

August 1986

Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Bill Sprietsma VICE COMMODORE: Rob McClain SEC/ TREAS.: John Ockes HISTORIAN: Barbara Simpson
408/379-5474 415/447-1898 415/656-2984

Sailing Schedule



Sunday, September 7	Ballena Bay, Alameda
Saturday, September 20	San Rafael Marina
Saturday, October 11	Coyote Point Harbor
Saturday, November 8	Richmond to Angel Island



COMMODORE'S LOG

1986 West Wight Potter National Regatta, August 2-3

Encinal Yacht Club in Alameda was the site for our annual National Regatta for the 3rd year in a row. Almost 40 Potter yachts were represented and almost 90 people were in attendance. Entries in this sailing event came as far away as Colorado, Nevada, and the State of California was represented from one end to the other.

Joe Edwards, President of HMS Marine, Inc., was unable to attend this year because of a boat show in Long Beach. None the less, Joe treated the participants to a great luncheon put on by EYC. Dinner Saturday night was a steak barbeque where everyone cooked there own on two big charcoal grills on the deck of the club.

And here are the standings: Potter-15 Mark I & II--5 trophies, Potter-15 Gunters--1 trophy Potter-19--1 trophy, and Potter-Puff--1 trophy.

Potter-15 Mark I & II

- | | |
|---------------------|-----------------------|
| *1. Phil Sullivan | 11. Dory Taylor |
| *2. Ranney Thayer | 12. Sam Cocks |
| *3. Marcus Thygeson | 13. Raymond Muller |
| *4. Don Bernreuter | 14. Steve Fitzpatrick |
| *5. Rob McClain | 15. Jacque Robinson |
| 6. Michael Bartunek | 16. Gene Averill |
| 7. Bill Sprietsma | 17. Scott Reuter |
| 8. Frnak Winans | 18. Lee Edwards |
| 9. Tina Fasset | 19. Bruce Hood |
| 10. Don Fleming | 20. Dave Grandt |

Potter-15 Gunters

- *1. Barbara Simpson
- 2. John Graham
- 3. David Hogan
- 4. John Quill
- 5. Scott Foss

Potter-19

- *1. Graham McDonald
- 2. Donald Waknin
- 3. Dexter O'Day
- 4. Donald Wilson
- 5. Ray Monroy

Potter-Puff

- | | |
|--------------------|--------------------|
| *1. Tina Fasset, | 2. Barbara Simpson |
| 3. Sharon Averill, | 4. Claudia Hassler |
| 5. Voli Volger | |

Our thanks go out to Terry & Mary Gotcher as the race committee and handling the water activities; to Barbara Simpson for the land activities; to David & Candy Hogan for typing the information packets to participants, getting the trophies engraved, and bringing donots; to Claudia Hassler for selling the burgies, pins, and caps; to Bill & Joyce Wight for raising the racing shapes and collecting luncheon tickets; to Gwen Singh for making our new sailing event standard; to John Simpson for photography; to Don Bergst for providing water transportation to the photographer; and to Joe Edwards for providing the luncheon and trophies.

Barbara Simpson

Last Sail: Woodward Reservoir Campout, August 16-17

For a change at this time of year, the temperature was cool and the winds were breezy. Eight boats with their stout crews attended this affair: Arriving Friday were Don & Dee Bernreuter (#817), John & Barbara Simpson with their dog Mickey Bow Wow (#266), and David & Candy Hogan with Heather and Krystle (#261). Arriving on Saturday was Rob, Bryon and Robyn McClain (#1168), Carey and James Grandt (#1053), Steve Hoskinson (#1282), Bruce Hood (#1246), Sam Cocks (#1378), and Dave & Sue Grandt with Carey and James (#1053).

