

July 1985

Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Michael Bartunek 707/422-6327 SECRETARY/TREASURER: John Ockes 415/656-2984 historian; Jerry Barrlieaux

Sailing Schedule



Saturday, August 3	Martinez, Sacramento River
Sunday, August 18	Brannan Island, Delta
Sat/Sun, September 7-8	Woodward Reservoir, Oakdale
Sat/Sun, September 21-22	Santa Cruz Marina
Sat/Sun, October 5-6	Tomales Bay



NATIONALS

The 18th annual West Wight Potter national regatta had 26 entrants racing for 4 different class trophies. They came from as far north as Ashland, Oregon, to as far south as Placentia, California.

To our dismay on Saturday morning, we watched the rain from Encinal Yacht Club as a tropical front moved through from the south. After registration, Terry Gotcher went over racing information. At this time participation plaques were distributed which were provided by Joe Edwards. Coffee was provided by EYC and donuts by Sharon Averill.

There was a break in the weather and the decision was to start the first race. The boats pushed out to the starting line with the gunter rigged P-15's and Potter 19's starting first, then followed by the Mark I & II P-15's 5 minutes later. The winds picked up and there was a lot of action at the first mark. It soon turned out to be a race back to the finish line and dock for a much awaited lunch.

Lunch was 2,6-foot submarine sandwiches with a variety of salads. Thanks, Joe. It began raining again but despite the weather the second race was on. This race was longer and the winds slackened. It was a welcome happy hour after the race with entrants and friends enjoying the yacht club's facilities.

The banquet that evening found 62 hungry sailors enjoying a catered dinner of scallone, veal scalapini, or chicken. John and Anne Ockes were presented with a framed picture of a sailing vessel in appreciation for their work with the newsletter. Dory Taylor was honored with a round of applause as being one of the founding members of the Northern California West Wight Potter Association.

Sunday was a day of clear skies for the final race and the "Potter Puff" race. Trophies were presented to the winners by the race committee chairman, Terry Gotcher. There was one trophy to the gunter rigged, one to the P-19, four to the P-15 Mark I/II, and two in the Potter Puff.

Our thanks go out to Bill and Joyce Wight who provided the "Targa 35" as committee boat; to Terry and Mary Gotcher who started and scored the races; to Stan Butler who provided his boat for the official photographer--John Simpson & Mahendra Singh; Barbara Simpson who set up land activities; and Joe Edwards who provided a great luncheon, trophies, participation plaque and his support.

SAILING REGATTA

Gunter Rigged: David Hogan Potter-19: Don Wilson Potter Puff: 1st Tina Singh
2nd Valeri Vogler
Mark I/II: 1st Jerry Barrilleaux, 2nd Phil Sullivan, 3rd Steve Brandon, 4th Don Bernreuter

Participants: (190) Paul Olivier, (222) John & Agnes Quill, (261) David & Candy Hogan, (266) John & Barbara Simpson & Jim Skinner, (279) David Geisser & Judy Bell, (564) Jerry & Todd Barrilleaux, (604) William & Helen Moore, (610) Dory Taylor, (691) Grank & Inez Winans, (706) Gwen & Mahendra Singh w/Tina & Jason Wray, (748) Mike Bartunek & Claudia Hassler, (817) Don, Dee & Stephanie Bernreuter, (821) Terry & Mary Gotcher, (1051) Phil Sullivan & Valerie Vogler, (1060) John & Anne Ockes, (1077) Gene & Sharon Averill, (1168) Rob McClain, (1205) Bill Sprietsma, (1208) Steve Brandon & Karen Worden, (1244) Bob Fredericks, (1247) Melvin & Mildred Dineson, (1324) Roger Wildermuth, (1378) Sam & Winnie Cocks, (1284) Joe Edwards & Marcia Edwards, P-19 (221) Don & Marcis Charlie Wilson, P-19 (608) Jim Bourque & Maggie Bourque.

Also In Attendance: Bill & Joyce Wight with son Chris (Forever), (512) De & Sydney Marsh, (793) Bob Frisbee, (844) John Seligman, and Jim & Donna Silva.

