



February 1986

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 Barrieau

Sailing Schedule



March 8, Saturday	Stockton to Lost Isle
April 13, Sunday	Annual Luncheon, Encinal Yacht Club
April 27, Sunday	Opening Day on San Francisco Bay
May 4, Sunday	Del Valle Reservoir, Livermore
May 17, Saturday	Clear Lake, Lake County
June 7-8, Sat/Sun	Woodward Reservoir, Oakdale



Last Sail: February 2, Emeryville Marina to Pier 39 in San Francisco

Mike Bartunek and Claudia Hassler (#748), Bill Sprietsma and Freida (#1205), and Lee and Andy Edwards (#1287) left their homes under fair skies but watched the weather turn sour on the way to Emeryville. The parking lot at the ramp was empty except for the puddles and the three soggy Potters side by side. Driving rain made it quite impossible to converse between vehicles, so we retired to the nearby Holiday Inn for coffee and a light breakfast.

Some of us were about ready to give in, but Bill Sprietsma has a way of seeing small patches of blue through the darkest clouds. About 11:00 am the weather actually was clearing and we headed back to the ramp for a short sail.

While assembling our boats, we met a somewhat grouchy gentleman in a harbormaster truck who inquired if we were going out for a sail. He warned us about the predicted 30 mph winds but we assured him that we had been following the weather radio and weren't going far. He assured us that he didn't want to have to rescue us. We agreed.

Staying near the harbor opening, we sailed out and played in the strong and gusty winds for about an hour and a half of exhilarating sailing. After retrieving the boats, we had a beer at the Ocean View Pub then headed on home.



WEST WIGHT POTTER



Membership Renewal

Major Roger Wildermuth, US Air Force
P.O. Box 1327, Travis AFB, CA 94535
P-15 "Jolly Roger"

William & Betty Stryker
22880 Santa Cruz Highway, Los Gatos, CA 95030
Telephone: (408) 353-1314
P-15 #1146 "Boop"

Douglas & Karen Garrison
634 Curtola Parkway, Vallejo, CA 94590
Telephone: (707) 552-7756

Bruce & Sharon Amado
1661 Hatchery Road, Arcata, CA 95521
Telephone: (707) 826-1737
P-15

David Geisser & Judy Bell
160 Ashton Avenue, San Francisco, CA 94112
Telephone: (415) 333-9048
P-15 #279 "North Star"

Address Correction

Richard & Marybeth Armitage
2526 Alamo Street, Pinole, CA 94564

Name Correction

Richard & Diana Adams

Address Change

Willard & Joyce Wight
P.O. Box 4020, Alameda, CA 94501

Dory & Myra Taylor
P.O. Box 6443, San Jose, CA 95150

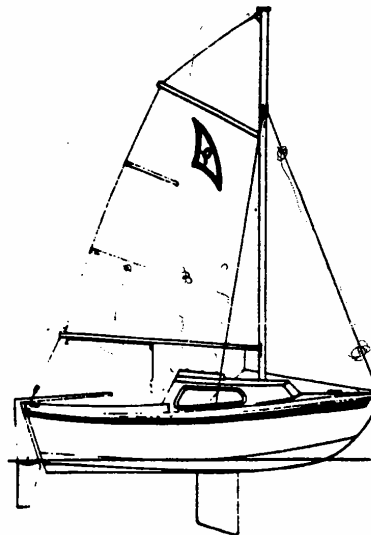
WELCOME ABOARD NEW MEMBERS:

Glenn & Vicki Zumwalt. Deckhand: Rochelle
123 Riverside Drive, Pittsburg, CA 94565
Telephone: (415) 458-4527
P-19 #30 "Lady Z"

Gordon Wong
831 Lincoln Avenue, Alameda, CA 94501
Telephone: (415) 522-2778
P-19 #53 "OK"

Donald Fleming
136 Craven Street, Vallejo, CA 94590
Telephone: (707) 644) 5146
P-15 #846

Ed Hendey
P.C. Box 226, Morro Bay, CA 93442
Telephone: (805) 772-1882
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West Wight Potter For Sale

