to tie up to one of those bouys in Avalon Harbor, but judging by the looks of all those yachts I knew it would cost more than we wanted to spend.

Saturday we decided to explore Emerald Cove at the west end of the island, about 12-14 miles from Avalon. A clear day but no wind. Bob just lit the Seagull and away we went. I was developing a new appreciation for motors. We were about half way there, and about 2 miles off the coast when Bob said, "Look at the size of the wake that power boat is making." I looked up and here it came. The power boat was about 50 feet long and doing some 30 knots. Maybe he just wanted to get a closer look at our fine little Potter or maybe he intended to swamp us for kicks. I'll never know.

It must have been the unnatural shape of the man-made wave that dunked our Seagull motor while it was running. There was still no wind and we were dead in the water. We had no tools except a screwdriver. We pulled the motor into the boat and shook as much water out of it as we could. I took a piece of the motor mount that was pinned to the engine and by using it for a hammer, I was able to chisel the spark plug loose with the screwdriver.

With the sparkplug out, we turned the engine over and blew the water out of the cylinder. After putting it back together and in place, we pulled on the starter rope until we both had sores on our hands. It would just pop and run enough to keep us pulling on the starter rope. At this point, I could have wrapped that starter rope around the neck of the guy who swamped us and happily pulled it one more time.

Am I boring you? Is my story too long? I don't know. It has turned out to be a project. I'M not much at writing.

Anyway, we limped back into Avalon about 3:00 o'clock in the afternoon. We again tied up at the dinghy dock as the fuel dock was still open for business. I walked to town and returned armed with 2 new spark plugs and a pair of channel lock pliers. With the carburetor cleaned and a new sparkplug installed, she ran better than ever!

It was getting dark and we were hungry. A couple of guys standing on the fuel dock in their swimming suits asked about a ride out to their boat anchored outside of the harbor. There would be plenty of food and drink as a party was in progress on their yacht. A perfect way to end a rather hectic day.

The next morning we were again motoring to the other end of the island, determined to make Emerald Cove. We made it with no problems and even caught a 6-7 pound yellowtail on the way. We decided to go ashore and cook our yellowtail. About 70 feet from shore we dropped our imitation Dansforth anchor and planned to run the boat onto the beach, unload the dogs and supplies, and then make camp. Our next step of the plan was to pull the boat via the anchor line back out 15 or 20 feet from the shore.

Well, Murphy's law was still in effect. The force of the 3 foot surf pulled the anchor loose and threw the boat up on the beach. We already had the keel up and there didn't seem to be any damage. We determined that the tide was on its way out and so we tied the boat off on some scrap iron buried nearby in the sand. We built a fire and cooked that yellowtail to perfection. It was a filling meal for the 4 of us.

## Catalina Voyage (Continued)

About 2 pm, the wind came up nicely and we decided to break camp then sail about 3 miles to Twin Harbor and refuel. The boat was high and dry on the beach, about 20 feet from the water. We found that the two of us could walk the boat end-for-end back down to the water. Next, we pushed the boat back thru the surf until we were waist deep, then rolled into the cockpit. Bob paddeling like crazy while I got the motor started on the second pull. We were a lot more successful launching the boat than we were beaching it!

One minor problem occured. I forgot to lower the keel. Bob and I tried to lower it but it felt as if it were hung up on a ledge of fibreglass. The keel finally came down and we made sail for Twin Harbor. It seems we were to have a landing permit to enter the harbor but no one asked for something we didn't have anyway.

It was 6:00 pm and the wind was still a good 10-15 knots. We decided to head back to Long Beach that night. We agreed on two hour watches. The wind was gone by 8:00 pm. so it was back to the old reliable Seagull which I have a new respect for. I'm not completely crazy; I didn't want to paddle my Potter all night! By our calculations, we were getting about 12 miles to the gallon on that Seagull. That's better mileage than my van gets.

Sailing at night is beautiful. If you haven't tried it then you are missing one of the best sailing experiences. We tied up at the Long Beach ramp dock about 4:00 am Monday. Bob and I were really sleepy and decided to wait for daylight to load the boat. Jiggs and I slept in the van while Bob and Seadawg slept on the boat. As dawn approached, the harbor patrol roused Bob and told him he couldn't camp there. The patrolmen were quite surprised and could hardly believe our sailing adventure to Catalina Island and back.

Robert Frisbee



## **SECURITY**

**Lock it or lose it** is the best advice for any boat owner. And sometimes just locking your boat up isn't enough.

Boats are in great demand and most boat builders can sell boats faster than they can build them. With thousands of different models, but lots of look-alikes, it's easy for a boat thief to sell his loot to an unsuspecting buyer.

