

JUNE 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 Barrireaux

## Sailing Schedule



Sat/Sun, June 29 & 30	Woodward Reservoir, Oakdale
Sat/Sun, July 20 & 21	WWP National Regatta, Alameda
Saturday, August 3	Martinez, Sacramento River
Sunday, August 18	Brannan Island, Delta



Mike is off to the Santa Catalina Island sail and will tell us about it in next month's newsletter. In the meantime he left us a message about the overnigher sail at Emery Cove Marina on May 18-19.

Three brave Potters met Saturday morning at Emeryville to sail into the predicted 15-30 mph Bay winds. The boats included Michael Bartunek and Claudia Hassler (7:8), Steve Brandon and Karen Worden (1208), and Ron and Aldrene Lamb (P-19 #211).

We sailed under the Bay Bridge, along the San Francisco city front, and then around Treasure Island. We had a nice sail until it went from "windy to windier" as we headed around Treasure Island. We reefed our sails, furlled and dropped the jibs, and sailed back--some of us white knuckled--to the Marina.

We located our guest berths for the night then met on board Ron and Aldrene's new P-19 that is complete with a stereo system. They purchased the boat and all from Jim Silva at the boat show. With a couple of bottles of excellent Chardonnay from the Lamb's winery, we congratulated ourselves on being "seasoned" sailors, ready for 15-30 mile per hour winds.

We walked to dinner at the Oceanview Chinese Restaurant and then turned in early. The next morning we all went for another sail, and again practiced reefing, before putting the boats back on the trailers.

All enjoyed the stay at the Emery Cove Marina. Bill Lawson, a fellow Potter-Yachter, is Harbor Master of this excellent facility.

Mike Bartunek, Commodore



**WEST WIGHT POTTER**

## New Members

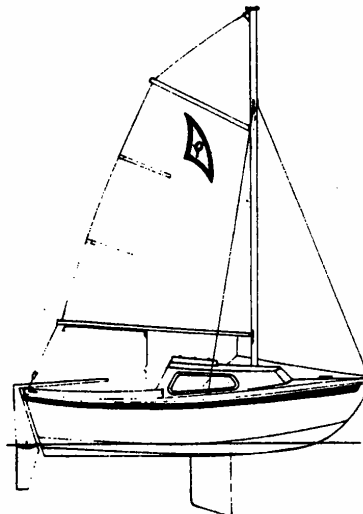
"Welcome aboard..."

Tom and Rae Patton  
19732 Estuary Lane, Huntington Beach, CA 92646  
Telephone (714) 968-7196  
P-15, #358

Capt Donald (USN Ret) and Willow Sparks  
40544 Steamboat Drive, Steamboat Springs, CO 80487  
Telephone (303) 879-4584 P-15

Bill and Helen Moore  
248 Betty Lane, Pleasant Hill, CA 94523  
Telephone (415) 685-0325  
P-15 #604

Mathew and Masami Nolan. Deckhands: Glenn, Steve, Rebekah  
211 Pine Grove Avenue, Biloxi, Mississippi 39531  
Telephone (601) 388-8359  
P-15 #1004 "Sea Dart"



## CLASSIFIED

### POTTER FOR SALE

Sometimes our members will sell their Potter because of new priorities but with Mike and Ray it is a matter of a job transfer or moving to a new location.

For sale: WWP-15, built in 1983, Sail #1321. This plush Potter has about everything such as a neon blue and white hull with blue & white sails, jiffy reefing with main sail slugs for easier rigging, side rails, Topping lift, Dilly tilt trailer, spare tire, nearly new Gamefisher 1.75 HP outboard motor, and a variety of extras the new owner would appreciate. Contact Mike Ekern at 915 West Morrison, Apt. 106, Santa Maria, CA 93454 or call (805) 922-0882. Mike is asking \$4,200 for this cream puff.

For Sale: WWP-19, built in 1983 and is in like-new condition. If you have ever yearned for a larger Potter, now is your chance to have one. This P-19 has a bow pulpit along with side and stern rails, colored sails, VHF, compass, full 12 volt system, heavy duty trailer with a spare tire, and loaded with much more accessories. Ray Monroy is asking \$8,000 and is waiting for your call at (415) 883-5871 (days) or (415) 821-2825 (evenings).

