

POTTER TO POTTER

Newsletter of the Northern California West Wight Potter Assn.

JAN 1983

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CLOSE OUT * FEB 18

The close out for the Feb newsletter will be Feb 18.

NEXT SAIL * FEB 5

The next sail will be at Lake Elizabeth in the Central Park at Fremont, CA. This is a NO motors allowed lake. This sail will be an excellent opportunity for the newer skippers to extract all of the potter sailing techniques from the old timers, a chance for some "big brother" sailing.

Directions to Lake Elizabeth as follows: Exit highway 17 in Fremont at Stevenson Blvd. Drive east to Fremont Central Park (follow signs to BART station, park & lake are about 2 blocks south of it). From highway 680-exit at Mission Blvd (highway 238). Turn north, continue to railroad underpass, turn left on to Stevenson Blvd after first underpass, park will appear on the right as you pass the white buildings. Launch time is 10:00 am. Launch fee is \$2.00.

CRAB DINNER * FEB 5

Fremont Sailing Club is hosting an "all you can eat" crab dinner at the Newark Pavilion in Newark, CA. Starting time is 7:30 pm. Cost per person is \$13.00, includes crab, clam chowder, green salad & garlic bread. Wine & beer are available for a modest donation. For more details & reservations call Jim at 415-657-7997.

If you come to the sail at Lake Elizabeth, why not stay for dinner. Jim says that "potters" are always welcome.

FUTURE SAIL * MAR 5 & 6 (overnight)

Plans are to raft-up and anchor out in Treasure Island Cove. Details in next months newsletter.

COMING EVENTS * APR

APR 9 - Annual lunch followed by election of new officers. Pete's Harbor in Redwood City. - Note this is a date change. -
APR 24 - Opening Day sail to Angel Island in S F bay.

note: - No monthly sail scheduled.

LAST SAIL * JAN 9

The January 9th sail at Oakland had a seven boat turnout. Those who attended were, Jerry, Michael & Todd Barrilleaux on board #564, Michael Bartunek with crew Claudia Hassler on #748, Stan & Dorthy Butler with #850, Rob McClain in #1168, John Graham with Barbara Simpson as crew on board #312, John Ockes in # 1060 with Les & Amy Rubin as crew, and last, but not least, new member Bill Sprietsma with crew Gail Frankel on #1205. This was Bill's first time out with the Potter Yachters and his boat is a real beauty.

The winds were extremely light, and after drifting around for awhile we finally made it to Quinns Lighthouse. To our dismay Quinns was closed!

We solved this problem by have lunch at Victoria Station. During lunch we discussed a future sail to Treasure Island Cove for an overnigher and also some delta possibilites. Does anyone know the location of Mowry Creek?

Most of us ended-up motoring back to the ramp, but Bill and Gail on #1205 sailed every inch of the way. For what the day lacked in wind, it made up for it in beauty.

from Jerry Barrilleaux

DRIFTING WITH DORY

or

THE REAL STORY OF THE JANUARY 9TH SAIL TO QUINNS LIGHTHOUSE

At 1015 hours, Myra and I set sail from Port San Jose in our Fiat to rendevous with the fleet at Quinns. After a lieserly cruize up the Nimitz with fair winds and clear skies, we arrived at the light-house at 1100 hours. We docked on the Embarcadero in front of the womens wear-sail Boutique and meandered around the docks after ding-ing the buoy in front of Victoria Station. Some interesting sloops, cat's, tri's, tugs, and large stinkpot cruisers, but NO Potters. After many glances down the channel by Government Island and veri-fying that there were no Potters in view, and after noting in our mental log that Quinns is not open on Sundays anymore, but V.S. is, we cast off to Oakland Estuary Park by way of the Embarcadero. After avoiding the steel rail flotsam to the best of our abilities, we arrived at the Park. Aha! Butler's van. Jerry's Rancho. But who can these others be. At least there were Potter Yachters here besides us. Back on the Embarcadero with a hasty glance over my shoulder. WAIT! Around the point! A POTTER! Quick, back to the Park, trot down to the end of the breakwater. Sure enough, most of them too far away for me to recognize, and I was not familiar with the new one with yellow/orange sails. The one with blue & white sails with three on board, could that be the Ockes's? I observed the fleet sailing up the Estuary and putting in at Encinal. AHA! They changed their plans! Quick, cast off for Encinal! We put the Fiat into the submarine mode and took the Posey, after a small wait for the Chinese Methodists to clear the channel. And then, after a wild sleigh ride by the Alameda Flea Market, we hove to at Encinal. No Potters. Encinal's closed. The Galleon? No Potters, the Gal-leon's closed for remodeling. Looked up and down the Estuary -- no Potters. After a lengthy deliberation of 30 seconds or so, we set sail, once again, for home Port in San Jose and some well deserved fried egg sandwiches. HEY GUY'S, where the H--- did you go?

