

July 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



Sat & Sun, August 2-3	WWP Nat'l Regatta, EYC Alameda
Sat & Sun, August 16-17	Woodward Reservoir, Oakdale
Sun, September 7	Ballena Bay, Alameda
Sat, September 20	San Rafael Marina



COMMODORE'S LOG

San Leandro Sail, July 5, 1986

Those attending this 4th of July weekend sail were John & Barbara Simpson (#266), John & Agnes Quill with Jay & Anna Marie DeLaney (#222), Dory Taylor and Michael Downey (#610), Stan Butler (#850), Bill & Freda Sprietsma (1205), and Jac Robinson (#1372).

For the first time in days there were no small craft advisories out on the Bay waters. We had a light breeze sailing out of the harbor but we were going against the tide and most had to motor at least part of the way out. The wind picked up a little as we sailed out. We had a light chop and a few white caps--ideal for the Potters. We left about 10:30 and came back around 3:00 pm. The wind dropped off a little on the way back for a relaxed ride home.

As we were about to leave the docks on the way out, Rob McClain stopped by with his two children Byron and Robyn. Had a chance to say Hi but not much else.

After the sail the Simpsons went camera shopping and Stan Butler headed for home. The rest of the sailors went over to the El Torito Restaurant where we were joined by Agnes Quill and Anna Marie DeLaney. Nine potted Potter party people with Tecate, Rose, Margaretes, Das Equis, Chables and ice tea (for Dory) "wrote up" the sail. Here's what they had to say:

"Perfect wind and perfect weather. I think I'll take up sailing as a career." John "Captain Cook" Quill.

Anna Marie was awakened from her nap and asked to meet the sailors for drinks and dinner at El Torito's. Without a second thought she said, "I'll be there." Agnes Quill.

"I got tired of looking at Bill's transom." Jac Robinson.

"I love to Potter with my Potter friends and maybe someday I'll learn to sail. We had the only mishap of the day. Michael discovered that the safety ring was missing and that the pin for the port shroud was almost out. We put the Potter over on a starboard tack, respotted the pin and installed a new ring. Thanks Mike." Dory Taylor.

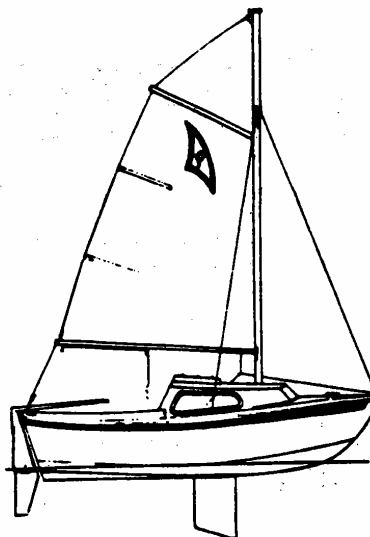
"Everyone met for drinks and dinner at El Torito's and had a great time." Agnes Quill.

WEST WIGHT POTTER

WELCOME ABOARD NEW MEMBERS:

Thomas Sherwin
998-D Ponderosa Street, Sunnyvale, CA 94086
Telephone: (408) 773-9010
P-15 #279 "North Sea"

Peter & Dianna Schwierzke
3440 Fulton Avenue #10, Sacramento, CA 95821
Telephone: (916) 481-3545
P-19 #48



Potter For Sale

CLASSIFIED

Tom Patton has a Potter-15 for sale (#358) that is in excellent condition. It must be seen to be appreciated. The hull colors are blue & white and the boat comes with a new 1½ HP motor, an anchor, fenders, whisker pole, running lights, full cover, hoisting straps, cushions, lazy jacks, rigging for singlehanded sailing, and a trailer. The trailer has been sandblasted and repainted. It has new wheels & tires, a spare tire, and a wheel jack. Asking price is \$2300.00 and Tom can be reached at (714) 968-7196 in Huntington Beach, California.

Potter-15 Wanted

Terry Troutt is looking for a P-15 that is reasonable priced and in good condition. Terry is located at 3520 Harrison Street, Oakland, CA 94611. Telephone: (415) 652-2236

Last Sail: July 19, Stockton to Lost Isle

Potter Cruising

It was a beautiful day for a sail. By launch time 12 Potters were ready to go. Those attending were Dory Taylor and Mike Downey (#610), Frank Winans (#691), Gwen Singh (#706), Fred Richter and De Marsh (#783), Terry Gotcher (#821), Joe Robinson (#926), John & Arne Ockes (#1060), Rob McClain with Amy & Steven Evangelista (#1168), Steve Brandon (#1208), Don & Berit Shaw (#1236), Scott Reuter (#1253), and Ray Monroy (P-19 #229).

