

August 1987

# Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE John Simpson VICE COMMODORE Don Bernreuter SEC /TRES John Ockes HISTORIAN Candy Hogan  
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## Sailing Schedule

Saturday, September 12 Monterey Marina  
Sunday, September 20 Napa River, Vallejo  
Saturday, October 3 Richmond Marina



## COMMODORE'S LOG

# We Got Winners!

The 20th Annual West Wight Potter National Regatta that was held on August 15-16 at the Encinal Yacht Club in Alameda found 27 boats participating in 2 days of racing. Encinal YC catered a luncheon for over 75 people which was provided by Joe Edwards, President of HMS Marine, Inc. For the Saturday dinner, over 50 members dined on a serve yourself steak and hamburger B-B-Q with all the trimmings.

Three races were held over the 2 day weekend and included a "Potter Puff" race on Sunday for the women of the fleet. The results are in and here are the winners of the trophies:

Potter-19: 1st Place, Donald Waknin (#411)

Potter-15: 1st Place, Phil Sullivan (#1051), 2nd Place, Don Bernreuter (#817),  
3rd Place, Rob McClain (#1168), 4th Place, Don Fleming (#846), and  
5th Place, Bill Sprietsma (#1205).

Potter-15 Gunter: 1st Place, David Hogan (#261)

Potter Puffers: 1st Place P-19, Melissa Edwards (#411)  
1st Place P-15, Dee Bernreuter, 2nd Place P-15, Gwen Singh (#706)  
1st Place Gunter, Barbara Simpson

Our thanks go out to Terry & Mary Gotcher for all their work on the water activities, to Barbara Simpson for taking care of all the many details on the land activities, to Joe Edwards for providing the luncheon for the participants and also for providing the trophies, to John Simpson & Mehendra Singh for photography as well to Stan Butler for providing the photographers boat transportation, to David & Candy Hogan for taking care of registration and providing donuts, and finally to all of you who participated in this great regatta.

Those in attendance were Rob & Brian McClain (#1168), Paul Oliver & family (#796), Jacque & Pat Robinson (#1372), Sam Cocks (#1378), John & Barbara Simpson with Dolores Clark (#266), Don Fleming (#846), David & Candy Hogan & family (#261), Donald Waknin & Sharon Weiss & friends P-19, Paul & Natalie Apfel (#1154), John & Agnes Quill (#222), Bill & Freida Sprietsma (#1205), Joe & Melissa Edwards & friends, Don & Dee Bernreuter (#817), John & Anne Ockes (#1060), Mike Bartunek & Claudia Hassler (#748), Dory Taylor & Michael Downey (#610), Stan & Dorothy Butler (#850), Jim & Donna Silva, Marcus Thygeson (#1144), Scott Reuter (#1253), Charles Grandt & family (#1053), Frank Winans (#691), Ray Monroy, Ron & Aldrene Lamb (P-19 #211), Kevin Morris & friends (#1233), Mahendra & Gwen Singh (#706), with Mike & Tina Flagg, Anthony & Joan Newton (P-19 #006), Rodger Hawkins, Harvey Podstata (#1050), and Jerry Barrilleaux.

## WELCOME ABOARD NEW MEMBERS:

Robert & Joan Broersma  
1233 Willow Way

Noblesville, IN 46060

P-15 #1259 "Wooden Shoe"  
317/773-4595

Roger & Yajaira Hawkins  
151 Buckingham Street, #269

Santa Clara, CA 95051

P-19 #228  
408/243-4678

### POTTER For Sale

## CLASSIFIED

Bruce Cudd has a 1985 Potter-15 for sale for an amazing price of only \$2300 which is about half of what he paid for it. This is due to personal reasons and a quick sale is needed. The boat comes with a trailer, bow and side rails, battery operated mast & running lights, interior cushions, and the hull is yellow with a white deck. Contact Bruce at 916/673-9039 (W) or 916/674-8042 (Home), and the boat can be seen at 900 Oakview Drive, Yuba City, CA 95991. Also, Bruce has a brand new Honda 2 HP outboard motor that is still in the crate for \$300 more.

### Cockpit Control for the Jib Downhaul

## NAUTICAL EQUIPMENT

If you don't have this control yet, Dave Skeen suggests that you do it this way. With a snap shackle attached to the end of an 1/8" line, attach the shackle to the head of the jib or genoa which will be brought down to a bullseye fairlead. The bullseye is attached to the deck next to the bow fitting. Another bullseye is positioned midway between the bow and the cabin well. A clam cleat is positioned just forward of the jib cam cleat. Now bring the line aft to the midpoint bullseye and attach it to the clam cleat. Now wasn't that easy.

