

July 1984

POTTER TO POTTER

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Bill Sprietsma (408) 379-5474 SECRETARY/TREASURER: John Ockes (415) 656-2984
HISTORIAN: Jerry Barrilleaux



At The Helm

Sailing Schedule

August 4-5	Woodward Reservoir
August 19	Lexington Reservoir
September 8-9	Lake Comanche
September 23-24	Santa Cruz
October 6-7	Woodward Reservoir



NATIONALS

Our 17th annual West Wight Potter National Regatta at Encinal Yacht Club on the Alameda-Oakland Estuary was a huge success. Twenty-two Potter-15's and three Potter-19's turned out for this prestigious event. Our entire fleet offers their special thanks to all who put so much of their time and energy into producing a smooth running event, namely the following individuals. Barbara Simpson provided the administrative assistance; Bill and Joyce Wight afforded their "Targa 35" to serve as a committee boat; Terry and Mary Gotcher started the races and scored the boats as they crossed the finish line; Chuck and Kan Van deunten, Encinal Yacht Club members set the marker bouys for the races; and Mahendra Singh and John Simpson were the "official photographers."

On Saturday, June 30, many of the Potter-Yachters used the public launch ramp and motored the short distance to Encinal YC but found they had to raft 3 to 4 deep at the dock as a few large guest boats were there too. After coffee and donuts (provided by Jerry Barrilleaux), the skipper's meeting got underway about 10:30 am. Barbara gave us the information about the banquet and passed out the participation plaques. Terry told us about the regatta course and that there were no formal racing rules and no one wanted to write any. We are for fun first, racing second.

The P-19's, gunter rigged Potters, and the Mark I and II's had their separate starts and the regatta was a learning experience for many of us. After the first race, Joe Edwards provided a buffet luncheon as well as a beautiful decorated cake for dessert. For the second race, the skipper's handled the race course like old pros since we were now familiar with the start line and rounding the marks. After this race it was time for happy hour, swimming at the yacht club pool, relaxing, and verbal resailing the races.

The banquet Saturday evening turned out to be a great occasion to renew old friendships and make new friends, especially the Bay area members with the out-of-the area Potter-Yachters which included about 65 people in all. During the dinner, Commodore Bill Wahl of the Encinal Yacht Club welcomed our fleet. Commodore Wahl and Jim Driscoll from the Southern Idaho fleet exchanged burgees at this time.

Sunday morning, the ladies "powder puff" race saw nine P-15's in competition. Several members had binoculars to keep tabs on who was in what position. They all had a cheering section at the finish line. The third race of the series was shortened by the race chairman due to dying winds. After everyone docked their boats and then assembled for a meeting, the trophies were presented to the skilled and lucky winners. The regatta committee and Joe Edwards were recognized for their outstanding contributions in making this an exciting event.

Notes from: Bill Spreitsma, Commodore
Barbara Simpson, Past Commodore
Terry Gotcher, Race Chairman

THE FINISH LINE

Race Results

Potter-19 1st Place: Jim & Donna Silva with Stan Butler, the Amaceks, & the Jenks.

P-15's I & II 1st Place: Ranney Thayer with son John
2nd Place: Jerry Barrilleaux
3rd Place: Larry & Betsy Peterson
4th Place: Fred & Freda Richter

P-15's Gunter Rigged 1st Place: Barbara Simpson with James Skinner & Stephany Bernreuter
2nd Place: David Geisser & Judy Bell

Powder Puff 1st Place: Sharon Averill with daughter Shannon
2nd Place: Gwen Singh



Participants

John Quill, San Leandro, CA (#222); Bob Gray & Nancy Sarkisian, Auburn, CA (#262); John & Barbara Simpson, Orinda, CA (#266); David Geisser & Judy Bell, San Francisco, CA (#279); James Driscoll, Boise, ID (#506); Jerry Barrilleaux, Concord, CA (#564); Frank Winans, Sacramento, CA (#691); Gwen & Ton'a Singh, Ione, CA (#706); Mike Bartunek & Claudia Hassler, Fairfield & Vallejo, CA (#748); Ranney Thayer, Sunnyvale, CA (#766); Fred & Freda Richter, Newark, CA (#783); Don, Dee & Stephany Bernreuter, Pleasanton, CA (#817); John & Anne Ockes, Fremont, CA (#1060); Gene & Sharon Averill, Woodland, CA (#1077); Jim & Loubelle Wissler, Los Angeles, CA (#1135); Larry & Betsy Peterson, Meridian, ID (#1198); Bill Sprietsma, San Jose, CA (#1205); Melvin Denison, Bakersfield, CA (#1247); Lee & Maureen Olin, Santa Cruz, CA (#1299); William & Carolyn Ellis, Auburn, CA (#1374); and Samuel Cocks, Rancho Cordova, CA (#1378)

Congratulations to all the winners and thanks to all the participants.

