



March 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

Sunday, April 14	Annual luncheon/business meeting, Encinal YC
Sunday, April 28	Opening Day on San Francisco Bay
Sunday, May 5	Alameda at Ballena Bay
Sat/Sun, May 18 & 19	Emery Cove Marina, 2 days of Bay Sailing
Sunday, June 2	Del Valle Reservoir, Livermore
Saturday, June 15	San Leandro Marina
Sat/Sun, July 6 & 7	Woodward Reservoir
Sat/Sun, July 20 & 21	WWP National Regatta, Encinal Yacht Club



At The Helm

My year of being your commodore will come to an end with the election of new officers on April 14. I want to thank all of you for your support, your ideas and your enthusiasm during this time. I hope that you enjoyed yourselves at our various events as I enjoyed being with you.

I want to thank our sailing committee members: Jerry Barrilleaux, Stan Butler and Barbara Simpson for their parts in suggesting, planning and organizing our many sailing events. The Potter group sailed together more often in 1984 than in any previous year. We also had the largest turnout in the club's history for our National Regatta at the Encinal Yacht Club on the Oakland/Alameda Estuary.

In addition, I want to thank John Ockes for his fine work on the Potter-To-Potter newsletter and the membership roster. John has expressed a willingness to continue on as secretary, treasurer/editor again next year. His efforts are greatly appreciated by all of the members.

Elsewhere in this newsletter you will find an "Official Ballot" for 1985. Please complete the ballot and return it to Bill Sprietsma, PO Box 9785, San Jose, CA 95157, or bring the ballot to the April 14th meeting. Remember, this is a very casual organization. If you would like to be more active you are even encouraged to nominate yourself. But be sure to bring or mail the ballot so that your vote can be counted.

Bill Sprietsma, Commodore

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OFFICIAL BALLOT OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSOCIATION 1985

I nominate the following members to the office listed below. The term of office will be from the election at the annual luncheon 1985 to the next annual luncheon and election in 1986.

FOR COMMODORE: _____ FOR VICE-COMMODORE: _____

FOR HISTORIAN: _____ FOR SECRETARY/TREASURER: _____

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NEW MEMBERS

"Welcome aboard..."

Ray Rieale, To purchase a P-15
7956 Wonder Street, Citrus Heights, CA 95610, (916) 725-0696

Bruce & Sharon Amado, P-19
1661 Hatchery Road, Arcata, CA 95521

Steve & Donna Silva, P-19
363 Melin Avenue, Ben Lomand, CA 95005

Scott Reuter, P-15
3330 Country Drive, Fremont, CA 94536, (408) 797-9065



West Wight Potter 15

Renewed Membership

David Geisser & Judy Bell, #279 "North Star"
160 Ashton Avenue, San Francisco, CA 94112, (415) 333-9048

Change of Address

Bill & Joyce Wight, P.O. Box 2787, Alameda, CA 94501, (415) 523-9018

Classified

For Sale: Don McDonell has a Potter-15 that he wants to sell which includes a Highland Trailer and a Seagull Outboard motor. Don has had this boat since 1978 and has sailed it about a dozen times and says he keeps it in his garage. Asking \$2600. The P-15 is located at 1619 Finch Way, Sunnyvale, CA 94087, telephone (408) 738-1968.

Completed

De Marsh has completed the addition to "The Many Ways to Potter" and will be distributed in next month's newsletter. There are 6 pages on how to improve your Potter with an addition to the table of contents.

Last Sail: March 9, San Rafael Marina



It turned out to be another great sailing day--fair and sunny weather between storms. There was a nice breeze as we sailed out of the marina and by the Marin Islands up to the China Camp area.

We leisurely explored the area and regrouped to sail back towards the marina. The winds became lighter so everyone has a chance to visit boat to boat. As the last Potter sailed into the launch area, the winds began picking up and gray storm clouds appeared. The commodore discovered a pizza parlor in a nearby shopping center where we went for an early dinner along with beer and good sailing stories. This ended another great sail with the Potter-Yachters.