Saturday was a pleasant mix of Potter sailing, kids running around, swimming, visiting, etc. The evening started off with the pot luck dinner with plenty of good food and later the traditional campfire. Mickey Bow Wow had his 10th birthday and everyone enjoyed his chocolate cake. Sunday morning the winds were almost blowing whitecaps. In the cove area, one boat was blown to the lee shore and 3 boats attempted a rescue. Barbara Simpson was tossed in the water from laughing at this Keystone Cops type of misadventure. Everything turned out Okay and there was time for a last sail when the winds died down in the afternoon.

Rob McClain

The "Golden Gate Challenge"

BRING BACK THE CUP!



The Encinal Yacht Club, where our association held its National Regatta, is having a fund drive to support the St. Francis Yacht Club's entry in the America's Cup race that will be held next January. Their goal is to raise \$50,000 to the cause since there is about 1½ million dollar shortfall for the 5 million dollars needed for this project.

Terry Gotcher presented a slide show on the Saturday night of the regatta about the 12 meter sailboat race that will be held in Perth, Australia. Many of the participants in the regatta donated \$140 dollars towards this worthwhile cause. It would be great to have the America's Cup race (after we win it back) in our own backyard, the San Francisco Bay.

If you would like a chance to go to Australia and see the race in person, here is what you can do. Donate \$100 dollars to the Encinal Yacht Club America's Cup fundraiser for a raffle ticket and perhaps it will be drawn on Labor Day. It's just about an all expense paid trip. Call Terry Gotcher immediately for information (408) 238-3656. Odds are better than 1 in 500.

Next Sail: Sunday, September 7, Ballena Bay, Alameda

Potter Cruising

Launch time: 10:00-10:30 am. Directions: From Route I-880 (old Route 17), take Webster Street in Oakland and head west through the tube into Alameda. Continue on Webster until you get to Central Street. Turn right and you'll be driving north past the high school and past the Ballena Bay entrance. The entrance to the launching ramp is near Lincoln Street where you will see a sign to the "Alameda Park Fishing Facility."

After a brief skippers meeting, we may be exploring the south shore of Alameda or perhaps cruise around the naval air station. Bring along a light lunch and later we will stop at the Ballena Bay restaurant during the midafternoon.

And The Following Sail: Saturday, September 20, 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 on to 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.

Bring along a picnic lunch and we will be exploring the waters in this area. There is a shopping center and restaurants near the marina. After the sail, we may be stopping for pizza before heading home. See you there.

WEST WIGHT POTTER

WELCOME ABOARD NEW MEMBERS:

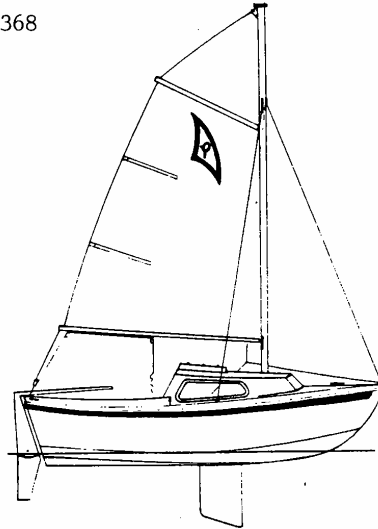
David & Judy Skeen
1535 Jefferson Street, Port Townsend, Washington 98368
Telephone: (206) 385-1544
P-15 #1272

Tom Krush
7820 Miller Avenue, Gilroy, CA 95020
P-15

Scott Foss & Jan Babitzke
311 Colgan Avenue, Santa Rosa, CA 95404
Telephone: (707) 578-1218
P-15 #331 "Baby wolf"

Jack & Joyce Spencer
8747 Hihn Road, Ben Lomond, CA 95005
Telephone: (408) 336-8354
Montgomery-15 #380 "Breeze"

Eckart & Florence Scheingraber
P.O. Box 1655, Breckenridge, Colorado 80424
Telephone: (303) 453-2699
P-19 #240 "Turtle I"