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(Driftings continues next page)

(Driftings)

By the way Terry, the new membership roster is not ready for this issue -- so fire me already! This edition does have the new printing of mailing labels. Everyone please check for errors, you know how these machines go, "Garbage in, Garbage out".

At this time, I wish to thank the twenty-three stalwarts who took the time to send me my questionnaire. (Yes, John, I found yours after I straightened up from painting, I just forgot who it was that needed the address.) There is still time to reply before our annual membership meeting when I will "disclose" my findings. No names. But, some of your comments have been absolutely great and will make good reading in future issues. Lots to think about. Thanks to you all!

Apologies. Sorry we missed the January 1st lunch at Pete's Harbor, but Myra and I were just recovering from a bout of stomach flu/cold and we didn't want to share it.

And Frank, I always look forward to your re-capitulation of our previous year's sails. Fascinating how one's memory fills in the details after your well-put, concise prose.

JAN 1 * BRUNCH

The New Years Day outing at Pete's Harbor had a good turnout with eleven Potters represented. Those present included the Barrilleaux family, the Singh family, the Simpsons, the Bernreuters, the Gordon family, the Butlers, the Oakes, the Marshs, Rob McClain, Don Bergst and Walt Nobs.

The highlight of the day was looking at the photo album that Gwen and Mahendra Singh compiled from the Potter Nationals. Future sails were discussed and we talked about De Marshs new booklet on "All About Potters".

Gwen and I also discussed a group sail to New Hogan Res. for an overniter. All in all it was a great way to start off a new year.

from Jerry Barrilleaux

TREASURERS REPORT

While it is true that our fleet has no rules, no by-laws, etc., I feel that as the keeper of the money I should at least tell the members that after the purchase of 300 stamps & 200 envelopes, that the treasury has a balance of \$275.55.

Terry Gotcher

ATTENTION

WARNING

STOP

SEX

Now that I've got your attention? I am making up the new membership list and the new "Potter Spotter" list. If you are new to the club and were not on the old lists, OR, there has been a change in status, such as: marriage, change of address, phone number, new/old boat/sail numbers, boat names, hull colors (white over red with yellow stripe, etc.), sail colors (top to bottom: red, white, blue, etc.); STOP everything and mail me that information! Charlie N., what is the description of your new yacht or you won't be on the "Spotter" list. ANYONE: If I do not have your hull number, you won't be on the "Spotter" list! It is by hull number! And most important, to the new people in So CA, MA, FL, & WA, PLEASE, this includes you! If one of us should take a vacation or other trip to your area, it might be nice to call you up, and possibly get together and swap lies, oops, Potter tales. Drop me a card. Thank you. Dory Taylor, PO Box 6443, San Jose, CA 95150.

P.S. Any Potters in your area who are not members? Send me that information also. Thanx.

Oh yes, one last item! Your contribution, no matter how small, will be gladly accepted by Terry or his successor (sucker?). It is your newsletter you know! write something, anything. Recipes anyone?

That's all, Pleasant Sailing. 610

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MEMBERSHIP

Dory Taylor is still updating the 1983 roster, so please retain your 1982 issue until further notice. Please update your roster with the following change:
Cecil & Susan Seay 2141 Freeman Ct Antioch CA 94509
515-754-1302.

The following 1982 members have renewed for 1983:

Adair	Graham	Orford	Tuohig
Averhill	Goldbrandsen	O'Hearn	Wight
Barrilleaux	Gotcher	Rhoades	Winans
Bartunek	Heath	Parker	Yard
Bell	Malloy	Seay	Zoerner
Bergst	Mangels	Stewart	
Bliss	Marsh	Shepard/Shek	
Butler	McClain	Singh	
Bernreuter	McKechnie	Silva	
Cannon	McKinney	Simpson	
DeGennaro	Nearing	Sprietsma	
Doerr	Nobs	Taylor	
Fredericks	Ockes	Tralongo	

If your name is not on the above list and you have not received this newsletter, please bring this oversight to the attention of the editor.