Bill Sprietsma uses a twist shackle that is attached to the bow fitting. The shackle has attached a small swivel block where the downhaul line passes thru. The swivel block is used instead of a bullseye. Bill has a bullseye fairlead positioned near the forward corner of the top cabin deck. Near the aft corner of the top cabin deck is a cleat to secure the downhaul line. Just one more thing, get a small hanger that that you can put your coiled line on.

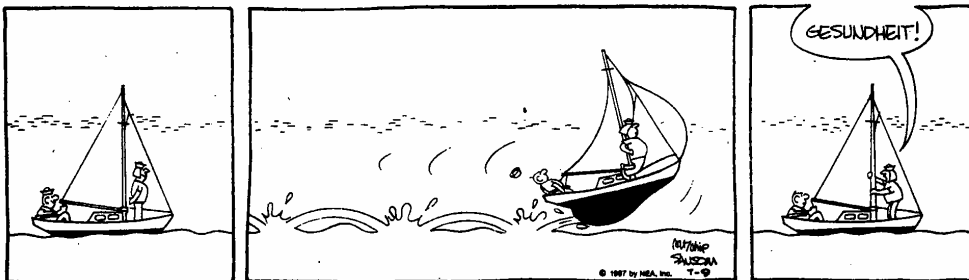
In another matter, Dave Skeen moors his Potter-15 at Port Townsend, Washington. He had a local sailmaker design and fit his boat with a tarp that goes over the boom. A separate sail cover was made. If you are interested in a boat cover at a reasonable price, contact Jeannette Merritt at 206/385-5297.

### Outboard Motor Security

## THE STRAIGHT SCOOP

Seen at the National Regatta, a Potter-15 that uses a bicycle lock to secure the outboard motor to the bracket. A bicycle lock shackle can be removed from the lock as you probably know. One of the legs of the shackle slips thru the motor mount holes that is for a rope tie-down. The shackle then slips thru two holes in the side of the boat's motor mount that have been drilled for the shackle, then attach the lock to the shackle.

### Born Loser/Art Sansom



NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.



# The Joys of Owning a Yacht

The Last Sail: Sat & Sun, August 29-30, Woodward Reservoir, Oakdale

**Goings Ons...**

Eight Potter-Yachters turned out for this sail and potluck dinner party. The water level was down and we had to go further out on the point for our campsite. Our Saturday night dinner looked like a catered affair with all the different dishes that were brought. Some of our group went out for a twilight sail but it was Mike Bartunek and Scott Reuter who didn't start back until after it turned dark. There was no moon and it took them 3½ hours to get back to the campsite. Everyone left the campsite early Sunday morning because the water level was going down and the launch ramp was to be closed.

Those in attendance at this sail were Rob McClain with sons Brian & Robin (#1168), Mike Bartunek & Claudia Hassler (#748), Don & Dee Bernrueuer (#817), David & Candy Hogan with daughters Heather & Krystle (#261), Steve Hoskinson with Sarah Beth & Liana (#1282), Skip Hebert & daughter (#181), De & Sydney Marsh with Stan Butler (#512), and John & Barbara Simpson with dog Mickey Bow Wow, Dolores Clark, Rose Ann Harris, and Kyle Rahiannon (#266).

Next Sail: Saturday, September 12, Monterey Marina

**come sail with us!**

You have probably been to Monterey to visit the aquarium, Cannery Row, and fisherman's Wharf. The marina is next to Fisherman's Wharf but actually at the municipal wharf. From Route 1, turn off at Del Monte Boulevard. After approximately 6 traffic lights, turn right on Figuroa Street which leads to the public launch ramp. There is an alternate launch ramp at the Coast Guard Station on the other side of the tunnel.

Meet at the launch ramp about 11:00 am for a skipper's meeting. Bring along a picnic lunch for the sail and later we'll plan on a late afternoon dinner at one of the restaurants at the wharf. It is about a 75 mile trip from the SF Bay area so plan on your travel time.

And The Following Sail: Sunday, September 20, Napa River, Vallejo

**JUST WHAT THE DOCTOR ORDERED**

It has been 5 years since we sailed the Napa River. Bring along a horn or loud whistle in case it is needed for the bridge tender to hear you to raise the bridge at Mare Island. It may be wise to bring along extra fuel for your outboard motor. We'll make a stop along the river with our picnic lunch before returning.

