



April 1984

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

April 29	Opening Day on San Francisco Bay
May 5	Petaluma
May 19	Richmond
June 2-3	Woodward Reservoir
June 16	Martinez
June 30-July 1	West Wight Potter National Regatta



To be scheduled: Weekends of July 15, August 4 & 19, Sept 8 & 15, Oct 6, Nov 4, Dec 1

From the Bridge

The annual luncheon was held April 7 at the Encinal Yacht Club in Alameda. Twenty members showed up for a more than abundant lunch. There were no cries of "Where's the beef?"

After lunch we retired to the Regatta Room to elect new officers. Your new officers are: Commodore--Bill Sprietsma, Historian--Jeffy Barrilleaux, and John Ockes--Newsletter editor. A sailing committee to set the sailing schedule will consist of former commodores: Stan Butler, Jerry Barrilleaux, and Barbara Simpson. After some discussion, it was decided to forego a vice-commodore at this time. John Ockes submitted a treasurer's report and said there is \$392 in the treasury which should be enough for the year, and also the association has 75 Potters in the fleet.

We decided that in addition to the first weekend in the month for our usual sail, the third weekend would be included in our scheduled sailing events during the months between May and September. So, members, if there is a certain time or place to sail just let someone on the sailing committee know about it. Also, if you are going on a sailing vacation and would like other Potter-Yachters to go with you, advertise in the newsletter. There is a tentative sail to Catalina Island in August. See Jerry Barrilleaux for more details.

I know my successor, Bill Sprietsma, will do a great job. He has really become a valued member of our club. Our continued appreciation goes to John Ockes for the professional job he does as newsletter editor as well as managing the club's finances, membership, and secretarial duties. Jerry Barrilleaux will be our new historian after two wonderful years of that job performed by Frank Winans. Jerry will also be busy as our Regatta Chairman.

It has been a pleasure serving as your commodore for the last year and I want to thank you for your help, friendship, and the good times we shared.

Barbara J. Simpson

WEST WIGHT POTTER



MEMBERSHIP

Welcome Aboard: New Members

Dick & Marybeth Armitage
2308 Alva Avenue, El Cerrito, CA 94530
Telephone: (415) 237-4425
Potter-15, Sail Number 1110, "Gutzzy"

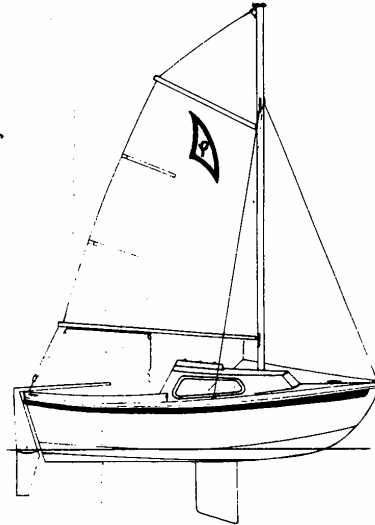
John & Rogena Bassarear, Deckhands: Steve & Jennifer
2001 Bordeaux Street, Half Moon Bay, CA 94014
Telephone: (415) 726-3559
Potter-15, Sail Number 739, "Baby Doll II"

Philip Sullivan
P.O. Box 301, Occidental, CA 95465
Potter-15, Sail Number 1051

Richard & Diana Adams P-15
4819 I Street, Sacramento, CA 95819

Alan Buckley & Gayle Ten Brink P-15
4209 Dunsmuir Avenue, Oakland, CA 94619

Harold Movills Jr P-15
2523 Pyrenees Street, Stockton, CA 95210



Welcome Back: Renewed Membership

Robert & Joan McKechnie
2529 Capitol Avenue, Sacramento, CA 95816
Telephone: (916) 447-6590

CLASSIFIED

Sails For Sale

Are your sails ready for another season? Ray Monroy ordered a set before he sold his P-15 and bought a P-19. The sails are yellow and white with reefing points. Asking \$300. Also, Ray has a 2 burner alcohol stove, in excellent condition for \$75. Telephone: (415) 821-2825

