



February 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, March 9	San Rafael Marina
Sunday, April 14	Encinal Yacht Club Annual Luncheon



At The Helm

The sail on February 9, 1985, from Sausalito to Angel Island, was forecast for rain. But on the morning of the sail I awoke about 5:30 am., looked outside and saw stars! I turned on the weather radio--the forecast was for cool, clear, 10 to 20 knot winds on the Bay waters. Another perfect day for Potter sailing.

Don Wilson (P-19 #221), Dave Grant and crew George Coleman (#1053), and John Graham (#312) launched at the Turney Street public launch ramp. I went on over to the Clipper Yacht Harbor launch ramp looking in vain for other Potter-Yachters. As it turned out, Terry and Mary Gotche arrived 24 hours late and had a nice quiet sail on Sunday.

We had a gentle 5 to 10 knot breeze to carry us over to Angel Island where we tied up and went ashore for a picnic lunch. After eating, John Graham, who had beached his boat, gave a nice demonstration on how to leave a lee shore. He just paddled out to deep water, dropped his rudder and center-board and sailed away. He made it look very easy.

Dave and George headed for the east side of the island with talk of Alcatraz Island and city front cruising. The sail back was great. Some smooth water, some chop, winds light to moderate, but at times over 20 knots with splash and spray over the bow. Something for everyone.

Bill Sprietsma, Commodore

Update: The Many Ways To Potter

In the very near future, De Marsh will be making a new table of contents along with additions to "The Many Ways . . ." which will be sent out with the newsletter. De has spent many hours interviewing members and assembling the articles to make this highly worthwhile booklet for all of us.

Perhaps you have made some modification on your boat that would be of interest to other members or have an article of interest, then please send it on to the editor.

WEST WIGHT POTTER

And The

WINNER!



The Commodore will announce at the annual luncheon in April who the lucky winner is who designed the best burgee for our association. More information about the luncheon at the Encinal Yacht Club in Alameda and the National Regatta will be announced in next month's newsletter.

Potter-19: Improvements In The Making

Don Wilson (P-19 #221) informed the commodore about his new 110% Lapper that was used on the February 9th sail. The Lapper was purchased as a special package from H.M.S Marine, Inc. last fall. During the sail Don was beating past Alcatraz against a brisk wind and the active drop typical of the Gate. The Lapper performed very well in that it not only improved light air performance but seemed to balance the boat better in the higher winds.

Joe Edwards of H.M.S. Marine will replace the small jib with the Lapper on all new P-19's as a standard item. Joe is also experimenting with a bulkhead mounted daggerboard winch that is permanently installed near the main hatch. If passing the test-of-time, this too will become a standard item. Operating the board from the cockpit would be a significant improvement.

Historical Notes: by Jerry Barrilleaus, Association Historian

Since there are many new members in our association, it is time to review the history of our prestigious yacht club in Northern California.

The club was founded in April of 1978 with 4 boats belonging to Herb & Virginia Orford, Chip & Pierra Shackleton, Jim & Carol Mangels, and Dory Taylor. Through their efforts, they found other Potter owners. On May 21st the first sail was scheduled at Del Valle Reservoir in Livermore with a 13 boat turnout.

Our first commodore was Jim Mangels followed by Stan Butler, then Don Bergst, Jerry Barrilleaux, Barbara Simpson, and currently Bill Sprietsma. The club was designed as it still is today to be informal with our only goal to have a good time sailing.

I was sailing the Bay alone in my Potter for 4 years before the club was formed. Today it's very reassuring to look out over the water and see a whole fleet of these great yachts. We can all learn and become better sailors while meeting a great bunch of wonderful people. And I am proud to be a Potter-Yachter.

A Brand New Daughter

Captivating . . .

A baby girl has arrived and brought happiness with her to the proud parents, Mahendra & Gwen Singh. Wendy Marie Singh arrived at 7:03 am on February 9th, weighing in at 8 pounds 7 ounces and 21½ inches in length.

