

Potter to Potter

NEWSLETTER OF THE POTTER YACHTERS
N. Cal. West Wight Potter Assn.

DECEMBER 1979

FUTURE EVENTS

BRUNCH Jan. 1, 11:00 AM. Pete's Harbor House, Redwood City. A non sailing get together to develop ideas for future meets, tell a few stories, or ?

NEXT SAIL: SUN. JAN. 6 OAKLAND ESTUARY, 5th. AVE RAMP

Use Nimitz freeway, take 5th Ave. off, go under the overpass and make a right turn. Meet at 10:00 AM to decide sail plan. Some possibilities--sail into Chicken Bay--a trip around Treasure Island--sail to the pier 39 dock and partake of some goodies--or.

LAST MONTH'S PITTSBURG SAIL

A nice turnout, seven boats consisting of Frank Winans, 182; Don Berst, 797; Dory Taylor, 610; Jerry Barrilleaux, 564; Terry Gotcher, 821; the Marshes, Dee & Sydney, 512; and the Butlers, Stan & Dorothy, 850. Local fog and lack of wind delayed launch time until about 11:00 upon which the day turned pleasant with light winds in the range of 3 to 8 MPH.

Upon launching the boats all headed upstream, against the current, either that or bouy #31 was sailing upstream as fast as we were. Don Berst, finally came to our rescue with a suggestion that we turn into an adjacent slough and get out of the current. All boats promptly made a tack hard to port and began a leisurely scenic run through Spoonbill Creek. Actually this is a tule lined slough about 50 feet wide and 2 miles long running between Suisun Bay and Honker Bay. From Honker Bay we then sailed around Chipps Island, back into Suisun Bay, and home to Pittsburg. Definitely not a white knuckle day but certainly interesting and the company was great.

SCUTTLEBUTT

--Wish you could have seen the look on the powerboater's face when he came roaring around the bend and found seven Potters grouped up in that 35 foot tule lined channel.

--Overheard in the slough, amidst gunfire, "Sure hope its closed season on Potters".

--Rumor has it that Dee Marsh is outclassed as a helmsman by a bungee cord. Now really Dee?

--Dory and Terry, sorry we did not get the names of your respective crews

--Jerry about a repeat of the Lost Isle sail. Sure thing it was a beaut last time. Give us a date Jerry.

--Stan, about his new masthead jenoa sail. "At last I can finally sail with Jerry".

HELP WANTED

We need help with the newsletter. Information, articles, suggestions or ideas. Where would you like to sail, what type of activities do you enjoy the most? We especially need someone to write the next few issues. Jim Mangels, phone 255-8579, will continue to duplicate and mail the paper. All you need do is to write it, does not need to be up to the standards set by Carol, as you can see by the last two issues written by Stan Butler.

We do get around!!

Where have we Potter Yachters potted for the last 12 months?
Here's a recap of our monthly outings for 1979:

- January '79: "Workday" - at La Purisima Winery, Sunnyvale. 3 boats, 9 families attended. (No comment on what type of "work" was done.)
- February '79: Sail from Sausalito to Angel Is. 8 boats - Beautiful!!!
- March '79: Sail from Tiki Lagoon to Last Isle (Delta) 7 boats. What a funky little place; fun to explore on water or land.
- April '79: Bodega Bay. 5 boats, 6 families. Chilly weather; a sad sight: Stan Butler's wrecked boat (not a sailing mishap; sneaker wave hit the boat while Stan & son were attempting abalone diving).
- May '79: Uvas Reservoir. 9 boats, + some good sailing
- June '79: Woodward Reservoir. 7 boats. Beautiful winds and weather.
- July '79: Bel Marin Keys Yacht Club: 11 boats. Superbly hosted by BMYC member Bill Wight. Our first official race. A winner.
- Aug. '79: Tomales Bay. 4 boats. Rail-down, exciting sailing.
- Sept. '79: Camanche Lake. 9 boats. Uncrowded water; good weather.
- October '79: Coyote Point. 4 boats. Gloomy weather; spunky wind. And spunky Joyce ^{Wight} Singlehands for the first time, to get Bill back to shore (medical emergency).
- November '79: Pittsburg Marina (Sacramento River). 7 boats. Calm wind and weather, good "chatting" sailing.

Other great events:

- Potter Yachter Anniversary Dinner - April '79 - 26 people attended including HMs Marine President Joe Edwards.
- S. F. Opening Day Celebration - 5 Potters sail to Angel Is. to join the festivities.
- Monterey Bay Passage - De Marsh & Harry Gordon (respective er Stan Butler, Mike O'Neill) sail from Santa Cruz to Monterey. A triumph!

