



OCTOBER 1985

Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

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Sailing Schedule



Sunday, November 3	Richmond to Angel Island
Saturday, December 7	Golden Gate Sail
Wednesday, January 1	Pete's Harbor Annual Brunch
Sunday, January 12	Mystery Sail



Summer is over! The weather is getting colder and darker . . . and the newsletter, Potter-To-Potter, is getting slimmer. Have you found any good sailing articles, made any interesting Potter improvements to your boat, or discovered any good sailing locations for the club? Send them on to the editor who will print just about anything.

To the gentleman who suggested a Clear Lake sail, we are going to try and arrange one for Spring. To the gentleman who suggested the Golden Gate sail, we will give him proper credit after we come back on December 7.

On October 12, Claudia Hassler and I sailed out from Emery Cove for San Francisco's 5th annual Fleet Week opening--offering parading navy ships, parachutists, and the navy's Blue Angels screaming over the Bay. This might be an interesting club sail to consider next year.

My boat (as purchased used) has an interesting modified mainsheet arrangement that may be of interest to our members. There will be a sketch in the newsletter next month and right now I'm trying to identify the pieces of this setup.

Next Sail: Sunday, November 3, Richmond to Angel Island

Be ready to launch about 10:00 am. sharp. We'll be sailing from Richmond Marina which is off Highway 17 or off Cutting Boulevard from Highway 80 heading north. Turn south at Marina Way all the way to the end then turn left to the marina. Parking and launch ramp are excellent and there is no fee.

Angel Island is about a 5 mile sail and it is a fine place for lunching, lounging, and hiking. We will land at Ayala Cove (aka Hospital Cove) at the sandy beach or pay for the use of the guest berths. Rest rooms and snack bar are available at the Cove. If there is time and weather permitting, we could try a sail around the island for the trip back.

Mike Bartunek, Commodore

WEST WIGHT POTTER

I drove to Tomales Bay from Novato on a steep, winding, narrow road that climbed over wild empty cattle country. About four miles from Marshall the road topped a hill, and the entire bay appeared, spread out like a deep blue lake shimmering under brilliant October skies.

Minutes later, I arrived at the Miller Park launch ramp, and began leisurely rigging my # 691, as other Potters arrived: Stan & Dorothy Butler (# 850), John Graham with Ray Johnson (# 312), Steve Brandon & Karen Worden (# 1208), John & Barbara Simpson (# 266), Phil Sullivan & Valerie Vogler (# 1051), Mike Bartunek and Claudia Hassler. (# 748), Rob McLain with crew (1168), and John & Anne Ockes (# 1060), making nine beautiful boats. Soon the fleet was spread across the bay, heading south under light variable winds. Sometimes becalmed, some started motors to catch the leaders, and far behind I saw the blue and white sail of John and Anne. The wind freshened as the fleet skirted the beaches and bluffs of pristine Point Reyes Peninsula, while to port we saw the hamlets of Marshall, Reynolds, and Marconi.

We ran the boats up on Indian Beach, and spread blankets for a noon picnic. To left and right a scattering of sun bathers and swimmers attested the balmy air and warm shallows of the inlet. My chart confirmed that we were close to Heart's Desire. Our companionship was interrupted only when two boats started to drift away on the rising tide. Barbara quickly salvaged # 266, and Steve Brandon rescued my # 691. Thanks, Steve.

At length we began casting off for the sail back. I followed the fleet northward, tack after tack, dropping farther behind as I enjoyed the beautiful uncrowded scene. Then fog engulfed Hog Island, and I motored the last half hour, the last boat in at 6 P.M. Most Potter Yachters headed home. Stan and I spent the still foggy night at Miller Park.

Sunday morning found me eating cold cereal under dark skies. After breakfast, Stan helped me launch, then he and Dorothy headed home. I circled Hog Island, then sailed south in search of Potters. About 10 A.M. I met Phil and Valerie in a Hunter 23, then Steve and Karen in # 1208. I followed them north, wing and wing on a steady run. Too soon, I was back at the ramp preparing to go home. I want to return to this beautiful unspoiled and uncrowded bay.

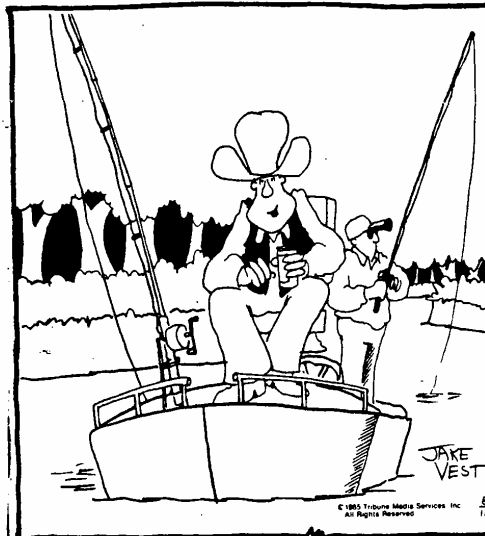
General Information

Q What type of visual distress signal is best in the Bay Area?

A No one signaling device is perfect for every situation. Most of the visual distress signals required by the USCG are "pyrotechnic" devices. The word "pyrotechnic" is taken from the Greek meaning "the art of making fire". Call (415) 437-3310 for complete pamphlets and other information on pyrotechnics and/or signalling flags and lights.

Q How necessary are "spring lines" when it comes to securing your boat?

A We generally think of lines as simply a means of keeping a boat tied to a pier. These lines are known as mooring lines. The most often used mooring lines are the bow line and the stern line. These are simple to use and are usually sufficient, provided that fenders (not bumpers) are suspended from the hull at strategic points to keep the hull from chafing against the float. Spring lines may also be used in close quarters to help the vessel into or out of a slip or to facilitate maneuvers alongside a wharf. To really learn how to use spring lines and much more, you should enroll in a USCG Auxiliary Safe Boating Class. Call (415) 437-3310 for a list of the classes in your area.



'A boat's a good place to relax and forget all the stuff that's bothering you . . . like your overdue boat payment.'