Barbara Simpson



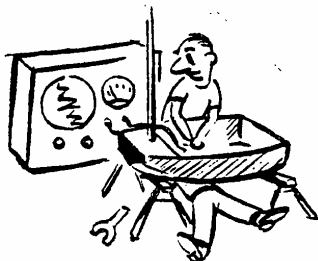
Martinez Sail: June 16

There was 5 Potters at the Martinez sail. The winds were stiff and the current swift-- the combination produced an interesting chop as soon as we left the protected waters of the harbor. We found out afterwards that the harbor master prefers that you motor out of the small harbor mouth.

John Graham and Charlie Nearing were off to a fast start. They were rounding the river bend to the west as the other boats were working their way out of the harbor. After about an hour of splashing about, we headed back for a picnic lunch at a nearby park.

Jerry Barrilleaux, the smart fox that he is, showed up as we were leaving. He reported smooth sailing with reduced winds and current later in the afternoon. The sailors attending this event were: P-19 #249 Ray and Connie Monroy, #352 John Graham & Charlie Nearing, #564 Jerry Barrilleaux with Gary Haas & Don Seibel, #766 Ranney Thayer with son John & daughter Janice, #1053 Dave Grandt & daughter Carey, and #1205 Bill Sprietsma.

Bill Sprietsma



TUNE-UP TIME



WEST WIGHT POTTER

Last Sail: Oakland/Alameda Estuary, July 15

Catch the wave

It was a sunny, warm day on the Estuary with light breezes. Nine Potters were launched. We watched a fleet of El Toros take off on a 1 1/4 mile one-way race down the Estuary under the bridges to San Leandro, and we wondered if they would ever make it in the light airs.

We drifted and sailed over to the Quinn's Light House guest docks where we tied up. Lunch was at Victoria Station. A few beers and some fancy drinks were consumed by the thirsty group of 24 Potter-Yachters. By the time we were seated, the usual and very interesting tall tales were in full swing.

The winds were up a little in the afternoon, making for a more interesting sail back to the launch ramp. Several groups of 2 or 3 boats seemed to be racing and testing their skills against one another.

In attendance were Don Wilson in his P-19 (221) along with Marsha Epstein, Charlie Wilson, and Benson Lee; John and Barbara Simpson (266); John and Barbara Graham (312); Jerry Barrileaux and Janice Christie (564); Mike Bartunek and Claudia Hassler (748); Stan and Dorthy Butler (850); Chuck and Ruth Nugent & son Michael (916); Dave and Sue Grant with Caray & Jamie (1053); Bill Sprietsma (1205); and John & Anne Ockes joined the group for lunch.

Bill Sprietsma

Next Sail: Woodward Reservoir, August 4 & 5

CAMP OUT



There has been such a great response for the sailing and camping at Woodward Reservoir that the sailing committee decided that this is the place to go in August as well as September. There was 17 boats here at the last sail in June plus a canoe.

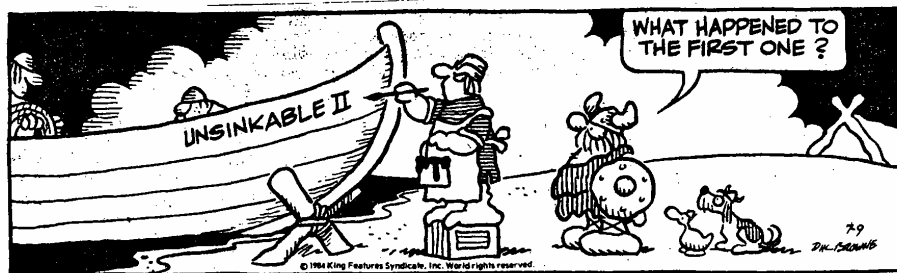
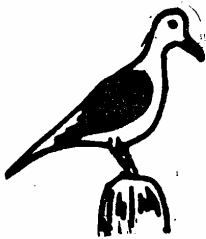
The Saturday night dinner will be pot-luck. Bill Sprietsma, our commodore, will bring the hot dogs, buns, and fixin's. If you are planning on being at this sailing event, please bring things such as salads, potatoe chips, baked beans, fruits, and desserts. For the camp fire, bring scrap wood, chairs, marshmallows, and a cup for wine tasting. In the event you decide on a sunset sail, check your bow light to see that it is working and bring along a good flashlight.