The 8 boats that sailed included John Graham and crew (312), Michael Bartunek and Claudia Hassler (748), Ranney Thayer and Sue Bianchini (766), Don and Stephanie Bernreuter (817), Phil Sullivan and Valerie Voglar (1051), Gene and Sharon Averill (1077), Bill Sprietsma and Gail Frankel (1205), and Steve Brandon and Karen Worden (1208). Dave Grant (1053) and Ray Monroy (P-19, 149) stopped by the ramp to see us off but were unable to join us for the day.

Claudia Hassler

Next Sail & Luncheon/Business Meeting: Sunday, April 14 at Encinal Yacht Club in Alameda

We will meet at the dock of the Encinal Yacht Club at 11:30 am, and refreshments may be had before the luncheon at 12:00 pm. We'll be ordering from the regular lunch menu this year. After the luncheon we will have a treasury report, discuss the 1985 National Regatta, announce the Bergee design winner, plan the sailing events, elect the new officers, and pass "the flag" to the new commodore.

For those who are sailing, launch at the Oakland Estuary Park at 5th Street. Encinal Yacht Club is about a block south on the Alameda side. You may also launch at the public launch ramp at Grand Avenue in Alameda and sail about 2 blocks north to EYC.

If you are driving to this event, take the Webster Street Tube from Route 17 until you get to the drive-in movie theater where there is a Sunday flea market. Follow the signs to the Travelodge which is next to the yacht club. Another way is to drive south on Lincoln Street from Webster, then turn east on Sherman thru a round about route until you get there.

Opening Day on the Bay: Sunday, April 28

The tides and winds will be with us by launching at Emery Cove Marina. From Route 17, turn off at Powell Street and head west until you get to the marina. Launch time: 10:00 to 10:30 am.

Last year some 4,000 power and sailboats paraded from Raccoon Strait south past the Golden Gate Bridge to Fort Point, then along Crissey Field and ended at the St. Francis Yacht Club. This event has been held annually since the late 1930's and highlighted by many decorated boats. Besides bringing a picnic lunch, take along your rain gear and water balloon

1985 West Wight Potter National Regatta: Encinal Yacht Club, July 20 & July 21

Last year's 1984 regatta was such a success that we are repeating it again this year. Berthing will be available for the first 20-25 boats who request it. For those who want to sleep aboard their boat may use the facilities at EYC.

Just as last year, there will be 3 races for the different classes of boats plus a Powder Puff race for the ladies. Trophies will be awarded after the last race. H.M.S. Marine, Inc. will provide a free buffet luncheon on Saturday. Saturday evening we'll hold the banquet.

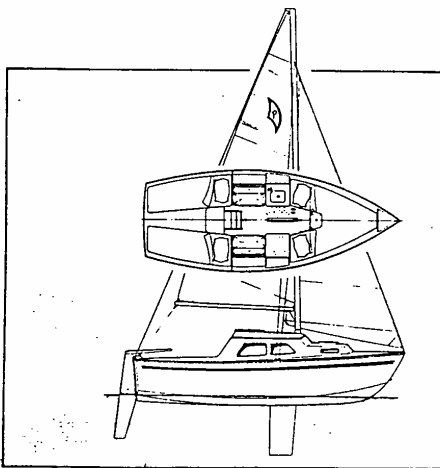
Entry forms for this event will be in next Month's newsletter, so watch for it. Whether sailor or spectator, this is the main event of the year that you'll want to attend.

Barbara Simpson

West Wight Potter 19

This recent addition to the Potter line provides features that should make competitors scramble. Overall, Potter's new 19-foot cabin sloop looks like a boat should. Like the 15, she is of foam-core construction with hand-laid fiberglass. Stability is maintained by the wide bottom and a spade keel design that retracts into the hull so the boat can be beached. Closed-cell foam flotation makes this self-righting boat unsinkable. While her high, dry, self-bailing cockpit and sailing ability may be on a par with competitive boats, it is belowdecks that this 19-footer is unique. Every inch of space is well used. The interior has four six-foot, six-inch berths, a galley/sink freshwater system, an enclosed head compartment, two port and starboard dinette seats and a forward compartment seat that allows seating for five without restricting use of the sleeping berths. Compartments under each berth, a forward chain locker and handy seatback bins solve stowage problems. With the obvious design intention of wasting no space, the Potter 19 has a better interior layout than many larger cruisers.

