

January 1985



POTTER TO POTTER

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Bill Sprietsma (408) 379-5474 SECRETARY/TREASURER: John Ockes (415) 656-2984
HISTORIAN: Jerry Barrilleaux



Sailing Schedule



Saturday, February 9	Sausalito to Angel Island
Saturday, March 9	San Rafael Marina
Sunday, April 14	Encinal Yacht Club Annual Luncheon

From The Bridge

We will be meeting twice at Encinal Yacht Club this year. On April 14th we'll have our annual luncheon, general meeting, and election of officers. The second time we meet will be on July 20-21 for our West Wight Potter National Regatta. Terry Gotcher will be in charge of the race committee and Barbara Simpson will be organizing the shore activities. More details will follow for both of these events.

New Year's Day Brunch

Our sailing committee did it again! This wasn't even a sailing event but their crystal ball was still working for our annual get-together at Pete's Harbor in Redwood City. The day was sunny and warm--a perfect day to be outside.

During the meal we enjoyed the retelling of great Potter adventures of past years from long time members like Dory Taylor, Bill Wight, Terry Gotcher, Jerry Barrilleaux, and others. The commodore's photo album and Mehendra Singh's pictures of the Nationals of 1984 were passed around for admiration.

In attendance at the brunch were Bill & Joyce Wight, Ted & Helen Johnson (#54), Ray Monroy (#149 P-19), Don & Charlie Wilson (#221 P-19), Harry, sandy & Jill Gordon (#234), David, Candy, & Heather Hogan (#261), John & Barbara Simpson (#266), Walt & Hilda Nobs (#351), Jerry Barrille (#564), Dory Taylor (#610), Terry & Mary Gotcher (#821) Manfred & Frieda Richter (#783), Chuck & Ruth Nugent (#969), John & Anne Ockes (#1060), and Bill Sprietsma & Gail Frankel (#1205).

Last Sail: Oyster Point Marina, January 12, 1985

It was an ideal day with moderate winds and no rain, but there was enough chill in the air to send Ray and Connie Monroy heading for home by 10:30 am. John Graham with crew Jim Fitch, made of sterner stuff, proceeded to launch and sail around the glassy water of the marina.

Terry Gotcher, Gail Frankel, and I, with our red noses, sat in my van enjoying hot coffee. By 11:15 it was a little warmer, or at least not quite as cold, so we proceeded to rig and launch. The marina has a breakwater at the harbor entrance which also serves as a windbreak. This produces some very interesting air and water currents thus making it a little of a challenge to sail out into the Bay.

WEST WIGHT POTTER

Last Sail (Continued)

Once we were out of the harbor, it was great--10-15 knot winds, nice chop, spray on the deck with full sails heading for Candlestick Point. At the same time we were thankful for winter sailing gloves, long Johns, layers of assorted shirts, sweaters, jackets and wool knit caps pulled down over the ears. We were feeling alive and loving it! By 1:30 pm or so the sun started to peek through the clouds on a more regular basis; the wind dropped off a little as we had a gentle ride home.

We had a small turn out for such a beautiful day. Ray & Connie Monroy (P-19 #119), Terry Gotcher (#821), John Graham with Jim Fitch (#312), and Bill Sprietsma with Gail Frankel (#1205).

Bill Sprietsma, Commodore

Next Sail: Saturday, February 9, Sausalito to Angel Island

Esoteric Cruising

Launch time 10:00-10:30 am. In the event of inclement weather, the sail will be held on Sunday, February 17, same time and place. There are 2 launch ramps that we can use in Sausalito. From Bridgeway Avenue, the public launch ramp is on Turney Street located between Zack's Restaurant and Yet Wah Restaurant. Rigging and parking is $\frac{1}{2}$ block north on Locust Street behind the railroad caboose.

The other launch ramp is at Clipper Yacht Harbor at the end of Harbor Drive. Plenty of parking here but there is a launch fee. Bring along a lunch and we'll have a picnic in the grassy area at Hospital Cove. There will be time for a short hike to the top of the island for a great view of the Bay and the skyline.

We will be sailing from Richardson's Bay into Raccoon Straits where the winds and currents are weird. From Hospital Cove, we'll be sailing around the island back to the launch ramp. You will probably want to motor around the lee side of Angel Island.

Sails at a Discount

SPECIAL

Richards and van Heeckeren, sailmakers, are located at 123 Second Street, Oakland, CA 94607. Telephone: (415) 444-4321. Bill Sprietsma got a quote at the boat show at these prices: main--\$275, jib--\$165, and large jib--\$185. There is a boat show discount of 10% extended to August 16, 1985 and another 5% if payment is made in full in advance.

