

January 1987

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
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Sailing Schedule

Sunday, February 8	Alameda Island to Quinn's Lighthouse
Saturday, March 7	Oakland Estuary Park to Pier 39 San Francisco
Saturday, March 28	Annual Business Meeting & Election of Officers, Encinal Yacht Club
Sunday, April 26	Opening Day on the Bay, Sausalito to Angel Island



COMMODORE'S LOG

Last Event: January 1, 1987, Pete's Harbor, Redwood City

There was 39 Potter-Yachters attending our annual get together for a midmorning breakfast/brunch and to talk over old times. Before we had our drawing for door prizes, the commodore brought up the question of having the National Regatta at Encinal Yacht Club again this year or having it some place else. Those attending voted to have the regatta once again at EYC this summer. The date will be arranged with EYC's calendar and announced next month. Barbara Simpson volunteered to arrange the land activities and Terry Gotcher to take charge of the race committee. Everyone received a door prize and most everyone stayed for a second cup of coffee before heading home on this windy and later a rainy day.

Those attending were David & Candy Hogan with Heather and Krystle (#261), John & Barbara Simpson (#266), Walt & Hilda Nobs (#351), De & Sydney Marsh #512), Jerry Barrilleaux with son Todd (#564), Dory Taylor (#610), Mahendra & Gwen Singh with daughter Wendy (#706), Manfred & Alfreida Richter (#783), Ranney Thayer with son John (#766), Don & Dee Bernreuter (#817), Terry & Mary Gotcher (#821), Stan & Dorothy Butler (850), John & Anne Ockes (#1060), Eugene & Sharon Averill (#1077), Rob McClain with Byron and Robyn (#1168), Bill & Freda Sprietsma (#1205), Bruce Hood and Kathryn Kimberly (#1246), and Wendell & Marion Spence (#M-191).

Oh, yes! On another matter Dory Taylor suggested that we have our next annual brunch with a sail around Alameda Island. We'll see. The sail is sponsored by the Metropolitan Yacht Club. As a reminder, the commodore wants everyone to know that our annual business meeting will be held at the Encinal Yacht Club in April. Also the last weekend in April is "Opening Day on the Bay" which may be a sail to Angel Island. Since this year marks the 20th National Regatta, there is a thought of having a West Wight Potter sail & rally in the Los Angeles area where it all began in the U.S. of A.

Last Sail: January 11, Redwood Shores in San Mateo

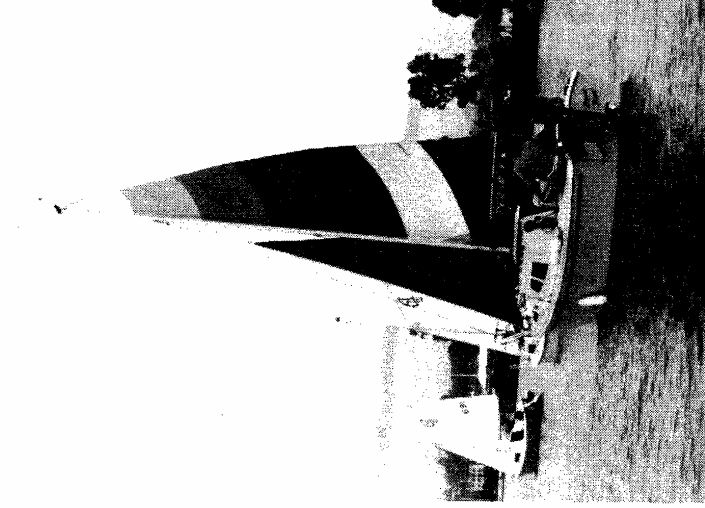


There was some last minute changes for the location of this sail. It turned out that the ramp that we had planned to use is now closed to the public. Stan & Dorothy Butler (without boat), Scott Reuter (#1253), and Bill & Freda Sprietsma (#1205), scouted the area looking for another ramp. We then drove over to Redwood City and used their new ramp, the charge was \$3.50. If in the future you would like to sail there, take Seaport Boulevard exit off Route 101 and drive to Chesapeake then turn left to the ramp. This area is being redeveloped with wide streets, parking areas, trees, landscaping, restrooms, etc.