The till is runnin' low ...

and it's dues time again. It's a bad time of year to be asking for money (is there a good time?!), but the newsletter must go on, and it costs \$ to reproduce and mail each month's newsletter.

In the last year, most newsletters were Xeroxed by Jim Mangels at work, but this had to stop as the volume of pages and members increased. So now we must pay printing costs (5¢/copy) also. All that explanation was meant for was to cushion the blow: the cost of subscribing to the monthly "Potter to Potter" is now \$6.00 per calendar year, payable anytime during January. Please send your check to: Carol Mangels, 7078 Coronado Dr., San Jose CA 9512. Make check payable to Carol Mangels. Thanks!

Back Issues

If you want a particular "Potter to Potter" issue(s), send 25¢ for each issue (-SPECIFY MONTH AND YEAR) and a self-addressed, stamped envelope (one issue = one stamp, include the stamps separately and I'll use just what is necessary). We began the newsletter with the April 1978 issue.

Thanks!!!

My heartfelt thanks to Harry Gordon and Stan Botler, two great guys, who have written several issues of "Potter to Potter." We all appreciate your contribution, Harry and Stan—but especially me!! — Carol Mangels

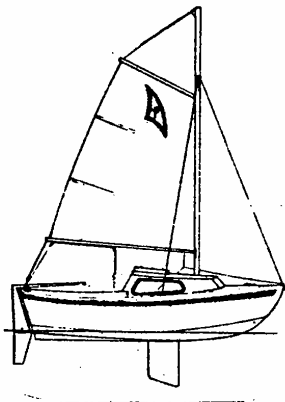
Golden Gate to Half Moon Bay

by De Marsh

To sail through the Gate and beyond has been a lure for many Bay sailors and a particularly strong one for me. Although the Santa Cruz to Monterey adventure in many ways was very satisfying, it did not provide the challenge of a single handed coastal passage through the Golden Gate. Such a passage would demand a spell of mild weather and favorable tides. Veterans Day holiday provided the rare combination of gentle coastal winds, mild seas and a less than 3 knot tidal flow out the gate. The time had come. IPO was launched from the Fort Baker Launch ramp (The National Recreation area beneath the Golden Gate Bridge on the Marin County side). Sydney, my wife, agreed to transport the trailer to Pillar Point to pick me up about 5:p.m. The actual launch was at 10:am I took my leave directly from the trailer as the ramp did not include a dock. The working jib was set instead of the Big Genoa to avoid the necessity of changing Jibs under bad conditions. On went the Life Jacket with a Life Line tied about my waist and snapped to a heavy duty pad bolted to the cabin trunk near the centerboard well. Two knots of current and a light wind astern gently nudged IPO under the bridge. The whisker pole was set for wing and wing with the Bow pointing at one mile rock. As one mile rock came abeam, the course was altered to 180 degrees magnetic. The off shore wind produced a broad reach driving IPO seaward in a southerly direction. This course was held until Ocean Beach was a good 2-3 miles off IPO's stern quarter. 135 Degrees brought us parallel to the coast line. This heading would be held for most of the trip. During the first hour only two other boats were sighted, both 40-50 foot sailboats heading further out to sea. The newly acquired technique of self steering was put to good use with a beam reach and 15-18 knot winds. This provided freedom to eat lunch and enjoy the Coastal panorama unfolding through the mid-day haze. As the 22 mile passage progressed, an orderly parade of familiar land marks marched past. The cliffs of Fort Funston a mecca for Bay Area Hang Gliding devotees. With off shore winds there were no Hand Gliders soaring this day. Pedro Point, an old favorite spearfishing spot, an area that harbors several wrecks, providing excellent home and hiding for Ling Cod and Capazone. Infamous Devils Slide, an area that has claimed the lives of many unwary fisherman plucked from the rocks by unsuspected waves. Moss Beach, well known by Abalone Hunters. The Wind died as Moss Beach was approached, becalming IPO within sight of the Pillar Point radio Telescope towers. A crank or two on the trusty Seagull and 512 was back on course. As IPO moved closer to Pillar Point the hazy setting sun projected a huge orange orb, casting a beautiful copper sheen across the tranquil surface. Such beauty should be shared (Sydney, where are you?). The proper approach to Pillar Point from the North, threads through exposed and submerged Reefs and therefore is somewhat involved. The number one bouy lies approximately one mile southwest of the Radio Towers (2.5 second flash). A magnetic course of 111 degrees and 1.3 miles away the number two bouy (four second flash). Come about to 360 degrees and proceed one-half mile to put the number three bouy on the Port bow. Continue for three quarter mile to the harbor entrance marked with a Horn and Flashing light (2 second flash.). I ignored all of the above. Mild conditions prompted a move closer inshore