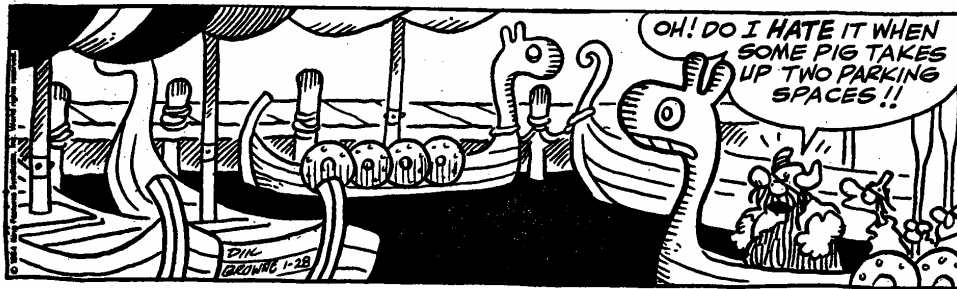
Potter-15 For Sale

Here it is and ready to sail: #851, red hull with a main, jib & jenny sails along with a galvanized keel. Asking \$2900 for boat and trailer. Call Ed Holland at (209) 666-8647, 3140 Madera Avenue, Los Angeles, CA 90039.

Catch a wave

Great Idea . . . Now Why Didn't Someone Think Of It Before ? ? ?

Did you ever have your centerboard come off its pin because you hit a submerged object or got stuck in the sand on the beach? Here is the solution from Howard Bradley of the Southern Idaho Potter Fleet. Raise or remove the centerboard from the trunk, drill and tap a hole on either side of the slot, then fit a piece of bandiron across the opening. Of course, the bandiron must have matching holes to fit a couple of bolts. Then paint your handiwork.



Boaters need good judgment

Rules, Rules, and More Rules

For those into sailboat racing, know that the racing committee will hear protests from skippers whose right-of-way has been violated by another skipper. To be good at racing, it takes a lot of practice and a knowledge of the racing rules.

Those of us who sail Potters are not into racing unless it is on some other kind of sailboat. At our national regatta, the only rules to be concerned with are these: courtesy, safety, and having an enjoyable sailing event. One rule that all sailboat skippers should be aware of is the opposite tack rule; that is, the skipper on a starboard tack has the right-of-way over a skipper on a port tack, whether racing or cruising.

The 17th annual West Wight Potter National Regatta will be held at the Encinal Yacht Club in Alameda on the weekend of June 30-July 1. There will be a series of 3 races and there will be trophies for each class of Potter sailboats. There will also be trophies for the ladies "powder puff" race.

HMS Marine will be hosting a luncheon for us on Saturday and we expect a great turn-out for the banquet that evening. Return the entry form with your entry fee to Barbara Simpson today.

NATIONALS

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1984 WEST WIGHT POTTER NATIONAL REGATTA ENTRY FORM

HULL NUMBER _____ BOAT TYPE (Circle One): Gunter Rig, Potter-15 Mark I/II, Potter-19

NAME _____ NUMBER OF PERSONS ATTENDING EVENT _____

ADDRESS _____ PHONE NO. () _____

I need an overnight berth for my Potter: YES _____, NO _____ \$5.00 Entry Fee enclosed _____

Send this form with the entry fee to: BARBARA SIMPSON, 12 BROOKWOOD ROAD, ORINDA, CA 94563

STATEMENT OF SKIPPER: I assume the risk of all hazards of the races for the 1984 WWP National Regatta on June 30 and July 1, 1984. I agree that I shall hold blameless the Northern California WWP Association and its members, the Encinal Yacht Club and the San Jose Sailing Club and their members from liability for any injury, damage, or loss incurred by my entry in the event and related activities, releasing and waiving any and all claims that might arise from my participation.