Hogan's Heroine Arrives:

QUEEN OF THE FLEET

A brand new deckhand arrived at the Hogan household on June 21, 1985 and a very loud "welcome aboard" was heard from all parts of Concord, California. Krystle Colleen, AKA K.C. or Krysti, weighted in at 9 pounds 14 ounces with a length of 21½". David and Candy Hogan (#261) have a new generation of Potter-Yachters going with John and Barbara Simpson as the proud grandparents (#266).

For Sale

CLASSIFIED

Looking for a classy classic? Here is the one for you with all the little extras. This West Wight Potter-15 was built in 1969, #331, has a white hull with blue trim. This yacht comes with a tilt trailer and a spare tire along with a 3 HP Evinrude outboard motor. It is rigged for single sailing but can easily returned to original condition. John Conley is asking \$2,500 for this garage kept TLC boat and is located at 2487 Copperfield Drive in Santa Rosa, CA 95401. Telephone (707) 525-8393 9:00 am-3:00 pm or (707) 544-3521 4:00 pm-10:00 pm.

Last Sail: Woodward Reservoir, June 29 & 30

We found to our pleasant surprise that many of the side roads were paved and the existing road repaved. There was even two new restrooms complete with showers no less. The weather cooperated to make a most enjoyable weekend sail, nice 5 to 15 MPH winds with warm days and cool evenings.

Our Saturday evening potluck dinner and bonfire was climaxed by two birthdays and two cakes. Claudia Hassler and Gail Frankel being the persons honored. Rob McClain, acting in his capacity as a US Coast Guard Auxillary Inspector, surveyed a number of Potters for proper equipment and issued an examination decal for those that passed.

In attendance was Mike Bartunek with Claudia & Mark Hassler and buddy Lorenzo (#748), the Bernreuter family entertained friend Karla Sampson (#817), the Butlers (#850), Sam & Winnie Cocks (#1378), Bill & Carolyn Ellis (#1373), De & Sydney Marsh (#512), and a father-son team: Rob & Brian McClain (#1168). Also there was John & Anne Ockes (#1060), Steve Hoskinson with Liana (#1282), John & Barbara Simpson with Mickey Bow Wow (#266), Bill Sprietsma & Gail Frankel (#1205), and Gwen Singh with new daughter Wendy assisted by Tina and friend Jason (#700). Maj Rodger Wildermuth USAF was there with his kayak type sailboat and by now is the proud owner of a new Potter-15.

Stan Butler

NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.

CATALINA FIVE PLUS TWO AND SEADOG

by
De Marsh

Our adventure began on Friday, June 14 at 0130 AM. It began with a rude, powerful light in my eyes and a female voice declaring, "Either launch it or leave the area."

"Wh! What?" I stammered, emerging from a deep sleep.

That was our introduction to the Long Beach Harbor Patrol.

The Patrol had arrived on the heels of Bob Frisbee and Bob Gossett. Frisbee is the author of the impromptu Catalina Cruise described in the December '84 Potter News. The two Bobs successfully negotiated with the Patrol to allow us to sleep aboard tied to the dock.

A late morning start found us motoring past the stern of the Queen. We cleared the Long Beach Breakwater at 1112 AM on a heading of 210 degrees towards Ismus Harbor, 22 nautical miles and 7 hours away. The island was not visible.

A pretty sight, our Potters five, with sails up and rails down: Don Bergst, #797; Michael Bartunek and crewman Leo Cavanagh, #748; Bob Frisbee and crewmembers Bob Gossett and Seadog, #793; Terry Gotcher, #821; and De Marsh, #512.

Don Bergst paced the fleet. His boat self-sailed past as he nonchalantly went about his house cleaning chores. Meanwhile, the two Bobs and Seadog took to fishing, catching and cleaning a respectable mackerel. I asked Bob what breed of dog Seadog is. He claimed her to be a Russian Bilge Hound; the only breed in the world capable of holding water for 42 hours. Good thing.

Our estimated time of arrival met expectations, 615 PM with hooks down in beautiful Emerald Cove, rafted two by two.

The next two days were interesting and varied. An overheating outboard forced me, with Mike as escort, to seek repairs at the Ismus. The other three boats explored the seaward side of Catalina. Magically my engine cured itself, so we went scuba and snorkle diving instead. A \$3 permit allowed us to go ashore that evening to meet up with our companions a short distance across the Ismus. They agreed to sail back the next day to meet us near Emerald Cove; to spend the day together; and then to start for the mainland the day following.