We had an outgoing tide and mild winds to take us downriver. We also had ski boats, big and little power boats, and lots of boat wakes. Docking at Lost Isle was like filling a can of sardines. After a quick lunch and a visit around the grounds which house 2 bars, an old dock, and lots of people, it was off to a peaceful sail back to Stockton. Some motored back due to the heat of the day.

Four of the Potters decided to make a weekend of the sail. Number 229 and 1236 planned to stay at Lost Isle for the rowdy fun. Already there was a man in a gorilla suit and a band was scheduled for the evening. Number 821 and 706 decided to find calmer anchorage at Disappointment Slough but were near a Power Squadron party.

Rob McClain (#1168)

National Regatta: Encinal Yacht Club, Alameda, August 2-3

On Saturday, registration and coffee & donuts begins at 0830-0930 hours. Skippers meeting & race instructions from 1000-1030. First race 10 minute warning at 1115. Lunch break. Second race 10 minute warning will be one hour after the last finisher of the first race. No host cocktails at the club bar 1800-1900. B-B-Q dinner at 1930 hours. Barbara Simpson must know at the registration which entree you want, steak or hamburger. Price will vary. Luncheon will be free to participants by Joe Edwards, President, HMS Marine, Inc.

On Sunday, skippers meeting for the ladies Potter-Puff race 1030-1045. Ten minute warning for this race at 1130. Third race of the series will be 30 minutes after finish of last finisher of the Potter-Puff race. Trophy presentations 45 minutes after the last finisher

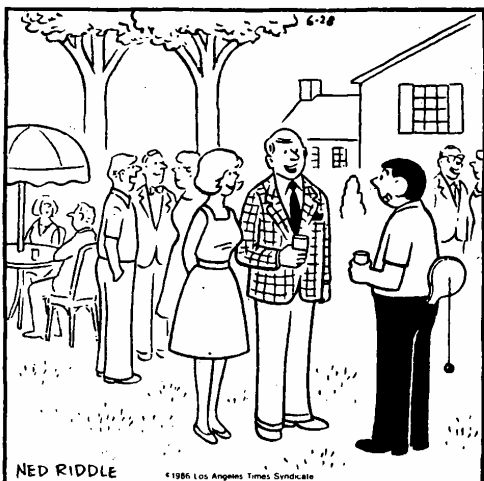
Encinal Yacht Club is located in Alameda at the foot of Sherman Street on the estuary. Take the Webster Street Tube from the Nimitz Highway 880, continue on Webster to Lincoln Avenue and head south to Sherman. Another way is to follow the signs to the Travelodge Motel which is located next to the yacht club. There will be a shuttle of cars from the launch ramp back to the Encinal Yacht Club.

Next Sail: Sat & Sun, August 16-17, Woodward Reservoir, Oakdale--Campout and Potluck



If you missed the sail on June 7-8 then this is the one to attend. Bring along your boat(s), spouse, kids, friends, and other things like cold drinks, water, camp chairs, grill & charcoal, firewood, flashlight, etc. Oh yes, bring along your own entree and a dish for the potluck dinner. Chances are that there will be wine & snacks before dinner.

Launching will be from the shore but P-19's & Montgomery's should use the nearby ramp. Take Highway 120 east to Escalon and a ways beyond. A few miles from Oakdale turn left on County Route J-14 and follow the signs to Woodward Reservoir. At the toll booth turn right (east) toward "Sailboat Cove." At the sign turn left for a short distance and you'll soon see the tents, RV's & Potters by the water. If you can't come overnight then come for the day and the potluck dinner.



"Tom's been telling us about his new, 40-foot sailboat. What kind of 'toys' do you spend your extra money on?"

**OVER 16.1 RECREATIONAL
BOATS USED U.S.
WATERWAYS IN 1985**

The U.S. Coast Guard announced recently that in 1985 over 16.1 million recreational boats were out there on the nation's waterways, an increase of 400,000 over 1984.

Over 8300 of these vessels were involved in serious accidents which resulted in 1116 deaths and 2757 serious injuries. The accidents caused over \$20 million in property damage.

The Coast Guard believes that all fatal accidents are reported, but only a fraction of the non-fatal accidents get on the books.



□ A NATURAL SOLUTION?

I wonder if you folks caught news of modern medicine's latest finding on a way to avoid seasickness: ginger.