SIGNATURE _____, DATE _____

It shall be the responsibility of each skipper to ensure that his/her vessel complies with the appropriate US Coast Guard rules and equipment.

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NOTICE TO MARINERS



Sunday, April 29: Opening Day on San Francisco Bay

Launch time: 8-9:00 am. Due to the large number of boats expected to be in the passing parade going past the St. Francis Yacht Club, an early launch time is recommended to avoid the traffic jam at the launch ramps.

We will put in at the public launch ramp in Sausalito as we did in the January sail to Angel Island. Drive north on Bridgeway Avenue and rig your boat next to the railroad caboose on Locust Street. The launch ramp is on Turkey Street $\frac{1}{2}$ block south next to Zack's and Yet Wah Restaurants.

If you are so inclined, join the other boats in Richardson's Bay that are sailing over to San Francisco and back. Others of us will be sailing up Raccoon Straits where there will be a navy ship with a minister on board blessing the sailboats. From here we will head to Ayala Cove aka Hospital Cove and watch the parade of boats on top of Angel Island.

Saturday, May 5: Petaluma River Sail

Launch time: 10:30 am. We will be heading to Marin County and meet at the Petaluma River Public Fishing Access (free). This is directly under the Petaluma River overpass bridge off highway 37, about 3 miles northeast of U.S. 101. From highway 37 going northeast, use the Atherton Avenue/Black Point Road, exit and follow the Black Point signs on Harbor Drive for 1 mile. The launch ramp is on the right.

If you are traveling southwest, use the first frontage road exit after crossing the bridge. Note: be sure to bring your motor and ample fuel. As usual, bring a picnic lunch but there are a few places on the river for rest and recreation.

Saturday, May 19: Richmond Harbor

Launch time: 10:00 am. Join us for a couple of informal races in the inner harbor as well as general sight-seeing in the area. If there is time and if the weatherman cooperates, we'll venture out into the bay. The Richmond Yacht Club is at the marina and we may be stopping there for refreshments.

Directions: Drive north on highway 17 to Richmond, then turn left at Marina Drive. Next, drive to the end of the road and turn left again. The launching ramp and parking are both excellent here. No fee.



Just What We All Wanted

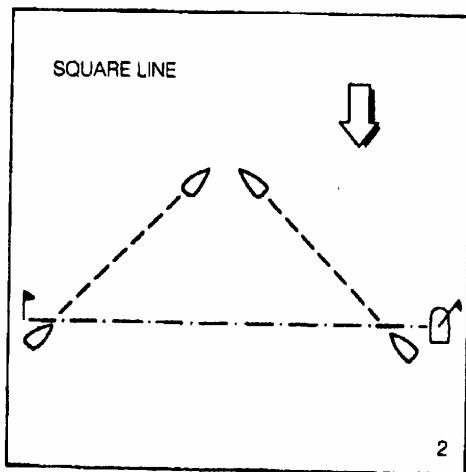
At one time or another the idea of having a T-shirt or windbreaker with the outline of the Potter on it for our members was discussed. John and Barbara Simpson came up with one better--a sailing cap with the Potter name and picture on it, and the size is adjustable.

The Simpson's brought the caps to the annual luncheon and it appeared that everyone bought one who was there. The caps were ordered at the boat show and the price is \$4 each. The supply is limited but more will be ordered if there is a demand for them.

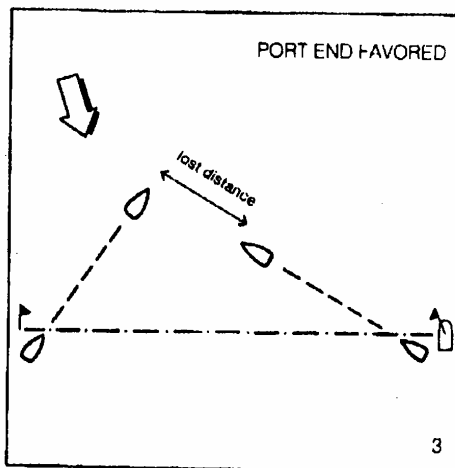
Knight-White Rider, This is Adam-12--Do You Read Me ? ? ? No! Over and Out . . .