Some high points: Don Bergst has a floating repair shop and managed a difficult outboard handle repair at sea. Mike Bartunek discovered the cold light produced by chemically activated luminous light sticks, make fine anchor lights. Hamburgers and breakfasts at the Ismus are excellent and inexpensive. Weekends at the Ismus are rife with wild parties including Mariachi Bands. The warm, clear Catalina water is an aquarium of sea life. Five Potters rafted together are beautiful and we have the pictures to prove it. And five Potters rafted together go bump, bump, bump, bump, bump in the night.

We departed 0907 AM Monday, June 17. It was a downwind sleigh ride with strong winds and seas approaching the breakwater. Terry Gotcher finished at 0306 PM. All were reefed down except the two Bobs and Seadog. They surfed in with it all hanging out wing and wing.

Would I go again? Maybe, but not until a four day "Fanny Rash" becomes a dim memory. And that may take a while.

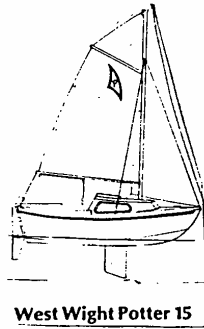
POSTSCRIPT: KUDOS to Terry Gotcher for a well planned and well executed sail. THANK YOU Terry.

"Welcome aboard..."

NEW MEMBERS

John Seligman,
248 3rd Street, Ashland, Oregon 97520
Telephone: (503) 482-8460
P-15 #844, "Picalomeanie"

Dodd and Mary Thorpe
86 Hartley Drive, Colusa, CA 95932
Telephone: (916) 458-2829
P-15 #620 "Mini Mini"



Next Sail: Martinez Marina, Saturday, August 3

Potter Cruising

We will be sailing on the Carquinez Strait which is also the Sacramento River. The winds are usually brisk this time of year which make it a challenging sail. On the other hand, the winds could be very moderate which will make for an easy sail.

Directions: Driving north on route 680, turn off at Marina Vista which is just before the Benicia Bridge. Turn right on Ferry Street then on Northcourt Street to the marina. If you're coming on Route 4, turn off at Alhambra to Marina Vista to Ferry St. to Northcourt St. Launch time as usual, 10:00 am.

Bring a picnic lunch and may tie up at a park as last year. We may stop at a restaurant after the sail and explore some of the interesting shops and antique stores in Martinez.

And The Following Sail: Brannan Island, Sunday, August 18

Let's Have Some Fun!

On past sails we have taken the Three Mile Slough/San Joaquin/False River route to Franks Tract and lunch. We have also sailed up-river to the Point Restaurant at Rio Vista. Skipper's meeting will be near the launch ramp at 10:00 o'clock. Bring your suggestions for a Delta destination.

Directions: If you are driving from the south, take highway 4 to the Antioch Bridge, then north on Highway 160 about 13 miles to the park entrance. Driving from the north, take your best route to the junction of Highway 12 and Highway 160 east of Rio Vista, then 3 miles south on route 160 to the entrance.

Letter From The Editor:

General Information

At the Woodward sail I talked to the commodore and 3 past commodores of our association regarding a dues increase for 1986. They all agreed that is necessary because the present \$8.00 dues does not cover the printing of the newsletter, postage, stationery supplies, and the "Many Ways to Potter" sent to new members.

It was suggested that the dues be increased to \$10.00 dollars. New members would be charged \$25.00 which would include their dues, initiation fee, a burgee, and the "Many Ways to Potter." Also the present officers would be exempt from dues--the commodore and the newsletter editor/secretary/treasurer.

Your ideas and suggestions on this matter to make the association more prosperous would be appreciated by the commodore or the editor. While you're writing things down, let us know about your concerns of the association's activities. We aim to please.

NEW MEMBERS

"Welcome aboard..."