We launched about 11:45 am. and sailed under light winds out the channel to the edge of the Bay. It was a nice day to be out and found a launch ramp for a future club sail.



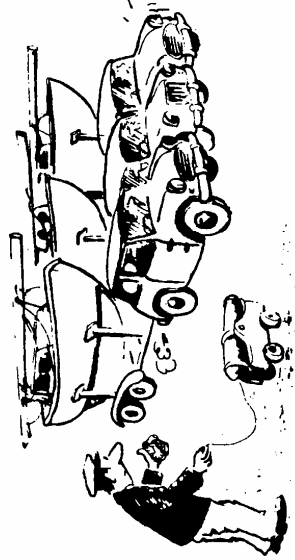
Don Bergst "Crusin' on the Delta"



Frank Winans (#691) "Leading the Pack" Potter-19 (#208) unidentified



Rob McClain at EYC with our "Burgee"



Regatta

ON INSURANCE

Since January of this year lots of changes have taken place within the insurance industry that directly affect your premium. For example, there are fewer insurance companies willing to provide marine coverage because of increasing claims, and because they view writing liability and hull insurance as a high risk proposition.

Litigation costs in general have increased in recent years, making the insurance carrier's attitude toward writing policies with an obvious potential hazard very negative.

The boat market is booming, and more and more novice helmsmen are on the water for a fun day with little or no experience, creating another factor in increased risks.

Do all insurance companies use the same rates?
 Emphatically no! While most insurance company rates are substantially higher than they were last year, there are new markets entering the insurance scene willing to offer reduced rates to acquire large premium volume quickly and establish a book of business. Keep in mind, with these new markets there is no guarantee the rates will remain low or that the level of expertise needed in a specialty market such as marine insurance will be there to service your policy and effectively settle your claims. Insurance is a very cyclical industry with rates fluctuating substantially every few years. Factors affecting the swing in rates include current interest rates on the company's money, the availability and cost of reinsurance controlled by European markets, the company's outside investment profits (or losses), natural catastrophes where large sums are paid in losses, and litigation expenses. The bottom line is: Keep your boat in good condition and operate it safely and defensively while out on the Bay.

how sailing saved my marriage — cont'd

I don't know where he got the idea. Somehow he thought it would force me to focus. Although I did not agree with the reasoning, I agreed to the lessons. I knew about sailing. It was leisurely, an indolence of tropical climes and prone positions. It seemed the perfect nonactivity for a dreamer such as I.

Capsizing my dinghy the first day of class woke me up. San Francisco Bay is no place for dreamers. Watching the billowing sails from a perspective far above is one thing; being in control of those same sails is another. During the summer, the winds are wild. Even on a sunny day San Francisco Bay is cold.

Sailing was nothing at all like my fantasies. Not wanting a second swim, I learned to listen carefully. To follow instructions.

I am a changed woman. I have begun to deal with details. Whereas once I had difficulty keeping my shoes tied, I now know four methods of tying a bowline. I've learned about wind direction and points of sail, how to raise a jib and drop the anchor. I know the difference between running and standing rigging, can tell a halyard from a sheet and a shroud from a stay. I know why they call it the boom — that's the sound you don't hear when it hits you.

I can read a chart, plot a course, sail a compass heading and dock the boat upon arrival. I am becoming proficient with winches, blocks and tackles, and other hardware on board. I now look to the sky for indications of weather changes, not merely as a canvas for my fantasies. I still have bruises but I no longer walk into parking meters. Now the discolorations come from crawling along the deck (I have yet to find the courage to walk upright while underway).

Now that I've begun to believe in my own ability to manipulate my environment, and the dangers of not doing so, I've begun to know fear. It motivates me as my husband's gentle prodding never could. No longer do I walk around with my body on automatic pilot and my mind turned inward. I watch, listen and pay attention to mundane reality. Surprisingly, I've discovered that I like it.