Specifications: LOW 18'9"; LWL 16'0"; beam 7'6"; draft keel up 6"; down 3'7"; weight 1,225 lbs.; sail area 115 sq. ft.; price \$6,695. HMS Marine Inc., 904 Hyde Blvd., Englewood, CA 90302. Phone (213) 674-4540.



Peter Stryker had everyone in stitches when he talked about sailors diving with their fly open. Actually, it's no joke. Coast Guard statistics indicate that a large percentage of drowned men are found with their fly open. Many sailors prefer urinating over the stern rather than going below to use the head. This "complicated procedure" apparently necessitates wading and good balance. If the statistics can be trusted, perhaps there is some wisdom in the old seafarer's ditty, "Men at sea sit to pee."

THE VOYAGE OF THE LOTTIE RUTH
Part 6

An account of a 600 mile journey from Belleview to Melbourne, Florida in 1389.

Monday Dec. 16 found the Lottie Ruth at New Smyrna. The Carsons spent a day of rest while Hart visited a friend who lived there.

Tuesday, Dec. 17. The restless mariners awoke to an adverse tide, but by 11 A.M. the tide was right and sails were raised. The wind was strong and steady, but dead ahead, and so it was tack, tack, tack up the narrow Hillsborough River. In Hart's words - "In many places we were obliged to tack inside of two boat's lengths. Sometimes we got aground, and were obliged to push off again by the use of long poles." Only the channel markers kept them from getting lost among the thousands of mangrove covered islands.

Sundown brought them to Turtle Mound - a hill 30 ft. high and 3 miles long made of the oyster shells left by the Indians of long ago. They beached the boat and cooked supper on the mound, but clouds of mosquitos and sand flies drove them to mid-channel to eat their fresh mullet, corn cakes and coffee. The wind died, and they rowed for two hours before anchoring for the night.

Wed. Dec. 18. A windless dawn meant rowing until 9 A.M., when a good breeze sprang up. The mariners were now at the north end of Mosquito Lagoon, a long, wide, desolate and shallow stretch of water. With the wind favorable, one long reach took them across, and at the entrance to the Haulover Canal. They towed the Lottie Ruth the 5/8 of a mile through the canal into the Indian River.

It was dead calm, and extremely hot. They drifted until 2 P.M. when a welcome wind from the northeast cooled the air and pushed the Lottie Ruth southward. A schooner was behind them and a race ensued. As Hart describes it - "A large schooner yacht that had started from Smyrna at the same time we did reached the Haulover Canal first. We caught up with her there, however, and we left the canal together. The schooner yacht was close upon our heels and it was nip and tuck to see who would reach Titusville first. For four hours we had an exciting race but we reached the wharf fifteen minutes ahead of her."

The mariners left Titusville at 7 P.M. and now Melbourne was only 46 miles away. Eager to complete the voyage, they rushed on in the gathering dusk.

The Indian River was famous for its fish, and the mariners saw them jumping in all directions. Sometimes they even felt the centerboard bumping fish. The clear waters were highly phosphorescent, and the bow wave and wake were luminous. Every jumping fish left sparkling rings.

At 10 P.M. the wind dropped, sails were furled, and the anchor lowered.

Thursday, December 19. The mariners were awakened at 4 A.M. by a strong north wind, and raising sail, flew southward. They passed Cocoa at 7 A.M. and the resort hotels of Rock Lodge a few minutes later. The wind held, and at noon the Lottie Ruth docked at Melbourne. The 600 mile voyage was ended. The little boat had proven to be seaworthy and an excellent sailor.

On the dock were John Carson's wife, his brother Robert, and his sister Anna. All of them were to sail many times on the Lottie Ruth from the homestead on the Indian River. George, my great uncle, had had the adventure of a lifetime.

The original 12,000 word story of the cruise written by F.B. Hart and published in the Belleview Blade is in the possession of Jessie Shure. She was the daughter of Anna Carson, and remembered sailing in the Lottie Ruth when she was a girl of seven and eight. She lived for many years in Santa Cruz, a lively and sparkling woman until her recent death at the age of 92.

Frank G. Winans