National Marine Electronics, 108 So. Acline St, Lake City, SC 29560 has a free electronics catalog if you write for it. Norton Bell has called my attention to a marine VHF hand-held radio transceiver for \$69.95, lists for \$249. It has 6 channels for transmitting and receiving and it is about the size of a large pocket camera.

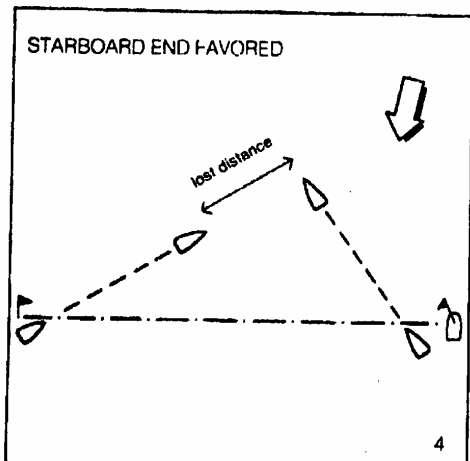
STARTS



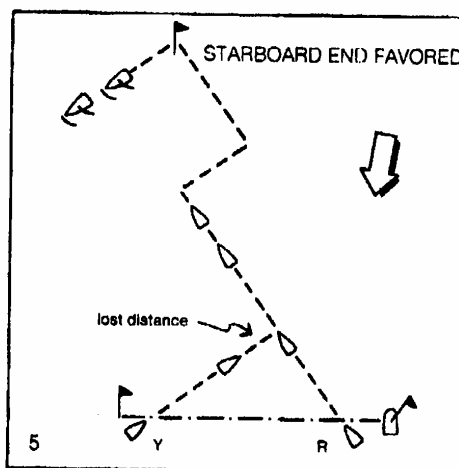
A square line is perpendicular to the wind direction. All boats get an even start, because they're all on the same rung of the ladder.



The port end is favored. The boat at the port end starts three lengths in front.

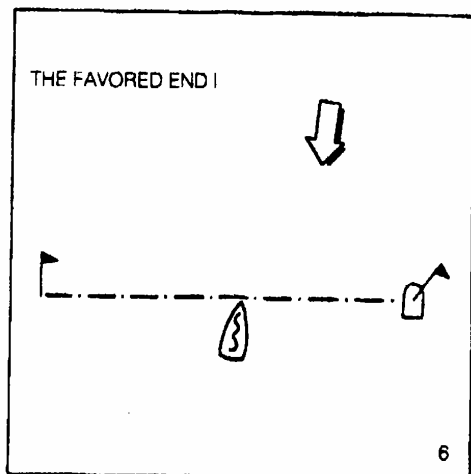


The starboard end is favored. The starboard tack boat is on a higher ladder rung than the port tack boat.



The port end is closer to the mark, but the starboard end is closer to the wind. Which end is favored?

The starboard end, as our example shows. R never loses her initial advantage versus the wind; R crosses Y and leads her the rest of the way. Lesson: If it's a windward leg, the favored end is closer to the wind, always.