I like being capable. I like being in command of a sailboat, knowing what to do, when and why. I like feeling the wind on my face, and being able to translate that in terms of the boat and her sails. I like the feeling of my hand on the tiller.

Besides bringing me down to earth, sailing has brought my husband and me together. We joined a sailing club and spend most of our weekends on the Bay, sailing 24 and 25-ft boats. Although I had some fine instructors, there is much they did not cover. They claimed experience was the final teacher. I agree. At first it was rough, but I think we are over the worst and can look forward to many years of sailing together. Especially now that I've learned the basics.

I've learned that keys do not float. Neither do sunglasses, wallets or small dogs. Although dogs can swim, most have trouble keeping up.

It is all very confusing to the novice. There are an infinite number of ways to do everything on a sailboat. And mine is always wrong. Of course, the corollary to that is, my husband's is always right. On the rare occasions that I know what I'm doing, I ignore his exhortations. They only complicate things. Besides, he'll eventually grow hoarse shouting over the wind. That's definitely one of the advantages of sailing. I get the peace he would not give me at home. On the whole, though, I've learned to follow his commands like a good crew. That involves doing what he means, not what he says.

Although I love sailing alone with my husband, I've found that bringing guests along adds new dimensions to the experience. It gives him more people to bully, and forces a certain measure of politeness.

Certain lessons are fixed forever in my breast. For instance, when someone hands over the helm saying, "Hold it right here," he means to hold the boat on course, not hold the tiller fixed in that particular position. At the helm it's crucial to pay attention. It's an especially bad time for day dreams. I've also learned not to shut my eyes, even when wearing mirrored sunglasses. Also, I rarely scream any more. It frightens the guests.

Perhaps most importantly, I've learned about give and take in marriage. After a day of shouted commands and contradictions, I always let the memory of harsh words set with the sun. I know that the next time we're out on the Bay fighting a fierce westerly, I can smile and speak softly to my beloved.

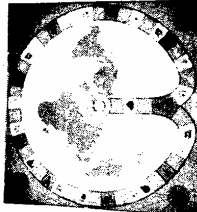
— cynthia l. goddard



• **Shahab Oman**, 170-foot Omani barkentine. Built of wood in 1971 as a topsail schooner in Scotland, it was purchased in 1977 as a training vessel for the Sultan of Oman's navy and in 1985 refitted to its present three-masted rig. Its 102-day voyage to New York Harbor from Oman on the Arabian Sea is one of the longest undertaken by any ship in OPSAIL '86.



• **Sorlandet**, 216-foot Norwegian full-rigged ship. Built in 1927 as a maritime school-ship, but also used as a floating prison by the Germans during their occupation of Norway. It was restored after the war and donated to the city of Kristiansand, where it now makes its home port. Six officers, 10 crew members and 70 male and female cadets tend to the 10,765 square feet of sail.



er's Day, Valentine's Day, Bought-Your-First-Boat Day, etc. The suggested retail price for Boating Trivia is \$29.95 and should be available soon in your local chandlery or at the Wooden Boat Center, 13000 Culver Blvd., Marina del Rey, CA 90292. (213) 306-2770. All dealer inquiries should be directed to: Reale Enterprises, Inc., 13000 Culver Blvd., Marina del Rey, CA 90292.

BOATING TRIVIA

For those who truly love boating or the water comes "Boating Trivia," a new board game developed by a group of experienced yachtsmen. A thousand questions and answers are contained in the first Power/Sail edition of Boating Trivia. Questions deal with navigation, rules of the road, nautical terms, slang and superstition, sea creatures, etc. Boating Trivia is not only a fun game but educational as well. It can be played by anyone of almost any age who loves boating and the sea in general. The speedo version was especially designed for young children. They may participate in the race to "Home Port" by merely rolling the die and advancing. The two games may be combined so that adults and children may play together. Additional nautical categories are under development to be added to your game. This game will always be the perfect gift for the boating enthusiast.