Potter For Sale

CLASSIFIED

Reg Davis has a Potter-19 #200 that has been in the water only twice. It comes with a variety of extras plus a genoa and spinnaker, 12 Volt electrical system, trailer with a spare tire, and a 3 HP Suzuki outboard motor. Asking price is \$6,000 and the P-19 can be seen at 28311 Mustang Drive, Hayward, CA 94545. Telephone: (415) 785-2947

Scott Foss intends to purchase a much larger boat and would like to sell his Potter-15 #331 for \$2,900. It has been 100% maintained for heavy duty use on the SF Bay or the Pacific Ocean. Besides being in excellent shape, this P-15 has a full electrical system and comes with a solar powered battery charger. For the asking price, this P-15 comes with a trailer and spare tire as well as a 2 HP Evenrude outboard motor. Scott will tell you about all the personal touches he put into the boat. Telephone: (707) 578-1218, 311 Colgan Ave, Santa Rosa, CA 95404.

Fred Richter has given up sailing for traveling in his new 5th wheel trailer. His Potter-15 has everything: Red hull w/red & white sails, jiffy reefing, cockpit controls for jib & main tiller extension, anchor, cockpit cushions, side rails & bow pulpit, oars & oar locks, 2 HP Suzuki outboard motor, and has a galvanized tilt trailer with a tongue jack and spare tire. For \$3,600 you couldn't want much more. Call Fred at (415) 796-9685, and the boat can be seen at 6325 Quicksilver Street, Newark, CA 94560.

Potter-15 Wanted

Harvey Podstata is interested in purchasing a P-15 in good condition. Telephone Harvey at (707) 542-5418, residence is 2245 Santa Fe Drive, Santa Rosa, CA 95405

Caps, Caps, Caps & More Caps . . .

The next best thing to sunblock-15 is a West Wight Potter cap and we have your size. At a scheduled sail the price is \$5 and to be sent in the mail is \$6. Barbara Simpson will take your order: Telephone (415) 254-2621, 12 Brookwood Road, Orinda, CA 94563.



Question & Answers

Q *What's the Rule of Good Seamanship?*

A The Rule of Good Seamanship - Rule 2(a) is the broad, summing-up Rule of Good Seamanship. It provides that nothing in the rules shall exonerate any vessel, or its owner, master, or crew, from the consequences of failing to comply with the rules, or of neglecting any precaution that may be required either by the ordinary practice of seamen or by the special circumstances of the case. Whatever you can do to avoid a collision, you must do!

Q *Who controls regattas and marine parades?*

A The USCG has established a set of regulations for regattas and marine parades. In some areas, the authority to regulate such events has been passed on to state authorities, but with the same general requirements and procedures. The term "regattas" and "marine parades" includes all organized water events of limited duration conducted on a pre-arranged schedule: this covers races of all types. Applications must be submitted to the Commander of the Coast Guard District in which the event will be held at least 30 days in advance. Approval is often followed, in turn, by "special local regulations" governing the conduct of the event, spectator craft restrictions, patrolling plans, etc. These are usually issued with Local Notice to Mariners, and carry specific penalties for violations.

Q *What is the good samaritan rule?*

A Any person who gratuitously and in good faith renders assistance at the scene of an accident or other boating casualty without the objection of any person being assisted is protected by a provision of the Federal Safe Boating Act of 1971. He cannot be held liable for any civil damages as a result of rendering assistance or for any act or omission in providing or arranging salvage, towage, medical treatment, or other assistance where he acts as an ordinary, reasonably prudent person would have under the same or similar circumstances. --That's the Good Samaritan Provision.

Q *What is it that makes the buoys make the sounds that they do out on San Francisco Bay?*

A Sound buoys are a separate category of unlighted buoys. They have a characteristic sound signal to aid in their location in fog or other reduced visibility. Different sound signals are used to distinguish between different aids within audible range of each other. 1) Bell buoys are steel floats surmounted by short skeleton towers in which a bell is mounted. They are effective day and night. They are operated by motion of the sea using four tappers, loosely hung externally around the bell. 2) Gong buoys are similar in construction to bell buoys except they have gongs instead of a bell. They have four gongs of different tones with one tapper for each gong. As the sea rocks, the buoy, the tappers strike against their gongs, sounding four different notes in an irregular sequence. 3) Whistle buoys have a whistle sounded by compressed air that is produced by sea motion. Whistle buoys are used principally in open and exposed locations where a ground swell normally exists. 4) Horn buoys are rather infrequently used. They differ from whistle buoys in that they are electrically powered.