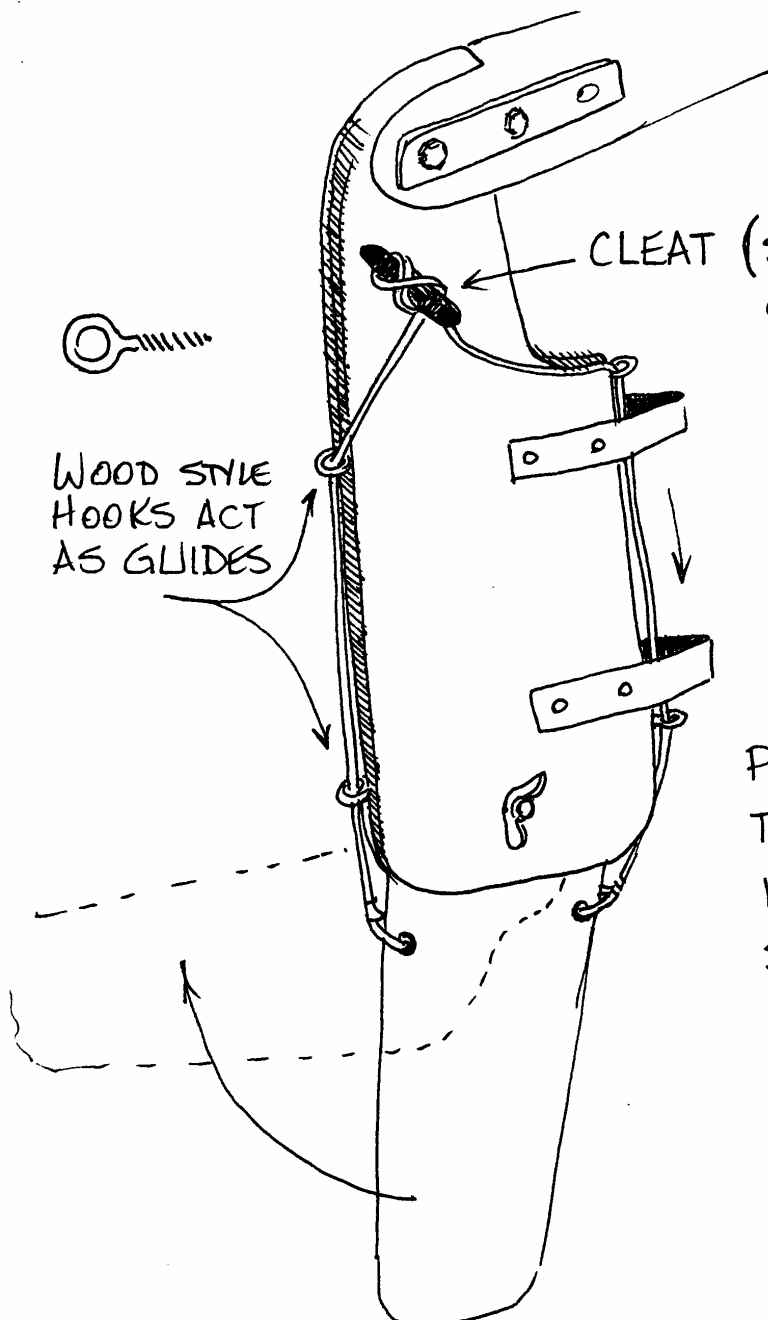


The standard way to find the favored end. When you luff head to wind in the middle of the line, your bow points towards the upwind end.

Sailing solution

Jim and Loubelle Wissler are avid sailors in Southern California. Jim has come up with some excellent ideas to improve upon his Potter and from time-to-time his sketches will be in the newsletter. The Wissler's will be here for the Nationals and you can see first hand all their modifications.

For the rudder control device, Jim suggests a one-piece line 8 inches longer than needed for cleating the line tightly in place to keep the rudder in the "up" or "down" position



CLEAT (SAME SIZE AS USED ON MAST FOR MAIN)

WOOD STYLE HOOKS ACT AS GUIDES

EASY TO REACH FOR THE HELMSMAN (AWAY FROM THE MOTOR MOUNT) & YET OUT OF THE WAY.

PRESSURE PULLING ON THE AFT LINE & CLEATING IT PULLS THE FIBERGLASS SECTION UP; THE PART OF THE LINE GOING DOWN INSIDE THE RUDDER SUPPORTS PULLS IT INTO SAILING POSITION WHEN TIGHTENED.