The well-known publication, *Family Circle*, published an article on ginger being a 'home remedy' in its March issue. It reports a test that shows it to be *twice* as effective as Dramamine.

The article went on to recommend eating very "gingery" bread or a ginger gelatin capsule as a preventative.

I hope this helps some people keep down their ginger snaps.

Alan Hirsch
San Francisco

Be a responsible boat operator.

The 19th Annual West Wight Potter National Regatta

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1986 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 _____ \$6.00 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 1986 WWP National Regatta on August 2 and August 3, 1986. 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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You Don't Have Yours Yet !!!

ACT NOW

It's our burgee and cap pin. The burgees are slightly larger than the first batch that was sold and Bill Sprietsma will have them available at the Nationals for cost at \$9.00. Bill will also have the new cap pin for \$3.00 and it is a neat conversation piece.

Speaking of burgees, Gwen Singh has made a large burgee type flag for the fleet when we have our sailing and non-sailing events. It will be hung over the railing at Encinal Yacht Club during our 2 days of fun sailing at the National Regatta.

Now, what about your sailing cap? Barbara Simpson will have them at the regatta for \$4.00. To enhance your image and identity, you must have your burgee, cap and pin.

Now That You're In The Mood . . .



For another regatta, Vice Commodore Laura Petersen, (916) 334-8597 of the Andreas Cove Yacht Club in Sacramento, has invited the West Wight Potter Fleet to attend their annual "Franks Tract Regatta" in the Delta. There will be a race on Saturday & Sunday, August 9-10 with a dinner and dancing on Saturday night.

Registration is \$15 and the dinner is \$9 and then there is camping or rafting in the area. Laura says the sailing is great and the party is even better. Call her or John Ockes for a registration form and directions.



The Knot Is Tied

Congratulations are in order to our commodore and his first mate, Bill & Freda Sprietsma, who were married earlier this month. Long may they sail on the blissful sea of matrimony and guide the Potter Fleet through many glorious sailing events.

The Voyage to Catalina Island

After a 7 hour uneventful ride from the beautiful part of California down to that other end (writer's bias), I arrived at the Long Beach Golden Ave. launch ramp around 2:30pm. The wind was brisk and the water looked great. Terry Gotcher arrived around 3:30 and we were ready to launch by 4:30, after unloading, and unloading, from vehicle into boat. There's a lot of stuff to take on a 4 day sail, most of which you don't need or use anyway and just take to show you know how to live like a packrat. So ready to launch, but where were the other 3 boats? We expected 5 overall. Well, like dedicated sailors we decided the heck with it and launched which is a trick at a ramp that is 100' wide with the closest dock at a diagonal of about 50' away. We decided to play it like the big ski boats and powered them from trailer to dock while the other person moved the vehicle. So with everything secure on board, and the cars next to each other under a street lamp, off we went to the new Downtown Shoreline Marina. It was quite a sight to come out of the ramp area and suddenly see the Queen Mary a mile in the distance. The harbor is directly across from the Queen so it makes for a beautiful sight as the sun goes down. We took an end tie at the marina for the night, did all the paperwork, and even got a key to the boat owners showers, which is like the executive washroom compared to the public restroom. After some brief housekeeping chores, it was off to the new Shoreline Village nearby the Marina, like a Pier 39. The atmosphere was great. We went to a Greek restaurant for a hamburger, sat right on the harbor, and watched all the activity. That is when I got the first instruction on how "fiberglass magnets" work. Simply put by Terry, the big tour boats always seem attracted to little boats, kind of like William Tell's arrow to an apple. After our authentic non-Greek dinner it was back to the boats to watch the sun set, etc.. A special thanks should go to Dee, Mike, Don, and the others who last year let us know this is how it should be done rather than the 1:30 am wakeup call. On Friday morning, 6-20-86, after checking for any wandering Potters, #821 and #1168 headed for the Queen's Gate in the Long Beach breakwater which we cleared around 9:30 am. The winds were mild/moderate with a light chop on big rolling hills that we climbed one by one. As the land slowly disappeared, we followed a compass heading of approximately 218 degrees and hoped that the island was still there. Terry took a good lead and it was beautiful to watch his boat dance in the waves up ahead. Crossing the freighter lanes is always exciting. Those ships show a bow wave not usually seen in SF Bay but also not very noticeable when they hit. One "EVERGREEN" container ship that we saw must have been made out of fiberglass....but, I outfoxed it. After aiming at me for a good 10 minutes and letting out 5 blasts on his horn, I started my motor and powered out and over toward Terry. I only wanted to be sure that he wasn't nervous. The passage was going slow so about 2:30 pm we started our motors, caught sight of land at 3:30pm and dropped anchors at Johnson's Landing, just west of Emerald Bay, at 6:30 pm. A little dinner, wine, and a full moon, made for a great kickback evening. All night long lights were crossing toward the island, little did we know that a Potter was one of them. Saturday morning we leisurely pulled up anchor and sailed east past Isthmus Cove, and Bird Rock. All future sailors beware, Bird Rock is flat white in color and it isn't paint; ie. don't sail down wind and watch for low flying bombers. As we sailed, up ahead we noticed a cute little 14' boat, a brave soul who dared the elements, including the dark, to sail over. Yes, it was Don Bergst, #797. After exchanging greetings we headed toward Goat Harbor where we dropped anchor in a triple tie-up around 4:00pm. Goat Harbor is a beautiful anchorage, just under the airport landing pattern. Another beautiful evening approached filled with swimming, wine, eating, and wind and waves. This unfortunated combination postponed our gourmet popcorn that Terry had planned. In fact, by 7:30 pm we were all relaxed in our own individual main salons, bouncing to pieces. The next morning we woke to