Caps, Anyone ? ? ?

### General Information

It's going to be sunny out on the Estuary and Barbara Simpson will have again, at cost, blue or white caps with the West Wight Potter sailboat and name enblazened on front. If interested, see Barbara at the regatta with \$4.00 dollars cash.

Cards and Letters, Please

### Happenings...

The Northern California West Wight Potter Association was formed in April, 1978 by Herb Orford, Dory Taylor, and two other couples. Since that time we have grown to 105 yachts with members that span the continent. Herb was retired at the time but sold Potters from his home under the business name "Pleasure Sailing."

Herb is now home from the hospital recovering from radiation treatment. Send your get-well cards to his sister-in-law, Wilda Mabry, 983 Cyndi Circle, Chico, CA 95926.

Dory Taylor

Last Sail: San Leandro Marina, June 15



The San Leandro sail saw winds to 20 knots by mid-afternoon with clear skies and a brisk chop. Facilities at the Marina were excellent, the Harbormaster cheerful and pleasant as he arranged berths for those planning to stay overnight.

New member Bruce Hood drove down from Chico with P-15 #1246 and learned a lot about sailing in a stiff breeze. Veteran Bill Spritsma led the pack from the breakwater. Sam & Wini Cocks sailed along from Rancho Cordova and Dave Grant #1053 and his youthful crew were present. Tom Stanton #926 along with Dave Grant with his charming crew (2 daughters) came Pottering at max speed as did Ron and Eldrene Lamb in their P-19.

Two new Potter Sailors whose names we didn't get appeared in Ron's old boat and were last seen heading for Coyote Point. Roger Wildenmuth who anticipates delivery of his new P-15 in July was also along for the ride.

The club members congregated at the Blue Dolphin Restaurant for dinner in the Marina Saturday evening and some of those who stayed until Sunday morning sailed out again to play a tune on the centerboards at low tide.

Bruce Hood, #1246 "Aillte"

Next Sail: Woodward Reservoir, June 29-30, Overnight Campout



This has always been one of our highlight sails of the year because it is a great place to sail, you can launch your boat at the campsite, the pot-luck dinner is always the greatest, the campfire is tremendous for swapping sea stories and roasting marshmallows, and just a great place to have a good time.

The commodore is bringing the jug wine, a birthday cake (someone is always having a birthday), and hot dogs. What you can bring is more wine, a dinner dish such as a salad, beans, vegetables, or a dessert. Other things to bring would be camping gear, perhaps a grill, a water jug, cold drinks, lawn chairs, and firewood. There is swimming at the campsite. Check your bow lights for a sunset sail.

Directions: Drive east on route 120 and on thru Escalon to county route J-14. Turn left and follow the signs to the reservoir. If you drove to Oakdale then turn around and come back. You'll get a map at the toll booth and we'll meet at "Sailboat Cove" almost. At the fork in the road with the sign pointing right, drive left instead and down the road a bit. If you arrive Friday night, leave a paper plate on the bulletin board with a sign on it.

Courtesy Examination

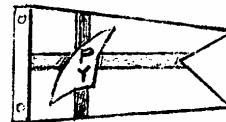
**Anchors Away!**



Roy and Donna McClain are courtesy marine examiners for the Coast Guard Auxillary. If the McClain's can make it to the Woodward sail, you are invited to have your boat's equipment checked. For P-15's, you will need the boat number displayed, minimum of 2 personal floatation devices, fire extinguisher, sound producing devices, visual distress signals, portable fuel tank secured down, paddle or oar, bailer, and an anchor & anchor line. P-19's will need navigation lights. An award of a decal is given if your boat passes the examination.

**Don't sail without your burgee**

It's a great looking club flag with red, white, & blue colors. The cost is \$8.00 at the Nationals and \$9.00 by mail. Bill Spritsma is located at P.C. Box 9785, San Jose, CA 95157



## Wheel Bearings

Does your trailer wheel bearings throw out grease? Dory Taylor solved the problem by replacing the bearings with a "Bearing Buddy" adapter kit. First knock out the old races and place the wheel in the sun for several hours to heat up. Put the new races in the freezer, then when chilled enough place them in the hub. Most boat stores have the "Bearing Buddy Bra" which is a plastic cap that goes over the bearing hub.