Wanted: Potter-15

CLASSIFIED

Steve Brandon is looking for a good pre-owned Potter-15. Steve is a new member and he certainly knows the value of our great yacht. Steve's address is 751 Sandpiper Common, Livermore, CA 94550, Telephone (415) 455-5463

For Sale: Potter-15

Bob Buchner has moved to San Diego and must sell his Potter-15. Steve or any of our membership will have the first opportunity to purchase this fine Potter #245. The hull and sails are in excellent condition and includes a genoa sail along with a Little Dude trailer. Asking price is \$1,850. For additional details contact Bob at 3889 Haines Street, San Diego, CA 92109. Telephone: (619) 483-6534

Wanted: Aluminum Mast for a Potter-15

David Luke's mast lost a battle with his garage door opener. Dave would like to know if any of our membership has an extra mast to sell him. Dave resides at 173 Virginia Street, Vacaville, CA 95688. Telephone (707) 448-7368

Send us your news

Welcome

Welcome Aboard

New Members

The Northern California West Wight Potter Association is pleased to accept the following new members:

John & Marty Conley, Dekchands: KC, Danna, Nik
2487 Copperfield Drive, Santa Rosa, CA 95401
Telephone: (707) 525-8393
Sail #331 "5 Seas"

John Burke and Linda Smith
1705 West 12th Street, Reno, NV 89503
Sail #1125 "Pas de deux"

Robert and Bernice Ferguson
332 Marks Drive, Hollister, CA 95023
Telephone: (408) 637-2983
Sail #1245

Steve Brandon and Karen Worden
751 Sandpiper Common, Livermore, CA 94550
Telephone: (415) 455-5463

Terry Branson
221 8th Street, Brookings, SD 57006
P-15 waiting delivery



MEMBERSHIP

Full speed ahead.

Our membership now covers 5 states: California, Washington, Utah, Nevada, and South Dakota. In addition to the 36 who renewed their membership for 1985 are the following:

Bergst	Schuitemaker	Richter	McKinney
Bartunek	Wessler	Brown	Buckley/Brink
Hassler	Sullivan	Bourque	Haskins
Graham	Hogan	Hamrah	Novils
Bliss	Johnson	Buckner	O'Hara
Driscoll	Nugent	Lamp	Olivier
Quill	Luke		

Added to the renewed membership was 33 new WWP members and their families in 1984---a record year. It is expected that we will have 100+ members by summer. For those who have forgotten to renew their membership in our prestigious organization, please send your \$8.00 to John Ockes, 40915 Cantare Place, Fremont, CA 94539 immediately.

Your dues money is spent on printing the newsletter, postage, envelopes, etc. Four pages printed back-to-back costs about \$75 including mailing for 120 copies. Extra Copies are sent to HMS Marine, Inc. as well as to two WWP dealers and prospective new members.

Membership List

Our annual listing of members will be provide in the February newsletter. Do you have a boat name or phone number that you would like to have included. Let the editor know as soon as possible.

Give us your ideas for stories



It's easy



Win A Prize..... Win A Prize..... Win A Prize..... Win A Prize Win A Prize.....

We all like to win something and now here is your chance. As soon as you get through reading this newsletter, pick up a paper and pencil and design our sailing association a burgee that we can be identified with. A burgee is a triangular flag that can be attached to the masthead or side stay. The prize, of course, is a free burgee.

Send your design to our commodore: Bill Sprietsma, P.O. Box 9785, San Jose, CA 95157. The Commodore along with the sailing committee will choose the winner.

Potter-15s & 19s

One Of The Best

Some of the best things in life come in small packages. Roy McClain has brought to our attention that Cruising World magazine, October 1984 issue, listed the West Wight Potter 15 and 19 among others "best" pocket yachts that are under 20 feet.

Also, Roy mentioned about his brother sending a letter to the editor of Latitude 38 magazine last September. In the letter he said that he and his wife planned a 2 year cruise sailing around the world. They sold their home, quit their jobs, and off they went. Doesn't that make you a little envious? They are currently in Bora Bora.

SAILING EDUCATION ADVENTURES!

Public Boating Safety Classes

In the Bay area and elsewhere there are evening classes of 13 weeks that you can get into right now. The curriculum teaches the common-sense rules and boating skills you'll need for safety on the water. The United States Power Squadrons offer both sail and power boating, call (415) 655-2454 for information.

The United States Coast Guard Auxillary offers three courses: (1) Boating skills and seamanship, (2) Sailing and Seamanship, and (3) Coastal piloting. Call James Lucas at (415) 444-1259 for further information. Chance are that your insurance company will give you a 10% discount upon graduation from the course.



Here Come the Whales!