I DRILLED 2 HOLES IN THE FIBERGLASS & PUT THE ENDS OF THE LINES THROUGH & WHIPPED THEM, THEN LEFT SUFFICIENT LINE FOR CLEATING.

N.W. BELL



"Bumblebee" sails to Mexico



Photo by Cal Davidson

On the sixth day out from Long Beach, California, I finally found it necessary to heave-to, as the wind and seas had increased to a point where *Bumblebee* was being slammed sideways off of huge cresting seas. The noise inside was frightening, as the little sloop was bounced around like a cork by the greybeards marching westward. My destination was Honolulu, and I was attempting to reach it in probably the slowest possible manner, by sailing before the tradewinds in a 14-foot West Wight Potter.

My reasons for choosing such a tiny vessel were in no way aimed at providing sensational seafaring news for the press, but instead reflected my confidence in tiny cruisers and, in particular, the Potter design. I had earlier cruised offshore in a decked-over International 14, and found great personal satisfaction in small boat cruising.

The wind and sea conditions continued to worsen until, with even only my tiny storm sail up, *Bumblebee* was overpowered. Without warning a shroud broke, sending the mast and rigging crashing down on deck. Suddenly the sunny shores of Hawaii seemed very distant. I managed to recover all of the rigging and spent the morning trying to jury-rig a mast to complete the voyage. After repeated attempts to raise the 19-foot spar failed, I resigned myself to wait for calmer weather to do my work.

Down below, I toasted a picture of my wife throwing a snowball which had melted 25 years earlier, and awaited a break in the gale.

The weather soon moderated and I was able to shorten the length of the mast with that most valuable rigging tool, the hacksaw.

Thus I was off again, this time with a 13-foot mast supported by a jury-rigged shroud made of 3/8-inch dacron line. I then set the trysail in place of the main.

I decided to abandon my plan of sailing to Hawaii, as I had no confidence in my newly shortened rig. It would be a hard long beat back to the Southern Californian coast, so I elected instead to turn and run down the strong northwesterlies toward Baja California. This was the course which presented the least possible danger to the rigging. *Bumblebee* and I surfed happily along toward the shores of sunny Mexico.

Pacific Skipper

One evening, just at dusk, I sighted a slight smudge on the horizon to starboard. Consulting my chart I concluded that it was Guadalupe Island.

It was dawn when I saw lights at Punta del Norte on Guadalupe. Closing the island took hours because of my slow speed. I sailed alongside the 85-foot *Californian* out of San Diego and 20 or more charter fishermen looked *Bumblebee* over. No one said anything as they were probably too astonished at the sight of such a small vessel. I said, "Good morning," twice and no one answered. Feeling like a bad traffic accident, I tried to stimulate conversation, "What is this place?"

Captain Don Daniel came up, answered that it was Guadalupe Island, and invited me aboard. I paid-off *Bumblebee* on a line and found my balance was almost gone. I ate breakfast and drank lots of coffee.

I called my wife by radio-telephone and told her I was going to Mexico. Captain Daniel loaned me charts and a *Coast Pilot*. As I left he gave me a case of oranges.

I enjoyed cruising down the leeward side of the island, sightseeing. Much of the trip involved rowing, as there was no wind. It was the first time in two weeks I had seen the sun.

Leaving Guadalupe Island, *Bumblebee* ran south under twin genoas with the jury main furled. I decided to look at the Baja California coastline for the first time. This decision almost cost me my boat.

It was quite hazy and the visibility was poor. I closed and found myself deep in a bay. *Bumblebee* was soon in the breakers with combers ahead and too much wind. I got out and gained a lot of sea room, but it was in this maelstrom that the lower rudder gudgeon was loosened. I found out about it when the boat careened around in the middle of the night. By then the gudgeon was on its way to the bottom.

I jury-rigged an overhand knot in the middle of a 3/8-inch dacron line which became the lower gudgeon. The ends of the line ran port and starboard around the transom, up each side of the hull to the jib sheet fairleads and blocks. The jib sheets were secured with the standby jib cleats from then on.