MAILBAG

The mailbag this month has brought letters from near and far. Fleet member Cy Zoerner of Manhattan Beach CA writes, asking if any of the skippers in the fleet have ever used a sling or hoist to launch their boat. What about it Chas Nearing? You had a sling for your boat.

Potter owner Mike Judd (#1221) of Dubuque, IA has invited the fleet to enter a regatta this June. The course is from Dubuque to Bellview. The distance is 26 miles on the Mississippi River. The race includes an overnight dinner. Last year WWP'ers finished first & third in their class.

Bob & Johanna Humphrey of McLean VA are sailing their potter on the Potomac River & Chesapeake Bay, but alas their is the only one.

Perhaps the Humphreys should get together with Lester Kershaw of Cocoa Fl. He is also looking for company on potter cruises.

If you are in the Seattle WA area and miss your WWP, call Gene Schobinger of Sound Sailboats in Port Townsend WA. He is the local WWP dealer and handles only our favorite boat.

Lastly, Charles Rust of Palermo CA is interested in making a trans-Pacific crossing to Hawaii in a WWP. I suggest that he contact Joe Edwards of HMS for help in preparing a boat.

Terry

"Snuffy" Sez . . .

Ahoy, Seafarers. The safe way to boating enjoyment is avoiding accidents.

Every year the United States Coast Guard publishes a boating statistics report which shows that most accidents are a result of a lack of knowledge on the part of the boatman. The record states that capsizing causes more fatalities and property loss than any other type of accident. Standing in the boat, improper loading, ignoring weather warnings, sea conditions which exceed the capabilities of the craft, and also the operator's experience are the principal reasons why boats capsize.

Most injuries are due to collisions and to fires and explosions. Fortunately, the Potter Fleet has many experienced sailors to help those who are less experienced. Also, the "West Wight Potter" is a forgiving boat for our sailing errors as well as being a very capable boat in foul weather.

Sailing Vessel Right-Of-Way. When a power-driven vessel and a sailing vessel (under sail only) are proceeding in such direction as to involve risk of collision, the power-driven vessel shall keep clear of the sailing vessel except in the following situations:

1. When a sailing vessel is overtaking a power-driven vessel, the sailing vessel shall keep out of the way.
2. A sailing vessel shall keep out of the way of any vessel engaged in fishing with lines, nets, or trawls.
3. In a narrow channel, a sailing vessel shall not hamper the safe passage of a power driven vessel which can navigate only inside such a channel.

Having the right-of-way is small comfort when viewed in the light of a damaged hull and possible injury to those on board.

Sound Signals. One, two, or three blast sound signals are considered course indicating signals or some other action of the part of the vessel sounding such signals. These signals are given only when vessels are in sight of one another. The signals should be answered in the same number of blasts.

One short blast (1 second) means "I am altering my course to starboard . . .

Two blasts mean "I am altering my course to port . . .

Three blasts mean "My engines are going astern . . .

DANGER SIGNAL. Five or more short blasts are given to avoid collision or when the action by the other vessel is in doubt. Light signals may supplement sound signals. Sound signals are used under the international rules of the road mainly for power-driven vessels.

As an example, two vessels are meeting and neither has the right of way; sound one blast and alter course to starboard.

Quiz Of The Month. Match the number to the letter.

- | | | |
|--------------|-------|--|
| 1. Broach | _____ | a. A space between decks used for storage. |
| 2. Gunwale | _____ | b. The upper edge of a boats side. |
| 3. Aft | _____ | c. The vertical distance from the surface of the water to the gunwale. |
| 4. Freeboard | _____ | d. Toward the rear (stern) of the boat. |
| 5. Lazarette | _____ | e. The turning of a boat parallel to the waves, subjecting it to possible capsizing. |

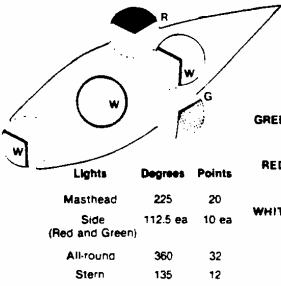
Answers: 1.(e), 2.(b), 3.(d), 4.(c), 5.(a)

RUNNING LIGHT REGULATIONS INTERNATIONAL RULES

See page 33 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.