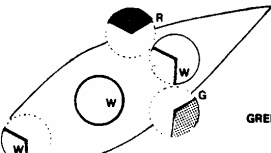
JUST ONE of the untold benefits of residing in Northern California is that, right in our own backyards outside the Golden Gate, we get to 'whale watch' during the months of December thru April. Grey whales by the thousands are now taking their annual southerly sojourn from the frigid Arctic right past San Francisco and onto the warmer lagoons of Baja, Mexico. For the 11th year the Oceanic Society is offering whale watching boat trips to see the whales from a closer perspective, this being aboard its 70' Nautilus, a double-decked motorboat which departs Pillar Pt. Harbor every Friday, Saturday and Sunday. Reaching 50' long and weighing up to 40 tons, the gray whale is the official State Marine Mammal. --Treat yourself and/or a friend by getting to appreciate what we have so near to us. Call (415) 474-3385 for more info.

RUNNING LIGHT REGULATIONS INTERNATIONAL RULES

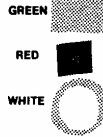
See page 46 for running lights

All vessels shall show required lights between sunset and sunrise. A sailboat operating under power or under power and sail must display the proper lights for a powerboat. Manually propelled vessels — canoes, kayaks, rowboats, etc. — are required to have a hand-held white light when operating between sunset and sunrise. The light must be exhibited in time to prevent a collision.

The following shows the light requirements for boats navigating under international rules. Vessels under power may use the lights prescribed by international rules on inland waters. Vessels under sail alone with separate sidelights and a 12 pt. stern light meet both the international and inland rules.



Lights	Degrees	Points
Masthead	225	20
Side (Red and Green)	112.5 ea	10 ea
All-round	360	32
Stern	135	12



For vessels less than 12 meters
2 miles - masthead, stern and all-round lights
1 mile - sidelights
Masthead placement - 1 meter higher than the colored lights

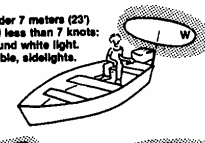
For vessels more than 12 meters but less than 20 meters
3 miles - masthead light
2 miles - side, stern and all-round lights
Masthead placement - 2.5 meters above the gunwale

For vessels less than 12 meters with combination stern and sidelights on mast
2 miles - white light
2 mile - combination light

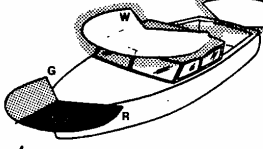
Under Oars:
Have at hand an electric torch or lighted lantern showing a white light to prevent collisions.



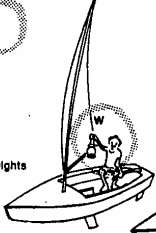
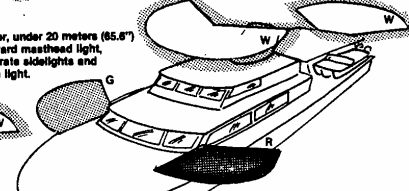
Power, under 7 meters (23') and speed less than 7 knots:
One all-round white light.
If practicable, sidelights.



Power, under 20 meters (65.6'):
Forward masthead light, combination light and stern.

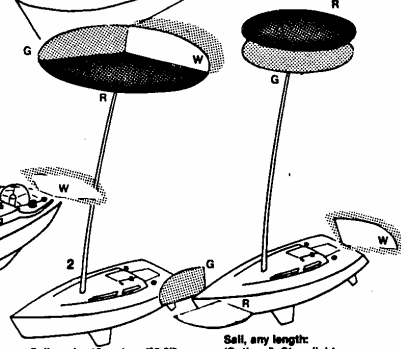


OR
Power, under 20 meters (65.6'):
Forward masthead light, separate sidelights and stern light.



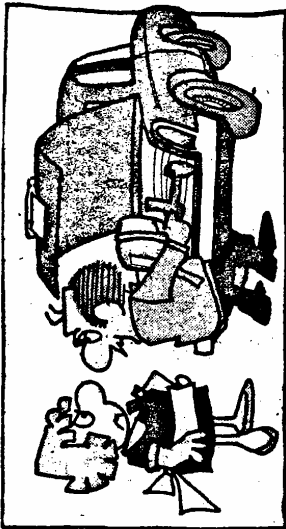
Sail, under 7 meters (23'):
If not practical to display lights as shown in 1 or 2, have at hand an electric torch or lantern showing a white light to prevent collisions.

Sail, any length:
Stern light and separate sidelights.
Under 20 meters, combination lights may be substituted for separate side lights.



Sail, under 12 meters (39.3'):
(Optional), Combination stern and sidelights on mast.

Sail, any length:
(Optional), Stern light, separate sidelights and all-round red over all-round green on mast.