Q *What is dead reckoning?*

A When operating a boat in large bodies of water, a pilot should have at all times at least a rough knowledge of his position on the chart. Basic to such knowledge is a technique of navigation known as dead reckoning, usually abbreviated to DR. This is the advancement of the boat's position on the chart from its last accurately determined location, using the courses steered and the speeds through the water. No allowance is made for the effects of wind, waves, current or steering errors.

Boating Fatalities Decline in 1985

Recently released statewide boating accident statistics for 1985 reveal a continuing decline in the number of deaths but an increase in the number of accidents and injuries. California Boating and Waterways director Bill Ivers said that boating fatalities have dropped 32% since 1980.

Seventy-six people died in boating-related accidents in 1985; there were 870 reported accidents and 407 injuries. Boating accidents caused \$4,211,700 in property damage last year.

Ivers attributed the drop in boating deaths to several factors such as California's emphasis on boating safety and education, increased enforcement of boating laws, and improved equipment standards.

Ivers said that one of the major causes of fatal accidents was the intoxicated boat operator. Other contributing factors were improper loading of the boat, operating a boat in hazardous waters or in adverse weather, and carelessness.

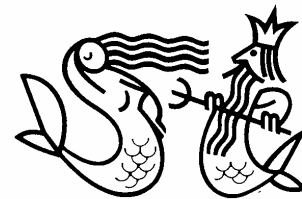
While the total number of accidents and injuries rose in 1985, Ivers said that the rise was at least partly attributable to an increase in the number of boats and a rise in the awareness of accident reporting requirements.

The state requires a boat operator or owner to file a written boating accident report when a person dies, disappears, or is injured beyond the need for first aid; when total damage to all vessels and other property is more than \$200; or when a vessel is lost.

Boating Skills Course

The Coast Guard Auxiliary, Hayward Flotilla 9-7, will launch its 13 week Boating Skills and Seamanship course on Tuesday, 9 September 1986 at 7:30 p.m. at the Hayward Adult School, Rancho Arroyo Center, 2121 Depot Road, Hayward.

Of the boating operators involved in the 1,116 boating fatalities last year 89% had no evidence of formal instruction. The Coast Guard Auxiliary has been teaching free boating courses since 1939.



THE LADY IN RED

Rivelets of sweat trickled down my back creeping into unwanted crevices. It was hot. It was humid. It was the kind of day my Mid-western grandmother call "muggy". A most unusual day for San Francisco, an area normally colled by coastal summer fog. It was the first time I saw her. I hadn't noticed her right away, not until two men stopped to stare. I followed their gaze, and forgot the clinging discomfort of sweaty clothers. She was strikingly beautiful. She was covered in red and her aloof carriage suggested a queenly remoteness. As she approached, I self-consciously turned away and slyly followed her progress in the store window's relection until she was gone.

I'm Jonathan La Grange, an aging insurance broker. My most adverturous experience of late was a trip to the San Francisco Zoo. I wanted to change all that. I needed some spice in my life, call it a mid-life crisis; call it what you will but that's why the encounter excited me so, I had never before contemplated anything as bold or adventuresome. The very thought was an electric current along the sweaty trail of my spine.

All the next week I tried to push her from my mind but to no avail. Her presence kept haunting me. I told myself I was being childish, being foolish to let a single chance meeting obsess me so, especially when I didn't know anything about her. Perhaps that was the crux of the matter. A fleeting glance had created a beautiful image bigger than life in my imagination. Surely that was it, were I to see her again I would undoubtedly find her to be less beautiful than imagined. And to know her would most likely uncover warts on her personality, find her to be flawed in some way.