to investigate two Skin Divers searching for Abalone. This put IPO a good half mile inside the number one buoy on the final approach leg. A gentle wind allowed a welcome return to the solitude of sailing and the High tide made it possible to short cut the approach across a shoal area to arrive at the breakwater entrance around 5:p.m. Unfortunately, the wind died again and it took 20 minutes and spark plug maintenance to get the Seagull operational(I had just about decided to break out the oars and grow a couple of blisters when, Viola! she started). Finally at 5:30 IPO and Master arrived at the launch area to greet a very nervous Wife. This cruise brought to fruition months of preparation and the successful fulfillment of a strong desire. A good familiarity with the Coast and a first hand knowledge of the Pillar Point Entrance reduced the risks to acceptable levels. The Boat was equipped with a life line (which was worn), two anchors (one at ready) and all sail handling manageable from the cockpit. Enhancements to seamanship and singlehanding skills were constantly being pursued, ie; self steering, heaving to, etc. Contingency plans were established, by asking the necessary "What if" questions. I view these exercises as a primer for a Blue water offshore cruise to the Channel Islands this Summer. Anyone interested x

FOR
SALE



1978 WEST WIGHT POTTER

Hull #735

Note: This boat is for sale by
John Arnold (brother of
Leo Arnold - Pres. of S. Cal.
Potter Assoc.). John wrote
that he is buying a
Coronado (25'). The accom-
panying sheet shows which
options (those checked)
John has on his Potter #735
He sent a picture of the boat
very good looking!!

Colored hull.

Colored main & jib.

Genoa with window.

Two tone drifter (DRS).

Boom vang.

Whisker pole.

Cockpit cushions.

Bow pulpit.

Downhaul system for foresails.

Extra blocks & cleats.

Sailor compass with interior & exterior mounts.

Masthead apparent wind indicator.

Tiller extension.

Stern mast carrier.

Life jackets (2).

Fire extinguisher.

Fender.

Mooring lines.

Interior storage hammocks (2).

Interior storage tray.

Louvered vent in hatch.

Hinged deck pipe over chain locker

Lunch hook, 12' chain, 150' rode.

Danforth anchor, 12' chain, 200'
rode (hung on bow pulpit).

2 h.p. Suzuki outboard.

Rear tie-down strap.

Galvanized trailer w/bearing buddies and removable light bar.

BRISTOL CONDITION! A \$5,000. value....

First \$3,500. takes.

John Arnold (213) 429-7515

1980 Calif. registration
on boat.

WEST WIGHT POTTER Sail-a-way Price \$2995.00

Includes These Standard Features:

- | | |
|---|--|
| 4 Hull color choices: smoke white
neon blue, light yellow, bright orange | SS unequal length locking rudder pintles |
| 6 Pin striping colors: yellow, orange
blue, white, black, brown | Bonded closed cell foam flotation |
| Dacron sails, main & jib | Fiberglass sliding hatch |
| Hand laid fiberglass hull, deck & liner | Mahogany door & cockpit table |
| Beaching skegs, full swing keel | Mahogany handrails on cabin |
| Kick-up rudder | Running lights, anchor light |
| Non-skid deck & cockpit surfaces | Jibsheet cam jam and eye |
| Molded in toe rail, heavy vinyl rubrail | Mooring cleats & bow chocks |
| Self bailing cockpit | Swivelling mainsheet eye &
cam jam |
| Anodized mast and boom | Cushions, 3 inch foam |
| SS standing rigging | Front and side windows, tinted |
| SS trailer eye, chainplates, stemplate | Forward air vent |
| | Motor mount in hull color |

Optional Accessories

- Non-standard hull colors\$135.00
- Colored sails, main & jib 110.00
- Jiffy reefing in main 60.00
- 150% Genoa (color \$195.00) 169.00
- Genoa hardware 35.00
- Genoa wisker pole 30.00
- Spinnaker 189.00
- Spinnaker hardware, pole, topping lift .. 66.00
- Boom Vang 35.00
- Interior cabin light 15.00
- Curtains w/track 42.00
- Cockpit cushions 85.00
- SS Bow pulpit 95.00
- SS Cockpit rails 145.00
- Bottom paint 155.00
- Trailer w/Bearing Buddies 385.00
- Trailer galvanized 465.00
- Spare tire w/wheel 35.00
- Suzuki 2 h. p. motor 315.00
- Porta Potti 35 126.00
- Cockpit Awning 95.00

Terms: 10% deposit with order and the balance in full at time of delivery.
All prices F.O.B. factory and subject to change without notice.