

October 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  
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## Sailing Schedule

Saturday, November 8	Richmond to Tiburon Peninsula
Saturday, December 6	Santa Cruz Marina
Thursday, January 1	Pete's Harbor Annual Brunch & Redwood Shores Sail, Redwood City



## COMMODORE'S LOG

Last Sail: October 11, Coyote Point Marina

Those attending were Dean & Joy Smith with son Jason Smith (P-19 #367), Harry & Jeff Gordon (#234), Mike Bartunek & Claudia Hassler (#748), Bill Sprietsma (#1205), Steve Brandon & Mark Kubaski (#1208), Keven & Ann Marie Morris and Pete Loughlin (#1233), Bruce Hood and Paul Hood (#1246), Jac Robinson (#1372), Jack & Joac Spencer (M-15 #380), and Ranney Thayer and Carol Ann Bringuel in a Catalina 22.

It was the beginning of "Fleet Week." The US Navy battle group fleet sailed under the Golden Gate Bridge and into the Bay. The Potter fleet sailed out of Coyote Point harbor into the San Francisco Bay headed by our own battleship, P-19 #367, under the guidance of Captain Jason Smith who had sailed down from Oyster Point, his home port, to be with the group. We left the dock with sails reefed and ready for the 20 knot winds along with the spray of the Bay chop. We were late getting away and it was almost noon before we cleared the harbor, so we had the full force of the afternoon winds. It was a beautiful sight those Potters dancing on the waves on their way up towards Hunter's Point where some claimed to have sighted parts of "the other fleet." About 3:00 pm we turned and with decks awash, headed back to the marina. Most boats were on the water over 4½ hours--a real workout for the skippers in those winds.

After the sail Mike Bartunek, Claudia Hassler, Bruce & Paul Hood, Jack & Joac Spencer, Ranney Thayer, Carol Ann Bringuel and Bill Sprietsma went over to the Castaway Restaurant for a meal fit for hungry sailors. The good food was topped only by the joy of sharing the day's adventure.

Optional Sail: Sunday, October 19, Lake Elizabeth, Fremont



It was a warm, sunny day on the lake and at times we were playing bumper tag with Lido-14's, Flying Juniors, and El Toro's that were racing with the Fremont Sailing Club. After exploring the 52 acre lake and having a quick lunch, the Potter Yachters had a pumpkin race, rounding the mark at each finger of the lake and finishing at the dock. And the winner was-- Jac Robinson.

Those attending this sail were John & Anne Ockes (#1060), Paul & Natalie Apfel with Jan, Sarah, and Scott Rankin (#1154), Jac Robinson (#1372), and Bill & Freda Sprietsma (#1205). The optional sail is not part of the regular sailing schedule and the editor would like to know of places to sail that would be of interest to our members such as Lake Berryessa, Folsom Lake, Tomales Bay, Carquinez Straits, New Mellones Reservoir, Lake Tahoe, etc, etc, and etc.

Next Sail: Saturday, November 8, Richmond to Tiburon Peninsula

# SAIL ON..

It was about a year ago this month that we sailed from the Richmond to Angel Island with 11 Potters. There was light winds, favorable currents, and plenty of sunshine. Again we'll launch from the Richmond Marina at 10:00 am sharp. This is a new marina with a free launch ramp and plenty of parking. Take Highway 17 that leads to the Richmond-San Rafael Bridge and turn west at Cutting Boulevard. Then south when you get to Marina Way and drive all the way to the end where you turn left to the marina.

The sail plan is to go to Point Bluff at the lower end of the Tiburon Peninsula then cruise up past the Tiburon Oceanographic center around Point Chaucey and into Paradise Cove. If time permits, we'll land at Paradise Beach County Park for a picnic lunch.

Looking Ahead - 1987

## Notes of Interest

Now would be a good time to start looking ahead to next year and what activities do we want our fleet to become involved in such as our National Regatta, location of scheduled sails, social activities, and other things you can think of.

As some members may know, I went to Denver where a new Potter fleet is forming and I went to their first scheduled sail. They have the potential of becoming a 25-30 boat fleet by next year. I have also written to Potter dealers in Portland, Oregon and Tacoma, Washington. Both have expressed an interest in starting a fleet in their areas as the Denver dealer has done. Now if I can find someone in Southern California to start a fleet, then more the merrier.