Terry Gotcher recommends that the trailer be jacked up when the boat is setting for long periods of time to prevent the wheel seals from being deformed from the weight of the boat.

# LETTERS

## OPEN FLY

Dear Editor,

Many thanks for the complimentary copy of your magazine that occasionally finds its way all this distance to the East coast. It seems that you are much better organized at your end of the states than we are at our end, with regard to singlehanded sailing.

I would like to make a tiny comment concerning your *Scuttlebutt* in the March issue that suggested that those chaps found at sea by the coast guard, quite dead from drowning, always seemed to have their fly undone, and therefore were probably solo seamen having a "whizz" while hanging on to a backstay, etc.

I would like to disagree with this assumption simply because all the chaps that I know who race these boats alone usually "whizz" below decks in tin cans, cardboard milk containers, or the bilges. One man confided in me that he peed in his boots because his feet were cold. Another said that he could do it in baggies and tie it with one hand and flick it out the hatch in one graceful movement. Yet another who preferred to be decent about the whole affair and conduct himself more like a gentleman than the rest of the groaty solo types said that providing he was wearing his thick wooly watch cap he could wedge his head (the thing on top of his neck, not the loo) into the corner of the toilet (head) while standing, thus steadying his entire body for a very correct aim with two hands. This would all prove that it can't be solo skippers falling off boats, but rather more likely excess crew from boats whose skippers are too embarrassed to admit the loss.

I must admit that indeed I for one always sail alone with my fly undone... the entire time I am at sea, and the reason is quite simple. It once was my bad luck to be wearing a pair of blue jeans, I was wet for three days, needed to whizz, badly, and found that my fly had rusted shut. Had to open the thing with a can of "Eezit", a British lubricating oil. Took a little time to open the thing. And that is why from that day on I never do it up -

...while at sea.

Bill Homewood  
Edgewater, Maryland

Bill -

*It's comforting to know that East Coast solo sailors have things well in hand. However, although it's true that a large number of drowned sailors are found their fly open, to the best of my knowledge not one was a singlehander.*

## Potter Cruising Legends

In 1976, 21-year-old David Omick accompanied a survey team to Fairbanks, Alaska. Fascinated by the country, he planned a return trip by boat. Confident that his Potter could survive the trip, Omick set sail from Seattle bound for Ketchikan, 1,000 miles away. In Queen Charlotte Sound, his little boat was battered by 50-knot winds and 20-foot waves. David was twice washed overboard, only to be swept back to his boat on the next wave. Relying on coastal piloting skills, Omick spent 90 days working his way up the coast and exploring the hundreds of scenic inlets and harbors that lined the route. He is believed to be the first to have made that rugged passage alone and in so small a boat. Maybe David had heard, by then, of John Van Ruth.

Van Ruth, of Tucson, Arizona, had purchased his Potter in July 1969 and was soon trying her out in the Gulf of California, learning and gaining confidence. Sailing off the Mexican coast in 1971, he was caught in a storm:

"The wind picked up the morning of departure, and we tacked all the way to Isla San Esteban. The next day the wind was much stronger so I decided to stay there another day hoping it would diminish; it didn't. Just before sunrise, Freya's anchor broke and we went up on the rocks, somehow I managed to get her off after a nightmare struggle, and hard paddling. I hoisted the jib and got away from the island. Freya was holed on the port side, her rudder was sheared off level with the bottom of the transom and the engine was smashed beyond repair. The outboard bracket was hanging by one arm and the motor was underwater. I kept bailing and I was moving southwest with the current and wind.

At first I tried to make a rudder out of my paddle by lashing it to the transom. Finally, I got an idea and used the companionway hatch, cutting a crescent section off one corner, then drilling a hole with a whitling

knife for the bolt. With that, I took out the old piece of rudder and bolted the new one on — it worked beautifully. The rest of the trip was very cold and rough. I had never been in stronger winds. The tops were blown off the waves and I was soaked for 14 hours or so until we arrived at land."