To satisfy myself, I began to seek her out. I felt my best chance was watching for her near the place I had seen her before, near Fisherman's Wharf at lunch time. The problem, however, was the Wharf becomes a squirming discotheque of tourists and locals competing for the summer lunch time space; an incredible mass to review during my short lunch breaks. Three days of missed lunches and frustrations. It ocured to me she might have been with a tourist. I had reconciled myself to that possibility, determined to abandon the search if nothing developed on the fourth day.

The fourth day was a Thursday, the same day of the week I had seen her before. It started much like the others. The milling throngs of colorfully dressed tourists intermingled with the noon day business crowd from uptown, seeking a break from the pressures of the Montgomery Street financial workday.

I was temporarily preoccupied watching a street juggler, juggling three large red apples and alternately taking large bites out of each in turn. Suddenly, a splash of color caught the corner of my eye. Turning I saw the lady in red being guided through the traffic by her companion.

The man next to me remarked to his friend, "Hey! Would you look at that? A real beauty." Yeah man! Really built," his friend said, "And she's got class too."

Many eyes turned to follow her passing. Make no mistake she was every bit as pretty as I had imagined and more. Fighting through the crowd I tried to catch up but couldn't. They slowly pulled away from me but not before I had time to horoughly look them over.

I had seen the man with her before but I hadn't really looked at him in detail. Now, after careful study, he seemed vaguely familiar to me. My next move was to try and lmake contact, to find out all I could about the lady in red.

That night I tried hard to remember where I had seen him. Had it been recent or sometime back? I spent a sleepless night without an answer. The next morning the answer came to me with my breakfast. My orange juice was the latch that finally released the door to my memory. I had met him at my friend Mark Holman's open house party the Christmas before. I remembered him beacuse he spilled his screwdriver drink on me when jossled during our conversation. I couldn't remember anything other than his name was George and he worked with Mark, so, I went jto Mark for help.

I filled Mark in on my obsession with the lady in red and his colleague. "What do you think of my chances." I asked. "Pretty good, I'd say. George has been very excited about another for some time." said Mark. "It seems hard to believe he could give her up." "Yeah, but you know how it is, it's the same old story of 'The grass is greener.' Know what I mean?" "Sure, but even so I don't believe I could ever give her up."

Mark was right about George, he had fallen in love with another. I and the lady in red finally got together. It was a glorious union for me and although George had given his heart

to another, it was plain to see it was an emotional loss for him.

Do I know love? Oh, yes! I know love. The love of my sweetheart and me becoming as one, with my gentle hand on her tiller while she softly strums me a love song from the wind in her rigging; the passionate love between a spirited lass with wind in her sails and a lad with adventure in his heart who go plunging and laughing together through the spray; and the shared love of a golden sunset on a tranquil sea with my red hulled sailboat and me. Do I know love? Oh, yes! I know the love of my lady in red.

DeLoss L. Marsh

eye safety at sea

"My eyes are burning up," he moaned. He'd sailed all day under brilliant blue skies, peering often at the wind indicator and luminous white sails through his stylish sunglasses.

Now, sitting in the doctor's office, he could hardly see at all.

Avid sailor and ophthalmologist, Dr. Sanford L. Severin, Medical Director of the East Bay Eye Center in Albany, frequently sees patients in great discomfort from "sunburned" eyes.

"Sailing, where good vision is so critical to safety and enjoyment, can be hazardous to your eyes," says Dr. Severin. "You may have heard of 'snow blindness', a severe inflammation of the conjunctiva and cornea caused by ultraviolet light. Sailors face the same danger from prolonged exposure to the sun, with added reflection from sails and water."

A full-blown case of solar keratitis (the medical name) can cause extreme pain, sensitivity to bright light, redness and swelling of the conjunctiva, and profuse watering of the eyes. Vision can decrease to 20/80.