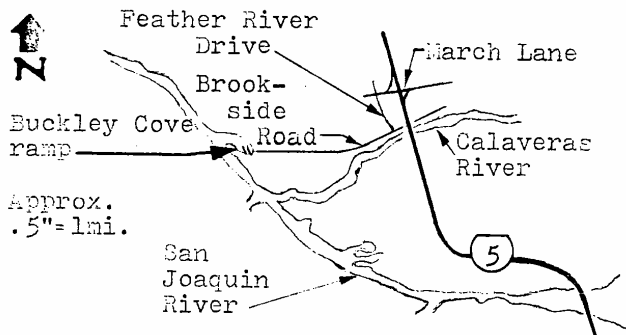
CLASSIFIED

If you have thoughts of getting a newer Potter-15, here is your chance. Tom Alley is asking \$2500 or best offer for this Potter built in 1981, #1145. Not only does this P-15 come with a tilt-trailer and a 2 HP Xuzuki outboard motor but also with side rails, bow pulpit, porta-potti, tiller extension, jiffy reefing, cushions, and life vests. Call Tom at (415) 681-9511 and he's located at 170A Grallan Street, San Francisco, CA 94117.

Next Sail: Saturday, March 8, Stockton to Lost Isle (Optional overnight)

Launch time is 10:00 am at Buckley Cove ramp. It is about a four mile sail up the San Joaquin River to Lost Isle Marina (accessible only by boat) where we will have lunch. Guest docks are available and the restaurant will be open.

Available are overnight guest docks, showers, and rest rooms. Consider packing your sleeping bag.



Directions:

Take March Lane Exit for Route I-5 in Stockton. Follow March Lane west then turn left at Feather River Drive. Next, turn right at Brookside Road and proceed to Buckley Cove Park and the launch ramp.

And That's A Fact . . .



Of the 90 Potter-Yachts in our association so far this year, our California members live in 58 different cities. This also includes 6 Potters from other states: Washington, Idaho, Colorado, Rhode Island, South Dakota, Nevada. Although 9 of our members live in Southern California, the majority of the membership live within the surrounding communities of the San Francisco Bay area. Very interesting, hmmm!

Free Boating Safety

East Bay Flotilla

21 of the USCG Auxiliary will hold a Sailing Skills and Seamanship Class starting March 4.

The class is free, with a small charge for materials. The class covers a wide variety of skills including boat handling, chart work, radio telephone, weather, rules of the road, and much more.

For more information, call Abigail Wagg at (415) 562-4075 or Betty Oakey at (415) 523-8090.

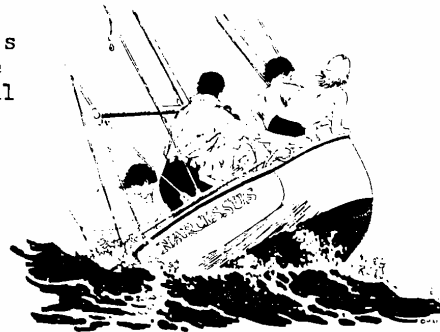
12-Meter Race Schedule In SF Bay

The "America's Cup" and the 12 meter sailboats. On January 31, 1987, the finals will start off the coast of Perth, Australia. San Francisco Bay is the best place in America to view the 12's in action before the actual race, called the Golden Gate Challenge.

Just recently, the yacht USA was christened at the St. Francis Yacht Club by Mayor Feinstein. USA and the Yacht Canada II will be racing in our backyard Bay on the weekend's of March 1-2, April 5-6, and April 19-20.

Clipper, the yacht from Chicago's Heart of America Challenge, will race USA on March 8-9 and April 12-13. All races will start on the west side of Treasure Island and finish at St. Francis Yacht Club at 12:00 noon and 3:00 pm. The race on April 5-6 will start and end at the Encinal Yacht Club in Alameda.

Terry Gotcher (#821)



QUESTIONS & ANSWERS

Knots

Q Why do so many boaters choose the Type III PFD (Personal Flotation Device)?

A Many boaters find the Type III PFD's to be a good compromise between comfort and safety, and will voluntarily wear them in their boating activities. Type III PFD's are lifesavers because people wear them. Again, the Type III PFD is designed so that the wearer can place himself or herself in a vertical or slightly backward position and the device will maintain the wearer in that position and have no tendency to turn the wearer face down.

Q Are there really four types of fog?