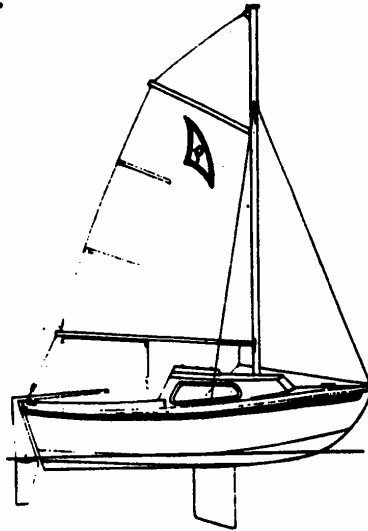
Frank and Carmen Arenz, Deckhands: Walt & Bob
4079 Shasta Street, San Diego, CA 92109
Telephone: (619) 270-5188
P-19 #210 "Shamu"

Bruce Hood
1865 L. 8th Street, #120, Chico, CA 95926
Telephone: (916) 345-6695
P-15

Major Rodger Wildermuth, USAF
P.O. Box 1327, Travis AFB, CA 94535
P-15

Frank Hirleman
5200 Whitney Blvd, P.O. Box 2691, Rocklin, CA 95677
P-15

George and Annie Bunn
87 Shore Drive, Middletown, Rhode Island 02840
P-19



NATIONALS SAILING REGATTA

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1985 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 1985 WWP National Regatta on July 20 and July 21, 1985. 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 for 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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NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.

From The Race Chairman: Terry Gotcher

Let's Have Some Fun!

The 1985 WWP National Regatta will be the third that I have had some official involvement with. As is the case of things that are done more than once, they become easier. Hopefully, the on-the-water glitches of past regattas will not reappear.

After each of the past regatta I have received numerous cards, telephone calls, etc. from WWP owners saying that they wished they had entered and joined in with everyone. The Encinal Yacht Club in Alameda, California makes this the MUST DO West Wight Potter event of 1985. Dining, swimming at the pool, overnight RV Parking, motels nearby, and the best sailing in the Bay area.

The races are low-keyed with a minimum of rules. The only important rule being to remember the pointy end from the flatty end of your WWP. We are very fortunate to be able to use such excellent facilities for our regatta and I strongly urge you to participate in this great event.

The Voyage to Catalina Island



The cruise from Los Angeles to Santa Catalina Island will begin Friday morning, June 14 and return to the launch site Monday evening on June 17. We will be exploring the eastern shore of the island Saturday and Sunday.

A skipper's meeting will be held for this cruise at the home of De & Sidney Marsh on Sunday, June 9th, at 10:30 am, located at 212 Revere Avenue, Hayward, CA, (415) 471-4467. The purpose of this meeting will be to select a launch site and time, overnight anchorages, special gear, etc. Also, will we caravan to Los Angeles?

Before you decide about going, I suggest a few items to consider. First, you must be completely self-contained. We may not have the opportunity to go ashore from launch to recovery. Now some other things. Is your car ready for a round trip to Los Angeles? What about the wheel bearings on the trailer, when did you last check the grease? Do you have a tounge lock? Bring enough outboard motor fuel for a round trip. Spare parts including a ready gapped spark plug, boat flares, fenders, compass, foul weather gear, food, water, extra anchor and line. Does the main sail have reefing points? Radio? I will have a C.B. walkie-talkie for channels 5, 14, & 35. Etc., etc.

Any skipper in the Los Angeles area who wishes to join the cruise may call me on Sunday, June 9th for the launch time and location.

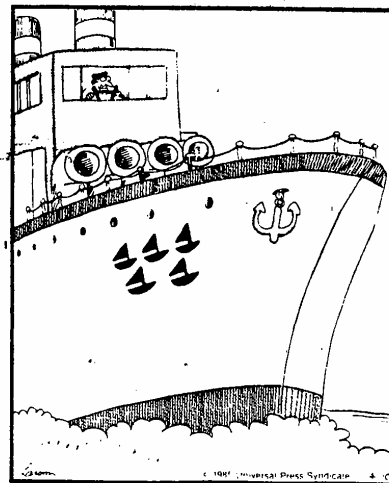
Terry Gotcher (408) 238-3656

Let's not forget...

For those who send in their West Wight Potter National Regatta entry form to Barbara Simpson will receive a packet of information about the regatta, Encinal Yacht Club facilities, banquet, etc. For those who will be on the race committee, spectators, volunteers, or will just come for the banquet must let Barbara know that you'll be there in order to reserve a place for you and guests. Call Barbara at (415) 254-2621 or drop a note at 12 Brookwood Road, Orinda, CA 94563

At this time, the menu and cost of the banquet is not available but will be posted in next month's newsletter.