Conner Vs. the Aussies!

Dennis Conner aboard *Stars & Stripes* will face Iain Murray skipping *Kookaburra III* in the three-year-old quest for the America's Cup starting January 31 in the waters off Fremantle, Western Australia. Both Conner and Murray completely dominated their opponents in the challenger and defender finals, respectively. Conner beat the Kiwi "Plastic Fantastic" 4-to-1, while Murray beat Alan Bond's *Australia IV* 5-to-0 in the best of nine series. ESPN will feature the America's Cup racing nightly. The odds-makers have labeled Conner as the favorite. If Conner lives up to those odds, he no longer will always be known only as "the only U.S. skipper to have lost the America's Cup."

Next Sail: Sunday, February 8, Alameda to Quinn's Lighthouse

Launch time: 10:30 am. From Route 880 (Nimitz Freeway), take the Webster Street tube to Alameda then turn south on Buena Vista Avenue or Lincoln Avenue. Turn east on Grant street which runs into the public launch ramp. We'll sail through the Oakland/Alameda Inner Harbor around Government Island, through Brooklyn Basin and North Channel and then on to Quinn's Lighthouse Restaurant for lunch. On the way we'll pass FDR's yacht "Potomac" which is in drydock being restored. There are guest docks at Quinn's for tie up. If you can't make it for the sail, meet us there for lunch about 1:30 pm. or in the event of inclement weather.

Membership Roster

Enclosed with your newsletter this month is our annual membership roster. There should be an additional 30+ members by next August in this prestigious association. Listed below are those who renewed their membership for 1987 since the last newsletter.

William & Helen Moore	Laurence & Betty Burnham	Robert & Chinse Taylor
Steve & Karen Brandon	Philip Sullivan	Peter Schwierzke
Scott Reuter	Donald Fleming	John Woodward
Tom & Marje Parker	David & Candy Hogan	Eugene & Sharon Averill
Dory & Myra Taylor	Fred & Alfrieda Richter	Don & Adina Bernreuter
Bill "C" Day	Dean & Joyce Smith	Raymond Riehle
Thomas & Ina Rae Patton	Ray Monroy	Bob Fredericks
Joe Edwards/HMS Marine, Inc.	Donald & Berit Shaw	Leland & Ruth Edwards
Tom & Marian Haskins	Scott Foss & Jan Babitzke	John & Agnes Quill
Charles & Susan Grandt	Rolland & Connie Boepple	Dexter & Joan O'Day*
Charles & Ruth Nugent*	Eckart & Florence Scheingraber*	Dave & Judy Skeen*
Lee & Maureen Olin*	Willaim & Betty Stryker*	

*Note: Due to late receipt of membership renewal, these names and addresses will appear in in next month's Potter-To-Potter and can be added to your 1987 roster.

Welcome Aboard, New Members

Dr. Wendell & Marion Spence
7063 Martwood Way, San Jose, CA 95120
Telephone: 408/997-3463
Montgomery-15 #191

Bob Hall
1025 19th Street, Suite 9, Sacramento, CA 95814
Telephone: 916/485-2041
To purchase a P-15



SEA SLANG

Many words have been added to our dictionaries through slang usage and a lot of it comes from seafaring men. Here are a few words and terms to "Wet your fancy."

Starboard and Port. "Starboard" goes back to the Vikings, coming from the word "steerboard" because the steering oars were always on the right side of the boat. "Port", then, had to be the left side of the vessel, used for docking so these steering oars would not be damaged.

Fo'c'sle. Pronounced "foksul" and properly spelled forecandle. This is a contraction of the term forward castle. Along about the 13th century, huge wooden "castles" were placed fore and aft on Hanseatic ships. They were similar in shape to the ones used by feudal lords to defend their castles. In the days of Columbus, the crew lived in the forecandle and the officers in the aftercandle.



NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.