If someone offers to sell you a boat at a real bargain, be suspicious. If the price is too low, you may be getting a "hot," or stolen boat.

Protect your boat against theft. If the boat is on a trailer, take off one trailer wheel and store it in the trunk of your car. Add a hitch lock so the trailer can't be towed away easily.

Don't leave ignition keys in the boat. Don't tie up at unattended or poorly-lighted docks. When you're not using your boat shut off the fuel line or remove the battery. Install a hidden ignition switch. It isn't

easy to steal a boat that won't run.

Paint your boat's name on the hull or transom. Painted letters or designs make it hard to resell the boat illegally. Manufacturers attach a Hull Identification Number plate to new boats. The law requires these on all boats. Record your number and keep it in a safe place.

Keep extra equipment and accessories out of sight. Pull curtains, close up cabinets and take really important equipment home with you. Don't make it easy for a thief to steal your boat.

Boat thieves are serious about their trade and have been known to go to great trouble. One theft ring was uncovered when a boat owner spending the night aboard his boat at a public dock noticed a half-submerged garbage can drifting steadily against the current. It was full of stolen binoculars, radios and other accessories and was being pushed along by a burbling scuba diver.

**WEST WIGHT POTTER**

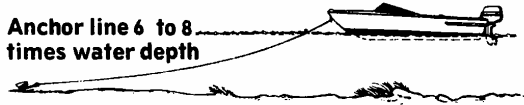
# ANCHORING

...to maintain a boat properly and safely

## Anchoring

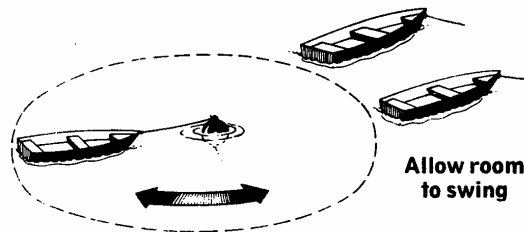
At times the boater may wish to anchor to swim, eat, fish or just to relax. When anchoring, choose a spot with a level holding bottom, protection from the wind, and water of suitable depth. Such an anchorage is good for overnight and frees the skipper from worrying about the weather.

### Anchor line 6 to 8 times water depth



If mooring away from wharves or piers, allow enough clearance for a full circle swing of the boat and the swing of boats moored nearby. Don't depend on the current alone to keep the boat in line. Use an extra anchor with at least six times as much line as the depth of the water in which anchored. A long line cushions the shock of rough water and winds on the boat. It helps hold the anchor better. Be sure that all lines are tied fast and don't jam or slip.

Before thinking about how to anchor, decide where to anchor. The navigation chart can help find a good protected, flat bottomed spot to anchor.



## Types of Anchors



Northill®



Danforth®

### Northill® and Danforth®

These popular lightweight anchors are among the most popular. They hold well on most bottoms, once set properly.

Move the bow slowly to the spot where the anchor will lie. Slow down, use reverse gear to control motion. Then lower the anchor over the side, hand over hand. Never stand in the coils of line on deck. Don't attempt to heave the anchor by casting from the side of the boat. Lower it as described above, then, the possibility of fouling the anchor is minimized.

With the anchor on the bottom and the boat slowly in reverse, line can be payed out as the boat takes it, preferably with a turn of line around the cleat. Stop the line when it is out about six times the depth of the water: The anchor will get a quick sure bite into the bottom. Shorten the line if needed, make line fast and shut off the motor.

After the boat is anchored, line it up with a landmark on the far shore. Then you'll be able to tell if it does begin to drift.

## Types of Anchors

For many years, anchors were limited to relatively few types. The Navy® anchor was the most popular. Improved variations of each type appeared and radically new designs, based on holding power rather than weight evolved.

The Danforth® and the Northill® are the most popular small boat anchors. The Danforth® is perhaps the most common type. This anchor has tremendous holding power for its weight. In the Danforth® anchor, the flukes are long and sharp. It is designed so heavy strains will bury the anchor completely.

To choose the right anchor, proportion the anchor weight to the boat length. A small anchor of ¼ pound per foot, a medium anchor of 1 pound per foot and a large anchor of 2 pounds per foot.

### Mushroom



### Mushroom

Often used for long-term moorage, this anchor works best in sand and mud.

### Stockless or Navy®



### Stockless or Navy®

The Navy® anchor is a heavyweight. It uses weight for its holding power. It is used primarily on large vessels.