Send us your news

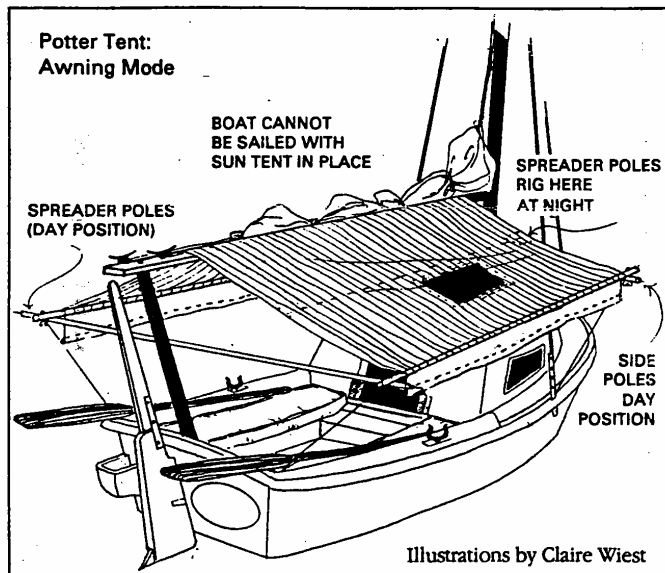


Pottering with a Potter: One Owner's Experience

Our Potter *Tam Lane* first took to the water in 1977. She was well-behaved, stable, and pleasantly "shippy" — sort of a "Little Toot" for any fleet. She put unlimited cruising grounds within our reach, towed easily behind our small car, and provided real action for a minimum outlay of

small masthead fitting. Then came a topping lift, jib downhaul (led to the cockpit), and jiffy reefing. I installed turning blocks at the base of the mast and led all halyards to the cockpit, secured on cleats attached to the aft end of the cabin roof.

We found the original tiller too long for



Illustrations by Claire Wiest

cash. However, we felt she needed some modifications to become a truly dependable mini-cruiser.

Hardware

Shortly after our first outing, we made a number of changes to strengthen her rigging. None of the deck fittings were backed up — they were just fastened to the fiberglass with sheet metal screws. I replaced the 3-inch, black nylon, jam cleats for securing the jib sheets with a solid set of cam cleats. I also replaced the remainder of the line-handling cleats with 5-inch models. For safety harness tie points, I added two safety rings to the forward section of the cockpit. All fittings were backed up with plywood plates and fastened with stainless steel hardware.

The sail was attached with a luff rope in a slot in the mast. To make it useable for cruising, we added nylon shackles and slugs. I removed the small check block used for the main halyard and added a

two people in the cockpit, so we shortened it. Finally, I replaced the short single-section rails on the cabin roof with two three-section rails. Climbing around on such a lumpy boat requires good handholes, and they have been of great help ever since.

Storage

The 14 cubic feet of storage as advertised consists of two 1 by 1 by 7-foot voids under the cockpit seats, accessible only from the inside of the cabin by arranging oneself into a sort of prenatal crouch. All of this is further complicated by the ever-present centerboard trunk. Invariably, we always needed something located halfway into that 7-foot mine shaft, or worse yet, all the way aft. Our solution was to build two hatches in the middle of the cockpit seats — one port, one starboard. Four plastic dishpans installed under each seat gave easy access to gear and supplies, and kept them dry.

Don't miss
the boat



Compass

The sloping after cabin bulkheads are a delight to lean against while someone else is at the helm, and we didn't want to mount a compass there. We compromised by building a small splashboard for the lower part of the companionway, and fitted a mount on it for our 4-inch Danforth. The centerboard is iron, and close: we had to determine the deviation to get accurate readings.

Auxiliary Power

Because the Potter's low rig makes it possible to become becalmed while trying to leave a slip, auxiliary power can be useful. I decided oars would be sufficient but later added a Seagull. I mounted two rowlocks in the gunwales but almost ripped them out the first time I tried rowing. I corrected the problem by inserting 1½-inch-square by 20-inch-long oak backup plates beneath each rowlock. Unfortunately, the Potter didn't row too well with my 7-foot oars, and longer oars would have just created further storage problems.