With this much activity and hopefully future activity, we should try to find answers to these questions: (1) Is HMS Marine interested in having the 20th National Regatta in Southern California?, (2) If not, do we want to hold the National's in Northern California? If so, where and when?, and (3) If we don't sponsor a regatta, how many members are willing to travel and how far. Lastly, how many skippers are interested in sailing in a National Regatta for Montgomery 15's & 17's and Potter 15's & 19's only at Encinal Yacht Club? This regatta would be sailed under US Yacht Racing Union rules and sponsored by EYC with trophies from EYC. This regatta would be in addition to any sponsored by our fleet.

Phone or write the Commodore, newsletter editor, or Terry Gotcher and let them know your thoughts.

Terry Gotcher (#821)

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Send this form to the editor/treasurer along with your 1987 membership renewal dues. . . . .

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Potter For Sale

## CLASSIFIED

Ranny Thayer has a WWP-15, Mark II, #766, that was built in 1978. It has an orange hull with a white deck and white sails. This boat came over the finish line first in the 1984 National Regatta and came in second in 1986. Included is a Highland galvanized trailer with a wheel jack and a spare tire. The boat has side rails, running lights, a whisker pole, and a 2 HP Suzuki outboard motor--all for \$2900 dollars. Contact Ranny at 6093 Elmbridge Drive, San Jose, CA 95129. Telephone: Days 415/852-7264, nights & weekends 408/996-1468

Mike Ekern is planning for the future and needs to sell his WWP-15, #1321, to achieve his goals. The boat is only 3 years old and in excellent condition. The hull is blue with a white deck and the sails are powder blue and white. The main sail has reef points and sail slugs for easy set-up. Also included are side rails, porta-potti, paddle, boat hook, boom vang, 1-3/4 hp Sears outboard motor and a Dilly tilt trailer. Asking price is \$3,500. Mike

# OUR FLEET IS GROWING

For 1986 there were 85 members' yachts whose dues were renewed plus 1 freebee for the editor. Also, there were 29 new members' yachts that joined our association this year. That's a lot of Potters and members including those with spouses and children.

Those who have renewed their membership for 1987 as we go to press are the following:

Norton & Ann Bell  
Stan & Dorothy Butler  
Sam & Wini Cocks  
Mitch de la Vaux  
George & Annie Bunn  
David & Linda Rhoades

Dave & Joann Greene  
William Hayes  
Mr & Mrs Jacque Robinson  
Jack Thomas & Mary Smith  
Bruce Hood

Non-paying Membership:  
Bill Sprietsma, Commodore  
John Ockes, Editor/Treasurer  
Gwen Singh, member who provided & made the activities burgee

Send your renewal check made out to Albert J. Ockes and mail it to 40915 Cantare Place, Fremont, CA 94539. Oh yes, the dues are still \$15.

## 5,000 Miles With A Potter-19

### WOULD YOU BELIEVE THIS?

That's right! George and Annie Bunn have recently moved from Rhode Island and trailered their P-19 across country to Portola Valley where they now reside. At Jackpot, Nevada, their trailer had a burned out wheel bearing and had quite a time getting repaired on Sunday. There was a campground behind one of the casinos and they enjoyed their brief stay.



**Don't go bare faced  
this Halloween!**



• **Libertad**, 365-foot Argentine full-rigged ship. Built in 1960 for the Argentine navy, its name means "Liberty" and it carries 28,500 square feet of sail.

## IMPORTANCE OF THE FIRST MATE

When you're out there on the water, at the wheel of your pride-and-joy vessel, and a personal mishap should disable you, what then, skipper? Who is ready and able to carry on?

No one can tell when such an emergency might occur...or where. The important thing is, are you ready for it?

Suppose you were knocked cold by a swinging boom, or dumped overboard in an unconscious state. You could stumble on deck and break an arm or leg. And boaters are not immune to vertigo or heart attack.

In any kind of such emergency, the Coast Guard Auxiliary warns that it could be extremely serious if you are alone. If someone else is aboard—and many skippers choose not to cruise extensively by themselves—capable of assuming the captain's duties, the situation becomes less critical.

Whether your **FIRST MATE** is your wife, your husband, your son or daughter, or a neighbor, someone aboard should be prepared to handle your boat safely in case you are incapacitated. In any event, before starting a cruise, all your passengers should be briefed on your vessel, its characteristics, and its emergency equipment.

This briefing begins at the dock. Everyone is shown the location of personal flotation devices, fire extinguishers (and how to work them efficiently), anchors and lines, first aid kit and tool box with spares.

Then, before casting off, at least one member of the crew—the designated **FIRST MATE**—should be fully instructed on operation of the engine, starting and stopping it, clutch operation, determining fuel supply, use of the lighting system, the radiotelephone and related basics.

All aboard the boat should be familiar with rough weather procedures and how to deal with grounding.