"THEY WERE ALL OUT OF CANNED SQUASH, SO I GOT AN OUTBOARD MOTOR INSTEAD."

Think before you drink.

Be a responsible boat operator.

YACHTSMAN'S FLOAT PLAN

If this Float Plan is past due notify the Coast Guard by dialing 911.

Owner _____ Boat Name _____

Boat Type (Grand Banks 42, Cal 20, etc) _____

CF# _____ Radio Call Sign _____

Color: Hull _____ Deck _____ Cabin _____

Length _____ Sail # _____

Raft/Dingy Yes _____ No _____ Color _____

Marina & Berth # _____

If Trailerable - Color and Make of Auto _____

License Plate _____ Trailer License _____

Launching From _____

Number of Persons Aboard _____

We are leaving from _____

at _____ AM PM, on (date) _____

Destination _____

We expect to return by _____ AM PM on

(date) _____, and absolutely no later

than _____ AM PM on (date) _____

We plan to: Fish _____ Scuba _____ Swim _____

Other _____

We are participating in the following organized race/cruise event _____

*For long trips it is advisable to leave names, ages and emergency numbers for each person on board.

THE VOYAGE OF THE LOTTIE RUTH
Part 4

RECAP: In 1889 my great grandfather John Carson, age 61, with his son George, age 16, bought the 18 ft. catboat Lottie Ruth in Belleview, Fla., but wanted it in Melbourne. Neither were experienced sailors, but with them was P.E. Hart, a writer for the Belleview Blade and a skilled sailor. Hart wrote a long account of the 600 mile voyage which I here condense. The route was down the St. Johns River to the sea then south to Melbourne. Hart was "Captain", Carson was "Mate" and George, "Steward". Quotations in my story are from Hart's 1889 account.

Thursday, Dec. 12. The Lottie Ruth limped back to Mayport without the port backstay. Repairs were made, and by late afternoon the boat was again ready for the sea. The tired and shaken mariners made camp on the river bank.

Friday Dec. 13 dawned bright but windless. The party explored around Mayport, admiring the lighthouse and watching the construction of new jetties.

By noon a good breeze was blowing, and once more the Lottie Ruth headed seaward, accompanied by a "dainty little yawl". Hart wrote: - - "Nearing the ocean, we gradually felt the gentle swells as they rolled beneath us. In a few minutes more we were bounding over the mighty billows. On either side of the narrow channel the great waves broke in white foam and chased each other like demons." The little yacht cleared the sea buoy, left the dainty little yawl, and changed course to the southward. Ocean motions were new to George, and he promptly became seasick. The Capt. and Mate just laughed.

Night fell suddenly, as the red ball of the sun dropped behind the low dark pines, and left the ribbon of white beach gleaming dully in the dusk. The boat was coasting about five miles from shore, the breeze dropped, and the only sound was an occasional blast from the whistling buoy at the river mouth. The Mayport lighthouse flashed to starboard aft.

The night breezes were light and changeable, but slowly the whistle of the buoy faded and the full moon helped the mariners stay awake through the long night.

Saturday, Dec. 14. Finally came the dawn, and with it a swelling breeze from the northeast. As the Lottie Ruth churned along, the mariners ate heartily- oranges, apples, pilot crackers and butter, corned beef, raw onions, plum jelly, guava paste, prunes, and cheese comprised the buffet. Mealtime became anytime one was hungry. No cooking was done on board.

Far to the south a match stick thrust above the horizon, slowly grew larger, and became the lighthouse on Anastasia Island off St. Augustine. By noon the Lottie Ruth was abreast of the island, and the domes and towers of Florida's oldest settlement were clearly visible to the west. It was a welcome contrast to the barren shores they had past.

There is no monotony to the sea, ever the same, ever changing. Hart continues- "Knot by knot, league by league, onward and southward we kept our course. Night found us a few miles south of Matanza Inlet and in a dead calm." The mariners were afraid to sleep, but tried to steal a little rest.

At 3 P.M. the night wind came, a steady northeaster. Hart stayed at the tiller, and Carson at the sheets, each keeping the other awake. The two men had not slept for forty hours. At midnight, the Capt. reluctantly consented to sleep as the Mate steered. Within the hour Hart was awakened by a shout from Carson. The wind had increased, shifted to the northwest, and the Lottie Ruth was close hauled and headed for the breakers. Hart corrected course and the little boat coasted along about a mile from shore. In spite of his fear of a jibe, the Capt. sometimes dozed off, and the boat would veer off course. The ever watchful Mate would then cry out: "Wake up Captain, the boat is running into the breakers," or, "Wake up, wake up, Captain, we are running into the moon." And so the Lottie Ruth pushed ever southward.

Beetle Bailey/Mort Walker

(Continued) Frank Winans