Wanted: Potter-19

Mr. and Mrs. Ray Gorsuch have decided to purchase a West Wight Potter-19 and are looking for a pre-owned yacht in good condition. If any of our membership knows of a P-19 then please contact the Gorsuch's at 1119 State Lane, Napa, CA 94599. Telephone: (707) 944-8687.

Next Sail: Saturday, March 9, San Rafael Marina

Launch time: 10:00-10:30 am at the Lock Lomand Marina. From the East Bay, turn off at Albany and drive across the Richmond-San Rafael Bridge. You'll soon turn onto route 101 and when you get to San Rafael turn right on San Pedro Road. The marina is about 2 miles east located at 110 Lock Lomand Drive where you will find parking and the launch ramp.

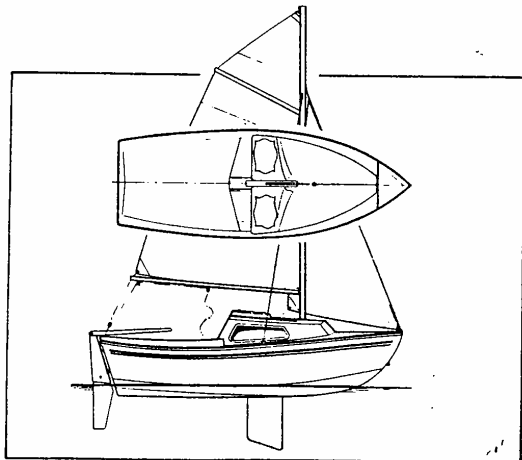
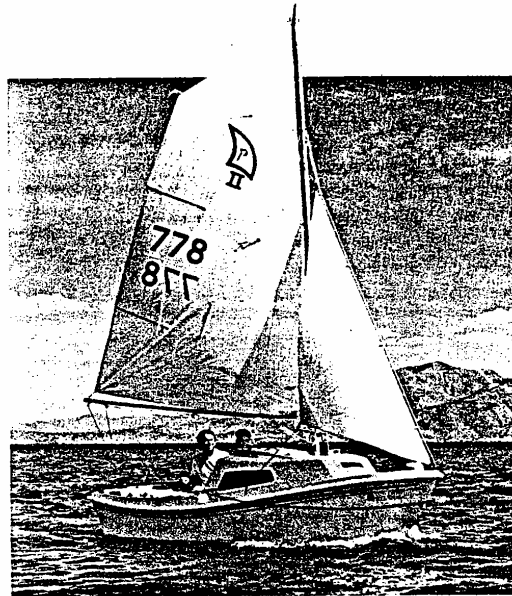
There is a shopping center and restaurants here. Bring a picnic lunch and we'll explore the waters in this area. After the sail we'll stop at one of the restaurants for a late afternoon snack or dinner. See you there.

Flash: Extra, Extra, Read All About It . . .

In the March issue of the Small Boat Journal is an excellent artical about the West Wight Potter.

West Wight Potter 15

One of the tiniest and possibly best known in this class is West Wight Potter's 15-foot sloop. Originally built of wood in Sweden over 20 years ago, her fiberglass counterpart today reflects this boatbuilding heritage. With more than 2,000 of these midget cruisers sailing throughout the world, her fans have run up an impressive record of achievements, including a voyage from England to Sweden, California to Hawaii and Seattle, Washington, to Alaska. Though her cockpit is not long enough to lie down in, what you get in this tiny package is a well-made little cruiser designed for safety and simplicity. Her cockpit is self-bailing, she is self-righting, non-sinkable and stable under sail. Accompanied by my wife and a friend, I sailed a Potter 15 through a tropical line squall that would have broached many a bigger boat. She held her own admirably. This is due largely to the Potter's wide beam and hull configuration. Her loose-footed main and simulated gaff rig works well with the boat. Other features are a kick-up rudder, fully retractable swing keel and molded-in hull skegs to make her easily beachable. All you do to rig this boat is push the mast upright, connect the