Convinced that his little boat was safer than a larger yacht, Van Ruth departed from Puerto Vallarta in 1972 and arrived safe and sound in Hilo, Hawaii, 80 days later. Wrote Ruth:

"It took 80 days and Freya held up very well. I have cleaned and inspected her hull for cracks, but none are present. I was chiefly worried about the ability of the hull to hold up (when close hauled) to oncoming seas and then when she fell into troughs. At one time, we hauled continually for five days (short 1 hour) with tiller locked and under main only. She self-steers very well close hauled. We made our best day's run of roughly 75 miles. I honestly believe that sailing a Potter from the Americas to Hawaii is much safer than driving a car the same distance on land."

While Potters were earning a reputation for seaworthiness on the high seas, they were also proving their utility as cruising boats on inland waters. In 1970, David Diefenderfer launched his Potter at the end of an oxcart path near Tuxpan, Mexico, starting a voyage that led him through a maze of jungle waterways to Mexicalitan. This ancient Aztec stronghold, now a modern town, was so isolated it had no tourists. Mexicalitan was just one of the many gems Diefenderfer discovered aboard his shallow-draft, easily-trailerered Potter, which he considered ideal for such inland odysseys. Until his death at 80, he used his Potter to pursue his passion for exploring the remote and untraveled waterways of North and Central America.

Because of such feats, the West Wight Potter represents the first of what became a whole breed of sailboats, the microcruiser.

— Larry Brown  
Saxtons River, Vermont

## Full speed ahead.

Starting A Race: What Does The Horns and Flags Mean?

There are two warning shapes or flags (white then blue) that are hoisted 5 minutes apart on the committee boat along with a beep on the horn before the starting shape (red) is raised with a warning sound to start the race. Remember: Will Be Ready for the color of the shapes--white at 10 minutes before the race starts, blue raised 5 minutes later, then red is hoisted 5 minutes later to start and go like @/!\$#&?

This will all be reviewed at the skippers meeting along with some basic rules. About the only important rule to remember is to give way to the skipper who is on a starboard tack. As in the past, there will not be a protest committee after the races to see who committed a no-no. Our annual regatta is meant to be a fun event with friendly competition.

Terry Gotcher, Race Chairman



Luncheon and Banquet at the National Regatta

West Wight Potter yacht builder, Joe Edwards, will be providing a free buffet luncheon for those who are participating in the regatta. There will be a catered lunch for the non-participants and the cost is \$7.86 with tax & tip included.

Last year there was 65 members and guests attending the banquet. The dinner will be catered and will be more exquisite this year. It will have salad, roll & butter, desert & coffee, and a choice of entree--Scalloni (scallops & abalone) in meuniere sauce, Veal scallopini, or Almonds and apple chicken in orange champagne. Cost is \$14.50 with tax and tip included. Send your check and entry form to Barbara Simpson today.

**TIME IS RUNNING OUT!**

**LAST CHANCE**

**NATIONALS SAILING REGATTA**

\* \* \* \* \*

**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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# 1985 WEST WIGHT POTTER NATIONAL REGATTA

## Schedule of Events

### JULY 20, 1985

Registration..... 0830-0930  
Skippers meeting & race instructions..... 1000-1030  
First race - 10 minute warning..... 1115  
Lunch break  
Second race - 10 minute warning will be sounded  
one hour after last finisher of  
first race.  
Cocktails - No Host - Club Bar..... 1800-1900  
Dinner..... 1930

### JULY 21, 1985

Skippers meeting - Powder Puff race..... 1030-1045  
First warning - 10 minute warning..... 1130  
Third race - 30 minutes after finish of last  
finisher of Powder Puff race  
Trophy presentations - 45 minutes after last finisher.

Encinal YC is the second oldest club in the SF Bay Area, and as such has clubhouse and grounds facilities that are well suited for this Regatta. They have swimming, showers, and lawn areas. The view from the second deck will allow spectators to view almost any course that the race committee may select. The location on the Oakland-Alameda estuary allows a sunset view of the East Bay hills that changes each minute. The estuary waters are sheltered and protected from heavy swells and winds.

While the club does not offer ramp launching, it is available from either of two ramps within one half mile at no charge. The club and adjacent parking lots offer ample space for both boat trailer parking and RV parking, no water or electrical hook-up. The Travelodge Motel is 100 yards from the club.