"Man overboard" is a serious situation, especially when it happens to befall the skipper. The **FIRST MATE** should be capable of maneuvering the craft for a safe pickup. Crew members should know the location of life rings, poles, lines and similar equipment.

Accidents aboard a boat are not uncommon. Mostly they occur when someone becomes careless. Regardless of the circumstances that might disable the skipper, he should make certain, in advance, that someone else aboard is sufficiently familiarized to insure that the vessel and injured party reach shore safely and quickly.

You can become a better skipper, a better crew member or passenger by attending the Boating Skills and Seamanship course offered by the U.S. Coast Guard Auxiliary. The courses are for 13 weeks and most are taught for 2 hours one night a week.

The topics covered include Boat Handling, Marlinspike Seamanship, Marine Engines, Aids to Navigation, Rules of the Road, Piloting, Legal Requirements, Sailing, Radiotelephone, and Weather.



## Four Days In August

Jack Thomas (#182) had an interesting cruise at Lake Tahoe and here is an excerpt of this event.

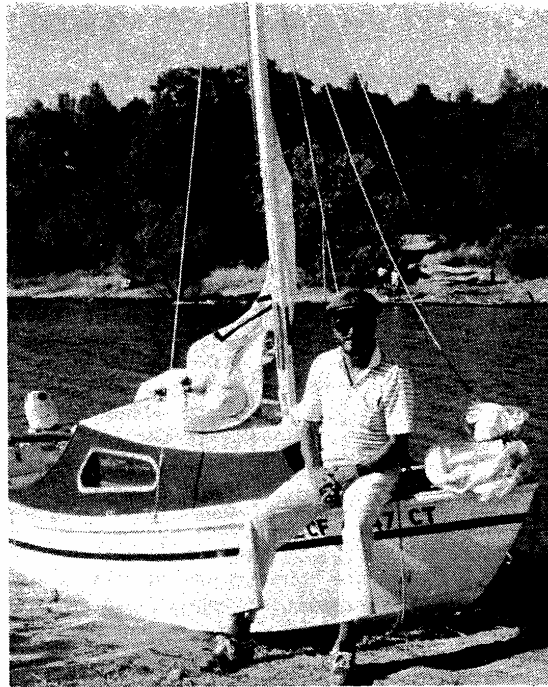
Day #1. Arrived from Auburn at 3:00 pm at Lake Forest which is NE of Tahoe City, then launched at the ramp next to the Coast Guard Station. Storms on the Lake are rare but not impossible. The general rule is quiet mornings, breezy afternoons, sunny to partly cloudy skies, highs in the 80's, gorgeous sunsets and spectacular scenery. Sailed to Sugar Pine Point State Picnic & Camp Grounds by 6:30 pm on a SW wind of 10-12 mph. There was time for a solar shower and anchored just offshore. The night was peaceful and the stars as bright as ever seen.

Day #2. Today the sail plan was first to Emerald Bay and to take a unique "Viking House" tour. Nearby is a sizeable waterfall and the Lake's only boating campground. Just tie up to a bouy early but you'll find the facilities primitive on shore. On to Tahoe Keys next at South Lake Tahoe. Lots of nice boats here and the atmosphere more urban, including the \$18 tab for a berth and shower.

Day #3. The best sail. Headed toward the casino (eastward) then took a NW tack towards Tahoe City. The SW breeze piped to 20 mph, maybe more, then slacked off some for the last half distance. About 18 miles were covered in 4 hours & 10 minutes. Winds at times were strong but I never felt endangered.

Day #4. Maybe I should have made this a 3-day trip because of the big waves and high winds in the NE portion of the Lake. Heading for one pier I discovered it might tear my shrouds off, so I skimmed the shore and was able to motor on in. Thank God for my long shaft 4 hp Johnson out-board motor or I may have not made it back that day.

Ramp Notes. Lake Forest, \$5 in or out. Should have 2 people to help launch or retrieve. Tahoe Keys has a nice ramp but limited hours. \$15 round trip or \$10 each way. Meek's Bay has limited hours also. The Lake is about 10 by 20 miles or 193 square miles with much shoreline that is neither secluded nor accessible. Due to the depth of the Lake, it has more than 122 million acre fee--enough to cover California to a depth of 14½ inches.



At left, John and Barbara Simpson (#266) relaxing on the beach at China Camp before sailing back to the San Rafael Marina.

Pictures Wanted. Please send them to the editor with identification. They will be returned after a half-tone is made for printing on the off-set press. Also wanted is articles and cartoons that would be of interest to our members.