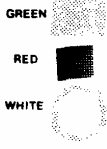
Lights	Degrees	Points
Masthead	225	20
Side (Red and Green)	112.5 ea	10 ea
All-round	360	32
Stern	135	12

Light Visibility

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
 1 mile - combination light

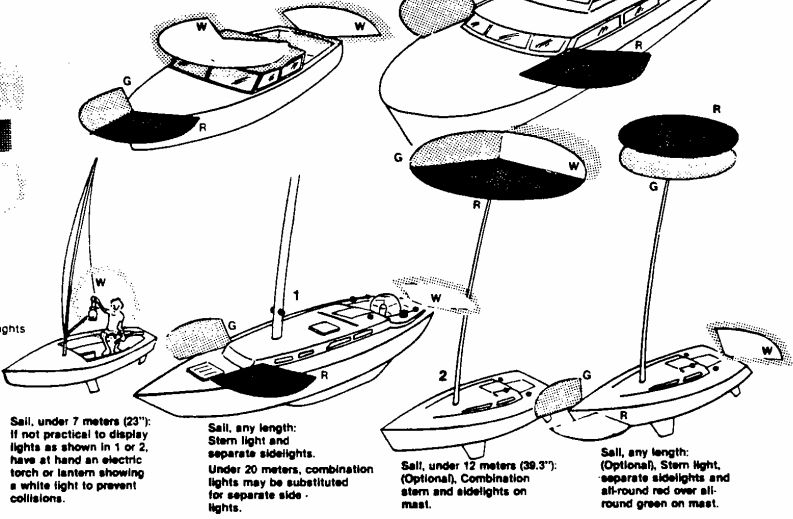


Power, under 20 meters (65.6'): Forward masthead light, combination light and stern.

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

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

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



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.

SAN FRANCISCO / MONTEREY BAY AREA RACING REQUIREMENTS

	YRA MINIMUMS	IORDA	MORA	P.H.R.F.		YRA MINIMUMS	IORDA	MORA	P.H.R.F.
PFDS	X	WWHISTLES	X	X	FLARE GUN				
TYPE IV	X	X	X	X				3 SMOKE	
USCG FIRE	X	X	X	X			6 METEOR	6 RED	
							6 PARACHUTE	2 WHITE	6
BILGE PUMP	X	2(1>10GPM)	10 GPM	2	PLUGS OR SEACOCKS		X	PLUGS	X
			(2nd Recommended)		WATER TANK		X		
ANCHOR, RODE	X	X	>150	X	KNOTMETER OR LOG		X		
FOG HORN	X	X	X	X	MOB PKG		X	X	X
COMPASS	X	2	2	2	DEPTH MEAS EQUIP		X	X	X
CHARTS	X		X	X	SAFETY HARNESS		X	X	X
CLOSING PORTS, HATCHES		X	X		SHROUD CUTTERS		X		X
SELF BAILING COCKPIT		X	X		VHF RADIO		X	RECOMMENDED	RECOMMEND
BOW PULPIT		24"	X		BUCKET OR HEAD			X	X
STANCIONS, LIFELINES		24"	X	X	TWO BERTHS			X	X
FUEL PETCOCKS		X			STOVE			X	X
RADAR REFLECTOR		X	X	X	FOOD WATER			X	X
WATERPROOF FLASHLIGHTS		2	1 PER PERSON	2	FIRST AID KIT			X	
LIFE RAFT		X		RECOMMEND	RDF			X	
ENGINE FOR PROPULSION		X	X		EMERGENCY STEERING			X	
FUEL		5 HRS	4 HRS		SEA WORTHY HULL, ETC.			X	X

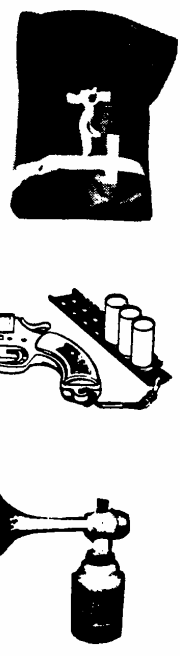
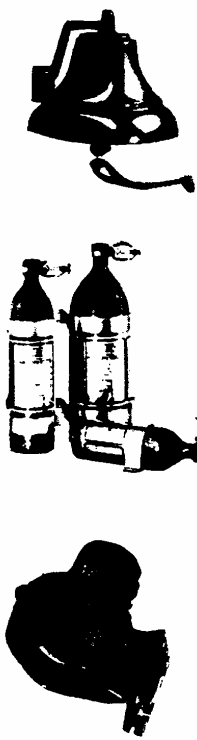
In addition to the above items, all Coast Guard requirements must be met.