The rope gudgeon would wear out in one-to-four hours, depending upon the wave action. After making gudgeons for days, I saw Cabo San

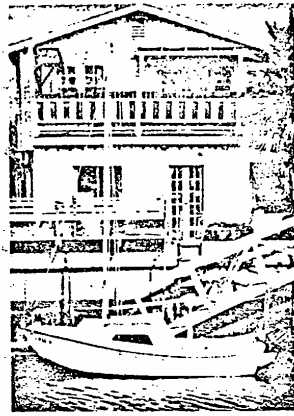


Photo by John Erke

Lazaro around noon. By 2100 I hove-to, north of Punta Magdalena, all lined-up and waiting for first light to go into the Bay. I made up two new gudgeons as I didn't want a rudder casualty as I entered.

Morning came and there was no port to enter. I sailed around, looking for the coast and hoping the haze would burn off or blow away.

I slept until 1000, came on deck to find no wind with the sun beating mercilessly down. I could see 100 miles of sandy, deserted beach clear to the mountains at the south. *Bumblebee* was 10-to-15 miles off Boca Flor de Malba. I stripped off my filthy wet clothes, let the sun warm me, and commenced to jury-rig as a gentle breeze came up. I set the genoas wing-and-wing off the double headstays. They lead away from the bow, forward instead of aft, with a whisker pole between them. I sheeted them home in the conventional manner. The wind filled these sails and helped keep the bow going in the right direction.

The next morning I piloted by the mountains, started in about noon and in the evening saw "Paps," the light on Cape Falso. The wind was up and *Bumblebee* couldn't carry the storm trysail easily. It was pitch dark. I kept taking Paps' position until I was certain we wouldn't run aground, then hove-to.

By morning we had drifted south. The wind was worse and the seas were breaking. As I came on deck she took a sea down the hatch which hit the hot lantern and broke the glass.

The seas were off the port beam and *Bumblebee* could only carry the storm trysail. She had so much

weather helm I could just hold her, yet the seas had to be navigated.

By 1500 I couldn't hold her any longer. I was running out of steam. *Bumblebee* had to carry some jib or we were going to Mazatlan. I ran up a piece of storm jib, less than two snaps. She carried it and this eased the weather helm, giving me relief so that I could continue holding course.

It was late afternoon when I didn't have to beat anymore. I removed the stop on the storm jib, and ran it up. When I made my turn to the East I knew the last battle was won. *Bumblebee* was running now, close-in we passed the Friars and, laughing, we entered Bahia San Lucas.

This cruise from 2 May lasted 25 days, 8 hours. We sailed 1,300 miles and the best time logged was over 100 miles in one day. I only consumed 5-1/2-gallons of water, which convinced me, that although I was wet and cold most of the time, I had been carrying too much fresh water. Next time I will be able to carry canned food and stay within *Bumblebee's* weight carrying limitations. All water was sipped from straws and never poured or evaporated by cooking.

In previous cruises I have learned the folly of having onboard a radio, having lost two of them. My Rolex chronometer was extremely accurate for navigation and, being waterproof to 110 fathoms, was certainly more durable than radios. Also, for the wet, one complete change of clothes was ample. Cared for, they drained and dried to a damp. Nothing was lost over the side. Everything had a lanyard or line to prevent this, including myself. Paddles are for ping pong and oars for rowing, steering and can become tillers, whisker poles, booms and other things. Hand pumps are for dribbles in hard to-get-at places -- buckets are for bailing.

Bumblebee will incorporate the new West Wight Potter Mark II's heavier centerboard, new type mainsail and spade rudder for the next cruise, later this spring.

At sea there is a sense of antiquity that I feel and a tradition within myself that awakes. Where I once steamed with Navy shipmates, I now sail silently, yet never more free. My goal is to go further than before. With the serenity and tranquility I seek the hardship and danger. It is all adventure and my sport. It is what I like to do. ■