Directions: Drive east on route 120 and through Escalon to county route J-14. Turn left and follow the signs to the reservoir. If you drove to Oakdale then turn around and come back. You'll get a map at the toll booth and we'll meet at sailboat cove, almost. At the fork in the road with the sign pointing right, drive left instead and down the road a bit.

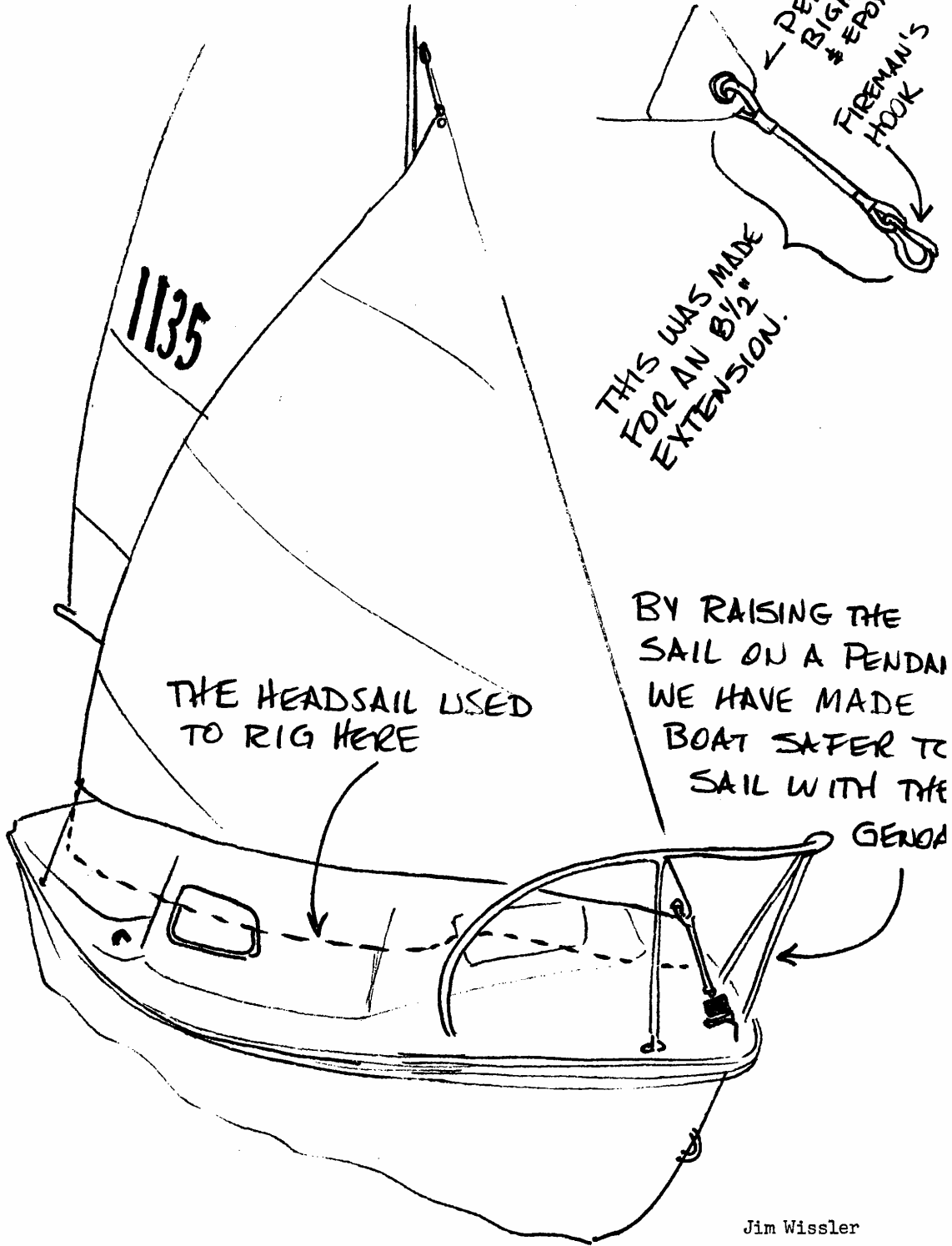
Lexington Sail: Sunday, August 19

Last month our sailing committee found out that the scheduled sail to Lexington was pre-empted by a rowing regatta and the editor hopes all interested members received a postcard changing the schedule. Launch time will be between 10:00 and 10:30 am and motors under 10 hp may be used. Bring along a picnic lunch and we'll meet at the picnic tables near the dam about 12:00 noon.