Prepare to launch by 10:00 am. To find the marina, drive north on Route 80 north to Route 29 (Sonoma Blvd.) and continue about 2 miles to Maryland Street. Turn left on Maryland and follow signs to parking lot. If you're driving south from Route 80, turn off at Georgia Street for about 11 blocks to Solano Street, then left on Solano to Sonoma and turn right.

Wanted

## EDITOR'S MEMO

Photographs from our sailing events, articles from sailing publications, comics and cartoons and whatever information you have would be appreciated by the newsletter editor. Photos from the regatta will be available next month.

Scheduled Sails

## **DON'T MISS THE BOAT**

Starting in October and until next May, we will have a scheduled sail during the first weekend of the month. If you have an idea for a sail or another sail during the month or even a non-sailing event, contact the commodore of what you have in mind.

**WEST WIGHT POTTER**

## BOATING MYTHS

Let The Cat Out of the Bag. Today this expression means someone telling something they aren't supposed to. But aboard early sailing ships this phrase meant someone was to be punished and the punishment was to be meted out via the cat-of-nine-tails. This was a whip with nine thongs, each with three knots at their tips. The "cat" was kept in a canvas bag. Misdeeds were recorded daily and punishments were carried out all at once on the following Mondays. Thus, the birth of perhaps the most used slang term of all, "blue Monday."

Portholes. In the 15th century, King Henry VI of England wanted heavy guns placed elsewhere other than the forecastle and aftercastle. A ship builder solved this construction by making round holes through which the guns could fire. The word "port" derives from the French porte.

Log Book. Used for a ship's travel record and it was so called because during the 17th century a ship's speed was measured by towing astern a piece of wood called "the log," which was equipped with a measuring device so that distance traveled could be figured.

At Loggerheads. It now means being in a state of angry disagreement, but the original loggerhead was a long-handled iron implement that was heated in the galley range, then plunged into a bucket of pitch to melt it enough to be used with oakum in caulking the seams of decks and sides.

### Lighthouses You Can Visit



#### Santa Cruz (1967)

A snug brick structure on W. Cliff Drive, Mark Abbott Memorial Lighthouse was built on the site of an 1860s light by parents of a surfer who had drowned nearby. Open inter weekends from noon to 5, with exhibits; free. Watch for sea lions, brown pelicans.

### Putting the Odds in Your Favor

The Coast Guard estimates that a very small percentage of boaters have taken boating safety courses. If you're one of those who hasn't you could increase the odds of avoiding and/or surviving a boating accident by taking one. And they're cheap. You only pay the price of materials.

### ... BY TAKING THE CALIFORNIA BOATING SAFETY COURSE AT HOME.

- **Course Materials:** Colorful 83-page Handbook and Final Examination (optional).
- **Course Content:** Boat Handling, Anchoring, Weather, Registration, Required Safety Equipment, Navigational Aids, Rules of the Road, Maintenance, Security, and Storage.
- **Requirements:** None — complete at your own pace at home. Upon successful completion of the final examination, a certificate will be awarded.
- **For More Information:** Call (916) 445-2616.

To order, please send \$2.00 (check or money order) to:



**Department of Boating and Waterways  
California Boating Safety Course  
1629 S Street  
Sacramento, California 95814-7291**

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George Deukmejian  
Governor of California

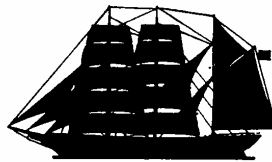
Gordon K. Van Vleet  
Secretary for Resources

William H. Juers, Director  
Department of Boating & Waterways

# SAFE BOATING is no accident

OBSERVE THESE SAFETY RULES

- |                          |                             |
|--------------------------|-----------------------------|
| 1 Don't Overload         | 7 Keep Your Boat In Shape   |
| 2 Know Your Boat         | 8 Carry Necessary Equipment |
| 3 Operate At Safe Speeds | 9 Secure Your Boat Properly |
| 4 Respect The Weather    | 10 Obey The Law             |
| 5 Keep A Good Lookout    |                             |
| 6 Have Sufficient Fuel   |                             |



• **Elissa**, 160-foot American bark. Built in 1877 as a trading ship in Scotland where it served as far away as India, Australia, the United States and South America. It traded under five different flags during its career before it ended up in a scrap yard; it was rescued and subsequently restored by the Galveston (Texas) Historical Foundation.



• **Simon Bolivar**, 270-foot Venezuelan three-masted bark. Built in 1979 as a training vessel for the navy and named for the hero of the South American struggle for independence from Spain. Its 18,000 square feet of sail are handled by 102 male and female cadets, 51 crew and 17 officers.