



October 1983

POTTER TO POTTER

Newsletter of the Northern California West Wight Potter Assn.

Commodore Barbara Simpson (415) 254-2621 Secretary/Editor John Ockes (415) 656-2984
Historian Frank Winans (916) 421-4295



Sailing Schedule

November 5 Alameda - Bay Side
December 3 Del Valle Reservoir & Concannon Winery



From the Bridge

In the July newsletter I wrote about the El Nino phenomenon. As a member of the Cousteau Society, I recently received news of more damage being done by this warm water current.

Vast sections of coral reef in the Pacific Ocean and parts of the Atlantic are now bleached out lifeless structures. Loss of the coral reefs endangers all sea life. Not only do reefs provide feeding grounds for many marine creatures, but the structures themselves host many different forms of life, from the moray eels and lobsters that inhabit the reefs' caverns to the algae living in the corals.

The corals are invertebrate animals called polyps that secrete limestone around themselves to build colonies and vast reefs--at the rate of three feet per thousand years.

An algae called zooxanthellae through photosynthesis take carbon dioxide, nitrogen and phosphorus expelled from the animals and return needed oxygen, carbohydrates, and amino acids. In a sense, the animal provides the plant with fertilizer and the plant provides the animal with food. The algae are also responsible for the brilliant colors the corals display. But if the algae are stressed by pollution or climate they flee the corals, taking with them the polyps main source of nutrition. Once that occurs the coral polyps die, leaving only bleached white limestone, structures that soon begin to disintegrate. The algae have clearly fled the growing coral deserts in atolls and reefs in the oceans of both hemispheres.

On the reefs off the west coast of Panama alone, 90-98% of the hard corals are dead. The sea urchins are already at work eating the remains. At this rate, it will take hundreds of years for the reefs to recover.

The weird weather that ruined our last sail at New Hogan was yet another part of this phenomenon that affects our sailing, our weather, and the water we love.

Barbara J. Simpson

Missing Persons

A few of our members have moved without a forwarding address and your editor would like to keep in touch with them. If anyone knows where they have gone, please let me know.

Arlen & Arlene Abbott Cecil & Susan Seay Robert Doerr Homer Jones

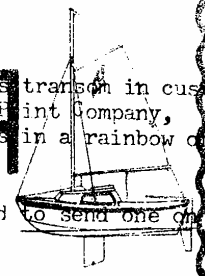
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WEST WIGHT POTTER

Dry Paint

Have you ever thought about putting your boat's name on your Potter's transfer in custom lettering? Ray Monroy #110, "Witzy", did it the easy way. Apache Dry Print Company, (2) Hamilton Drive, Novato, CA 94947, (415) 883-3300, has 26 letter styles in a rainbow of colors. The cost is \$2.00 an inch.



Ray sent me some flyers about the dry transfer signs and I'll be glad to send one on to you. Just send me a stamped, self-addressed envelope for the flyer.

John Ocker

Commodore Barbara Simpson (415) 284-2522 (A) News Editor and Treasurer (415) 284-2584
Historian Frank Winans (916) 421-4292

Rain and thunderstorms on the preceding Friday evening apparently scuttled the Potter fleet's spirit of attending this sail. Hindered by the weather, the turn-out at the Logan consisted of Carl Kunze and Eric Maack in #438, Frank Winans in #691, and Stan Butler in #850.

Saturday offered a mixture of clouds, sun, and moderate winds. The major event of the weekend was an exploratory sail of the lake. From the Bridge

Stan Butler (850)

In the July newsletter I wrote about the El Niño phenomenon. As a member of the Coast Society, I received a letter from Barbara Simpson regarding the current. Optional Sail: Oakland/Alameda Estuary and Sailor's Fleamarket, October 17th

Only three boats showed up for this sail: Bill Sprietsma (#205), Chuck & Mike Nugent (916) and John & Barbara Simpson (#266). The sail was a market. Barbara Simpson has been a member with Potter #1110.

There were light winds which increased some in the afternoon. Bill Sprietsma and Chuck & Mike Nugent sailed to where the estuary meets the Bay and back again.

We decided the next sail will be out of Alameda on the other side onto the Bay. Hopeful Bill & Joyce might join us. Barbara Simpson (#266) believes she has a plan to provide the sail with food. The sail is also stressed by pollution of the estuary.