Cabin

The 3-foot-9-inch headroom listed in the HMS Marine brochure is accurate if one measures directly down from the upswept inner cabin corner to the slope of the V hull, through a hole cut to accommodate a Porta Potti. Though 3 inches of that valuable headroom is lost just leveling the potty, this arrangement does afford one privacy — along with a physical workout befitting an Olympic gymnast.

Tent

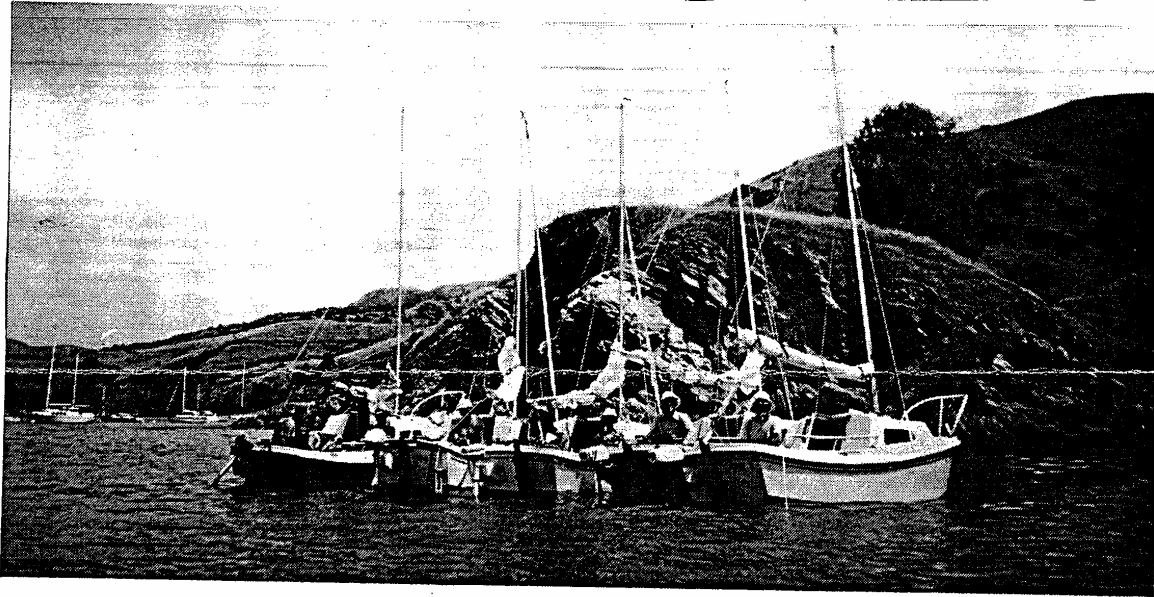
The Potter is not easily fitted with a tent, but we think it's worth the trouble to make it truly a cruising boat for two. We developed a tent out of awning material that can be used as a daytime sunshield or as a tight night rig. Though it worked fine, if we were to make another, we would choose a lighter fabric.

SMALL BOAT JOURNAL #41 February/March 1985

WEST WIGHT POTTER

Santa Catalina:

Just 22 miles
across the sea,
time stands still



It's the island of romance

From left to right are the following yachtsmen: Bob Frisbee, Bob Gossett & Sea-Dawg (#793), De Marsh (#512), Mike Bartunek & Leo Cavanaugh (#748), Don Bergst (#797), and Terry Gotcher (82

For more information, write the Santa Catalina Island Chamber of Commerce, P.O. Box 217, Avalon, CA 90704. It is suggested that you reread the article in last month's newsletter, "Catalina Five Plus Two and Seadawg."

Saturday Sailor by Karen Ravn

All week I'm adrift in a workday world with standard routines to repeat,
Racing the clock straight from nine until five toward deadlines I'm scheduled to meet.

But part of me always is out on the boat, off in a world of my own,
Racing the wind toward horizons unseen to reach destinations unknown.

Off in the boat where the air's crisply cool and the sunlight falls warm on my face,
Feeling as free as the gulls overhead the captain of my separate space.

All week when my mind's filled with profits and losses and thoughts of succeeding or failing,
My heart yearns for Saturday out on the boat where I always would rather be . . . Sailing.

Candy Hogan (#261)