forestay and she's ready to go. Belowdecks are features seldom seen in such small boats — two 6½-foot berths, two food lockers, room for a portable head, chain locker in the forepeak and more than 14 feet of storage under the cockpit seats. Hull, deck and inside liner are of hand-laid fiberglass. Standard equipment includes the sails, mahogany handrails, three-inch foam berth cushions, motor mount, cockpit table, tinted windows, running lights and a choice of blue, orange, yellow or smoke-white hull colors.

Specifications: LOA 15'0"; LWL 12'0"; beam 5'6"; draft keel up 6"; down 3'0"; weight 475 lbs.; sail area 91 sq. ft.; price \$3,895. HMS Marine Inc., 904 W. Hyde Blvd., Englewood, CA 90302. Phone (213) 674-4540.

come sail with us!

THE VOYAGE OF THE LOTTIE RUTH
Part 5

An account of a 500 mile journey from Belleview to Melbourne, Florida in 1889.

Sunday, Dec. 15. The rising sun was a red ball that knifed through banks of clouds and fog to the east. Morning brightened and the mists melted. To the west was the Florida shore - dark pines or sandy bluffs fronted by white beach, desolate except for an occasional clump of summer houses. At six A.M. they passed the immense hotel at Daytona. Shortly after, the mariners sighted the lighthouse at Mosquito Inlet, twenty miles to the south, where they hoped to enter the Hillsborough River. (This inlet is now known as Fonce de Leon Inlet)

By 2 P.M., the Lottie Ruth was abreast of the lighthouse, and opposite the mouth of the inlet. The mariners were approaching the most hazardous moments of the entire voyage. Long heavy swells from the Atlantic smashed on the bar in awesome breakers, and it was over this bar that they must go. By 3 P.M. the boat was at the red and white channel buoy, and they hove to and anchored. Sails were furled and everything lashed down. For half an hour they studied the situation to gather courage and choose the least dangerous place to cross the bar. Ten to fifteen foot swells lifted the boat, and they could see the safe and placid Hillsborough River. They watched great black sharks and porpoises cavoring in the surf.

Now it was up anchor and away- John Garson and George at the oars, Hart at the tiller. As Hart tells it - "None uttered a word, but in our thoughts we realized our position, trusted to the seaworthiness of our yacht and gave ourselves over to the care of the Great Master."

"The oarsmen pulled steady and strong, thus giving the boat the desired headway. The great booming billows raised us gently by the stern, perched us for a moment upon their smooth summits, and rolled on before us, leaving the boat's bow high upon its receding slope only to be lowered in another minute by the uplifting of the stern on the steep slope of the next oncoming billow. In this manner we approached the bar. When nearly upon it a great wave that seemed mightier than any we had seen before came rolling in. Fifty feet behind us it broke. On it came, hissing, seething, foaming and rushing with tremendous force. An instant later it struck us. The sensations we felt and the sight about us we shall never forget. The boat rode upon the wave, bow down and stern high in the air. It seemed as tho we would go end over end. The boat's bow parted the water and threw it out on either side in furrows. We were moving very rapidly. The water banked itself up against the perpendicular transom of the boat's stern and pushed us ahead with tremendous force. All around the waters boiled and foamed in the most frightful yet enchanting manner. In a shorter space of time than it takes to tell it we had been carried fully three hundred yards before the wave spent its force."

Escaping a broach or a pitchpole, less than fifteen minutes had taken them through the surf and into the peaceful safety of the inlet.

The mariners hoisted sail and followed the twisting channel past stunted mangroves and palmetto the three miles to New Smyrna. With the Lottie Ruth tied to the railroad wharf, the exhausted crew surrendered to grateful sleep.

(To be concluded)

Frank Winans (#691)

Hagar The Horrible/Dik Browne