Next Sail: Alameda - Principal Boat Ramp, Saturday, November 5th
Launch time: 9:30 am. Take Webster Street in Oakland thru the tubs to the garage under the Estuary to Alameda. Continue heading west on Webster Street until you get to Eric's Street. Turn right and drive past the high school. Then turn left where it says "boat ramp" and you're almost there.

Membership Dues 1984: Dues are Due are Due are Due are Due are Due are Due are Due

Yes, next year's dues are still a great bargain for \$8.00, that is, until January 1. The commodore and treasurer feel the association should have a small contingency fund so that means after January 1, the dues will then be \$9.00 for 1984. Make your check out to John Ocker.

Membership box score (so far) for 1984:

Grant	Nearing	Sprietsma
Gotcher	Ocker	Stanton
McKinney	Olin	Tralongo
Monroy	Simpson	Van Cleave
		Zoener
		Quill
		Thayer
		Wissler
		Kunze

A new membership list will be made available with the December newsletter. When you renew your membership, please include the area code with your phone number on the check. Also in the new section, please include your sail number and boat's name.





SAFETY EQUIPMENT

In addition to the safety equipment required by law (personal flotation devices, fire extinguishers, lights, etc.), it is essential to carry additional equipment to protect you and your guests from the hazards of this area.

A suitable anchor and at least 300 feet of line will hold a powerless vessel off the rocks. Never try to beach a boat in high surf or rocky areas.

The common occurrence of fog DEMANDS A COMPASS, CHARTS AND RADAR REFLECTOR and a sound knowledge of their use. Depth sounders, radio direction finders or other electronic positioning equipment are extremely valuable in this area. If fog is forecast, think twice about your trip.

A marine radio is the best friend of the mariner in distress. The Coast Guard currently monitors Channel 16 (156.8 MHz) VHF-FM or 2182 kHz AM.

Extra food and water should be kept aboard when long trips are planned.



FILE A FLOAT PLAN

Whenever boating on large waterbodies, the cautious boater will "file a float plan." Write down your vessel's name or CF number, the length, type and color of boat, power, cruising range and speed. Include the number of passengers and their names and phone numbers. Most importantly, write down your destination, time of departure and time of return. Then put down the phone number of the nearest Coast Guard station. Give the float plan to a reliable person who will notify authorities if necessary.

DON'T FORGET TO CANCEL YOUR FLOAT PLAN!

Free boating safety classes explaining required and recommended equipment for small boats and offering training in good seamanship are conducted throughout California by the U.S. Coast Guard Auxiliary, the U.S. Power Squadrons and certain chapters of the American Red Cross. The Department of Boating and Waterways offers, for \$2.00, a home study boating safety course. For more information write Department of Boating and Waterways, 1629 S Street, Sacramento, California 95814 or phone (916) 445-2615.

A GLOSSARY OF NAUTICAL TERMS



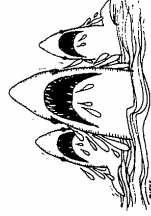
The two terms most commonly used in boating are "PORT" and "STARBOARD"

PORT—Facing the bow, "Port" is on your left. It is easy to remember: "Port" has "four" letters, and "Left" has "four" letters. So "Port" is "Left."

STARBOARD—Since there are only two sides on a boat, and Port is one of them, it is obviously clear that the other one is left. "Starboard" is left.

Other necessary Nautical Terms

- AHEAD**—The nautical term of "ajohn."
- ASTERN**—Without humor, i.e. "The Captain told no jokes. He was astern Captain."
- AMIDSHIPS**—This condition exists when you are completely surrounded by boats.
- ANCHOR**—What you display when you find you're completely surrounded by boats.
- BERTH**—The day on which you were born.
- BUNK**—Phony sea story.
- BUOY**—A buoy is the floating device you always smash into when trying to avoid the submerged obstacle the buoy is there to warn you about.
- CHANNEL MARKER**—Tells you which station you're tuned into on your TV set.
- DINGHY**—The sound of a ship's bell, i.e. "Dinghy-Dinghy-Dinghy-Dinghy."
- DISPLACEMENT**—Accidental loss, i.e. When you dock your boat and later you can't find it again, you've displaced it.
- DOCK**—Nickname for a medical man.
- EDDY**—Nelson's last name.
- HEAVE-HO**—What you do when you get seasick, and you've eaten too much ho.
- HITCH**—The thing to look for when a millionaire invites you on his boat... especially if you're a female!
- KEEL**—What your wife does to you when she finds you've bought a boat!
- LAUNCH**—The meal eaten aboard a boat at about noontime.
- MOOR**—Amount of people needed for a boat-party, like "The moor, the merrier!"
- OAR**—When you have a choice, like "This... oar that!"
- PORThOLE**—A hole in the left side of a boat—or is it the right side?
- QUARTER-DECK**—The floor on a cheap boat, which cost about 25¢ to install.
- SHOAL**—Worn by female sailors on chilly nights.
- TIDE**—A commercial detergent.
- SUPERSTRUCTURE**—A structure that's a lot better than the one on your boat.
- WAKE**—What friends attend when you've been careless with your boat.