These requirements are accurate as of 9/30/81 to the best of our knowledge. West Marine Products cannot be held responsible in the event of error.

(REPRINTED COURTESY OF WEST MARINE PRODUCTS, PALO ALTO)
EQUIPMENT REQUIREMENTS

U.S.C.G. REQUIREMENTS

Equipment	Less than 16'	16' to 26'	26' to 40'	40' to less than 65'	PAGE
Bell	None	None	Yes	Yes	32
Whistle/Horn	None	Audible at least 1/2 mile	Audible at least 1 mile	Audible at least 1 mile	32, 51, 23
PFD's	I, II, III or IV at least one for each person (kayaks and canoes inclu.)	I, II, or III at least one for each person. At least one Type IV	I, II, or III at least one for each person. At least one Type IV	I, II, or III at least one for each person. At least one Type IV	18, 21, 23
Fire Extinguisher	If no fixed (Halon) System installed in machinery space... At least one B-I type (not req. on boats <26' if gasses are not trapped)	Same	At least two B-I types or one B-II. When approved fixed (Halon) system installed, one less B-I type O.K.	At least three B-I or one B-I and one B-II. Same as previous categories in regard to fixed system	51
Visual Distress Signals	None except Approved Night Signals if Operating at Night	Approved Day and Night Visual Distress Signals	Same	Same	17, 18
"No Oil Discharge" Plaque	None	None	Yes	Yes	Available in our Stores
Pollution Prevention	Fixed or portable means of disposing oil to reception facility	Same	Same	Same	63
Back Fire Flame Arrestor	One per carburetor on all gas engines except outboard	Same	Same	Same	N/A
Numbering	Required if vessel equipped w/propulsion machinery of any type	Same	Same	Same	Available in our Stores
Ventilation	*See Below	Same	Same	Same	57
Marine Sanitation Devices — See Page 65					
Running Lights — See Page 96 for Requirements					



* Boats Built after 5/25/40 and before 8/1/80 — (for every engine and fuel tank compartment) at least 2 ventilation ducts fitted w/cowls or equivalent — at least one exhaust duct installed so as to extend to lower portion of bilge and at least one intake duct installed so as to extend to a point at least midway to the bilge or at least below level of carburetor air intake.
 Boats Built After 7/31/78 but prior to 8/1/80 — requirement for fuel tank compartment can be omitted if there is no electrical source of ignition in fuel tank compartment and if fuel tank vents outside of boat.

MINIMUM USCG VISUAL DISTRESS SIGNAL REQUIREMENTS

See page 17 and 18

Day and Night			Day Only	
<p>3 Handheld Red Flares</p> <p>Model 157792 ShWt 1 List \$15.40 Only \$11.95</p>	OR	<p>12 GA Gun and 3 Red Meteor Flares</p> <p>Model 147249 ShWt 2 List \$19.00 Only \$14.50</p>	OR	<p>3 Handheld Red Aerial Flares</p> <p>Model 152231 ShWt 1 List \$14.99 Only \$11.95</p>
	OR	<p>25 MM Gun and Either 3 Red Meteor Flares OR 3 Red Parachute Flares</p> <p>Model 157784 ShWt 6 List \$89.97 Only \$69.95</p> <p>Parachute flares For use with 25 mm flare gun only (157784). Model 123117 ShWt 1 List \$20.78 Only \$17.25</p>	OR	<p>3 Handheld Orange Smoke Flares</p> <p>Model 157800 List \$20.87 Only \$17.75</p>
			OR	<p>Orange Flag with Square and Circle Patterns</p> <p>Model 147223 ShWt 1 List \$10.80 Only \$8.95</p>

All equipment and flares must be USCG Approved, and Flares marked with expiration date.

These requirements are accurate as of 9/30/81 to the best of our knowledge. West Marine Products cannot be held responsible in the event of error.