calm water and no wind. We checked our fuel supply and relaxed, even paddled around in Don's inflatable which he had pumped up the previous evening. Late morning we pulled anchor and headed toward Avalon to refuel. Under power the entire way due to no wind, we explored various anchorages until we found Avalon. Reaching the gas dock gave me an appreciation of the job a CHP Officer has in reaching a specific destination quickly when on a crowded freeway. It seems to be an exciting place but since there was no dock to tie up to for a stay we decided to leave and find our evening anchorage. Once clear of the harbor we picked up a good breeze and enjoyed a brisk sail back to Whites Landing. This was another beautiful anchorage with a long beach and sheltered from the waves of the previous evening. The evening yielded several miscellaneous conversations and fun in watching the boat hopping "next Door," an O'Day 38 with 2 brothers, 1 girl friend, 1 wife and 2 kids on board (daddy, the owner, let them bring it over since #1 son was visiting from medical school). We also had a conversation with a lady who dropped every name and place in the book but she was a fun old salt with a beautiful sailboat. She and her friends from the Balboa Yacht Club couldn't believe we were there. By the way, that was Terry's popcorn night, suffice it to say, better luck next time Terry! This anchorage could also be known as slingshot bay since the surge pushed us back and catapulted us forward now and then. Monday morning we pulled anchor about 8:00 am in a calm sea and headed toward Long Beach. After motoring about half way we picked up some wind and finally began to sail. It was overcast with a high thick fog that proved disorienting as we each occasionally took a separate heading but were always sure we hadn't really changed direction and that our compasses were now broken. Approaching land around 1:00pm we had about a 25 knot wind in rather good size waves which made for quite a ride. We cleared the Angles Gate opening and flew up the harbor past a freighter that had obviously been rammed by another freighter as it had a huge V slice toward the stern. Around harbor point, past the stern of the Queen Mary, and down go the sails. Then came the realization the we had made it, I felt like I had just won the Americas Cup back! The plan was to help Don pull his boat out and for Terry and I to spend the night back at the Marina and clean up. However, upon reaching the ramp, at about 3:00, we saw that our trailers had been vandalized to various degrees. Terry lost his lights and almost his winch post. Don lost his lights and winch post which made pulling his boat out an interesting job. And I lost lights, the bow roller, and part of the wiring harness. A trip to West Marine Products on the other side of town, and by 6:30 we were all ready to go. Terry and I decided not to leave the trailers another night despite what the harbor patrol had said a few nights earlier about them being safe. So we parted company with Don and headed north, after a few stops for dinner and gas, we kept going and arrived back in the bay area around 2:30am. It was a great trip, thanks to Terry for planning it and to both he and Don for a most enjoyable vacation. As this was my first such passage, their thoughts and techniques were invaluable.

Rob McClain #1168

It's A Dilly All Right ! ! !

Just what do you do when your trailer has a broken spring and you ruin the U-bolts trying to remove the rusted nuts. Trying to find a spring and non-standard U-bolts locally is next to impossible. I had a spring made at Betts Spring Company in San Leandro. The U-bolts hold the axel to the spring with a bottom plate. I got a blank steel plate, drilled holes to match the bottom plate, and used this part as a top plate with straight bolts to hold the spring and axel together. In the meantime, Fred Richter made a pair of U-bolts for me. Thanks Fred.

John Ockes (#1060)



NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.