Wearing good quality sunglasses with ultraviolet coating is essential. But just wearing dark glasses without UV protection is even worse. Because of the dark color, your pupils will open wider, making you even more vulnerable to eye damage from the ultraviolet light, emphasized Dr. Severin.

The ultraviolet blocking should have a value of UV400. Also, sunglasses should be large enough to shield your eyes from reflections from below and the sides. If your eyes are sensitive to the wind, wearing wind shields on the sides of your glasses is advised.

Like sunburn of the skin, symptoms may not appear until hours after exposure. Solar keratitis does not cause blindness, thank goodness, and is self-limiting, but it can make you miserable and ruin a sailing trip.

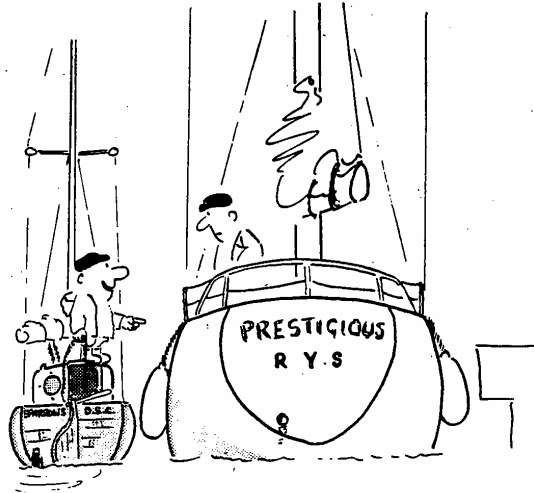
"If your eyes do get sore," says Dr. Severin, "do not use over-the-counter preparations that 'reduce redness' — they only temporarily constrict blood vessels so the eyes look clearer, but they do not treat the condition. Lubricating eyedrops (artificial tears) may ease the discomfort. If the pain is severe or the inflammation persists, an ophthalmologist should be consulted who can prescribe medication for relief of the symptoms and check for any injury.

If you are not sure whether your sunglasses have sufficient or any UV coating, they can be checked at most eye doctors' or eye glass dispensaries. Unfortunately, once glasses are tinted, the tint has to be removed before the UV coating can be applied, so it's wiser to purchase your sunglasses already protected with UV coating.

— dr. sanford severin

A FEW BEERS UNDER YOUR BELT CAN PUT YOU UNDER . . .

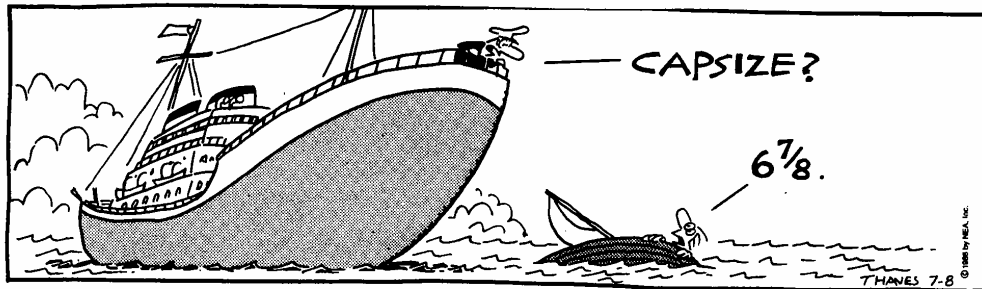
Alcohol's effect on your BALANCE can be critical on a boat; simply falling overboard and drowning accounts for at least one in four boating fatalities. When you are "tipsy", the unstable, moving platform of the boat can easily cause you to fall overboard. The alcohol that made you lose your balance also reduces your body's ability to protect you against the cold water. With alcohol in your blood, the numbing effects of cold water occur much faster than when you are sober. Within minutes, you may not be able to call for help, swim to a float, or reach the safety of the boat.



I very nearly bought one of those



'61
'71
'79



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