Welcome

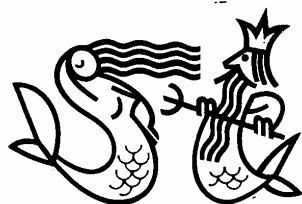
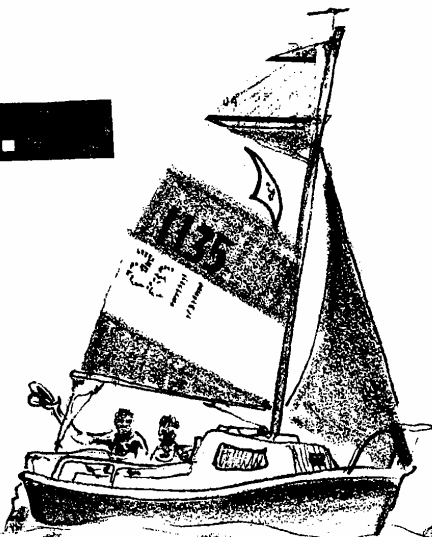
MEMBERSHIP

Welcome Aboard: New Members

Ranney W. Thayer, Deckhands: Janice, John
1444 Kim Court, Apt #1, Campbell, CA 95008
Telephone: (408) 374-1288
Boat's name: "Water Bug", Sail number 766

John & Agnes Quill, Deckhand: John "J.P."
15058 Milford Street, San Leandro, CA 94579
Telephone: (415) 483-5655
Boat's name: "Pitter Potter", Sail number 222

Jim & Loubelle Wissler
500 Gower Street, Los Angeles, CA 90004
Telephone: (213) 465-2019
Boat's name: "Tadpole" (formerly "4 Sail"), Sail Number 1135



Give us your ideas for stories

LETTERS

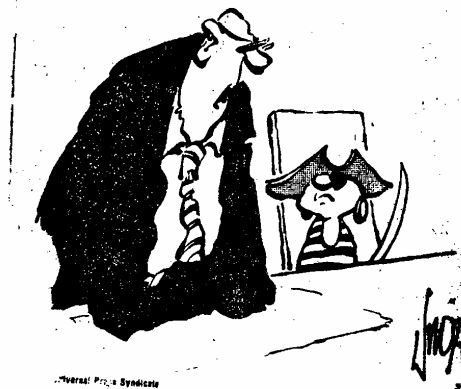
□ ARE YOU KIDDING

John Colley asked in *Volume 74* if the big step to living aboard cuts into sailing time because, "it's too much bother to secure a liveaboard for sea". Definitely not. In fact, just the opposite is true from our experience. Joyce stows the coffee pot, bake/broil oven and TV, and wedges the geranium plant between the faucet and bulkhead in the head. Meanwhile I unhook the water, electric and telephone umbilicals and we're ready to go in ten minutes — fifteen at most.

Compare this with running around the house — like we used to — collecting clothing, food, booze, etc., and then transporting them to the car, driving to the marina, unloading the car and stowing them onboard. Are you kidding, John?

P.S. Living aboard is not "a big step". We enjoy it as much as reading *Latitude 38* every month.

Bill Wight
Aboard *Forever*
Ballena Isle Marina



"My daughter tells me you're hoping for a career in shipping."

"Captain, there's a personal message to you from the admiral," reported the communications officer.

"Well, read it to me."

The officer read: "Of all the blundering, stupid, dimwitted idiots, you take the cake."

"Have that decoded at once!" demanded the captain.