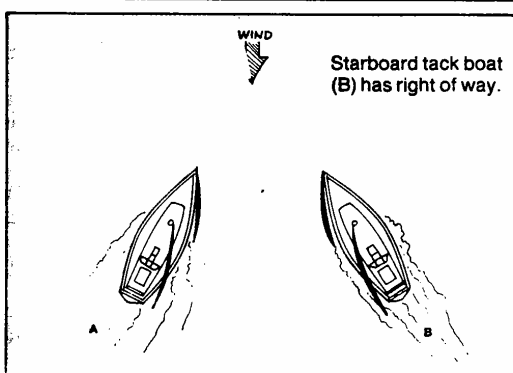
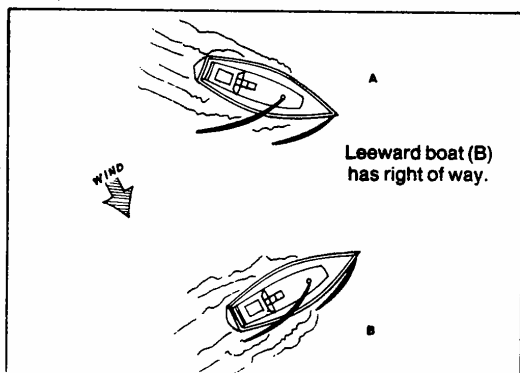
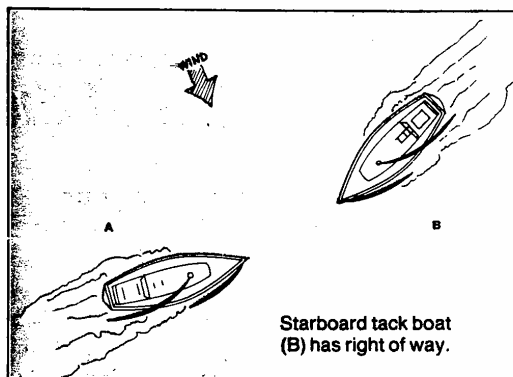
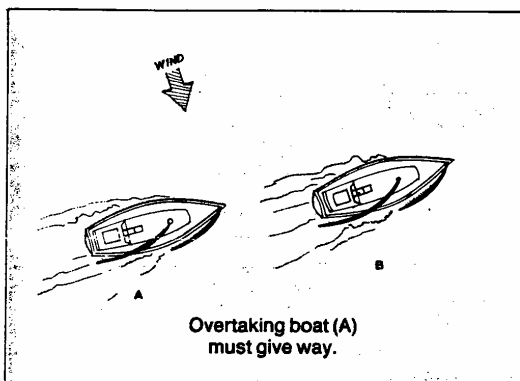
A Yes there are. We can distinguish four types of fog: RADIATION FOG, formed in near-calm conditions by the cooling of the ground on a clear night as a result of radiation of heat from the ground to the clear sky; ADVECTION FOG, formed by the flow of warm air over cold sea or lake; STEAM FOG, or SEA SMOKE, formed when cold air blows over much warmer water; and PRECIPITATION FOG, formed when rain coming out of warm air aloft falls through a shallow layer of cold air at the earth's surface. For boatmen, the most bothersome variety is COASTAL FOG. When steady winds blow landward and carry warm oceanic air across cold coastal water, the resulting fog may blanket a great length of coastline and especially at night, may extend many miles inland up bays and rivers. It can be seen on land as it blows past street lights.

Perhaps the most common failing among cruising sailors is in the appreciation of the proper and safe way to belay and coil a long line such as a halyard. Variations are infinite; most are clumsy, even dangerous. The essence of good seamanship is that things on a boat be tidy and efficient. When coiling and stowing a halyard, therefore, you want it to lie neatly and be free to run quickly when you have to drop sail in a hurry as when a squall rolls in.

Belay your halyards to their cleats (Fig. 5). Then coil the line starting about six inches from the cleat, making large coils (not around your elbow). Give three-strand line a half-twist; let braided line fall naturally in figure eights. Then, reach through the coil, make a bight in the six-inch line, pull it through and loop it over the cleat.

Simple and neat. That's the way all knots should be on a boat. Use the right ones for basic stuff, then the fancy ones will come more easily as you gain confidence and manual dexterity. ■

Nautical Rules of the Road



We welcome your letters and will publish as many as space allows.