Directions: Drive south on route 17 past Los Gatos. You'll soon see a sign on your right for Lexington Reservoir but the entrance is on your left side.



GENOA PENDANT



THE HEADSAIL USED TO RIG HERE

THIS WAS MADE FOR AN 8 1/2" EXTENSION.

BY RAISING THE SAIL ON A PENDANT WE HAVE MADE BOAT SAFER TO SAIL WITH THE

GENOA

Jim Wissler

Take a bite out of life.

Going up the Delta is a downhill ride--the summer Northwesterlies providing a broad reach or run most of the time. This fact in concert with my recent three day solo sail from Pittsburg to Stockton, opened my eyes to what could be a fine group Potter sail.

I spent three days on my trip and it could have been sailed in less than two. The extra sailing was due to my Huck Finn nature of poking the Potter into additional sloughs and back-water hide-a-ways along the way.

Navigation along the San Joaquin River is made easy by numbered channel markers but not so once you leave the river. Then its keep your head on straight or you're likely to become lost. Many of the sloughs are wide and filled with reed covered islands--islands that all look alike and completely devoid of landmarks. I found careful attention to map, compass, and following the levees necessary for successful navigation.

My trip began at the Pittsburg Public Launch Ramp. However, I would recommend a public ramp closer to the Delta, perhaps the ramp adjacent to the east side of the Antioch Bridge. This starting point is directly below Big Break, a fascinating lake-sized body of water. Big Break is irregular in shape, ringed with hidden coves and miniature sandy beaches. Another exciting feature is it contains a number of sunken barges and vessels with their skeletal remains awash, leaving one to imagine past adventures. Dutch Slough traverses the Northern border, exiting at the Eastern end of Big Break and terminates at Bethel Island. I have sailed Dutch Slough in the past. It requires unstepping the mast to clear two bridges near Bethel Island. I bypassed Big Break by entering Frank's Tract via False River, a course sailed by the Potter fleet on several past outings. My intent was to cross Frank's Tract, re-enter the San Joaquin and spend the night at Mandeville Tip.

Strong winds accompanied me all the way to Frank's Tract then moderated to a whisper. With the wind down and the temperature up, I opted for a swim. Attaching a lifeline to myself, I went over the side while the boat did its own thing. Everything went as planned, including getting back into the boat via Gwen Singh's "Rope Loop Off The Stern" method of re-entry (thank you, Gwen). Everything went as planned except for one minor detail. My inattention to navigation caused me to leave Frank's Tract via Old River instead of False River. I didn't realize my error for a goodly distance and then only after glancing at my compass which indicated Southeast when I should have been sailing North. It was a humbling experience, especially since I had sailed through Frank's Tract to the river several times before. Backtracking, I finally achieved my anchorage at Mandeville Tip. My sail for the day exercised most of my seamanship skills. It started with strong winds on a run; the main reefed and a preventer set to guard against accidental jibes. As the day progressed, the winds abated which allowed full sail and "letting it all hand out", that is, my full 55 square feet masthead rigged jenny. Strong winds returned with the late afternoon, so much so that I sailed the final leg to Mandeville Tip under reduced jib and no main at all. This sail plan offered hull speed, good control, and peace of mind.

Being a weekday, I found only a small gathering of six boats at Mandeville. Each with their bow tethered to the island and stern anchored out. I anchored by the stern only, thus allowing the boat to swing free. This method supplied a continual welcome breeze to cool the cabin interior as the boat swung with the wind. The night brought a sky with more stars than seemed possible. Soft strains of music and the gentle motion of the boat lulled me to sleep.

I awoke to a cottage cheese sky with patches of peak-a-boo blue and no wind. The morning was spent investigating Potato Slough, alternately sailing and motoring. After a late lunch and a cool swim, the winds returned thus furnishing the necessary push for a side trip down Middle River, across Empire Cut and up Turner Cut to rejoin the river at Lost Isle. As I approached Empire Cut along Middle River, a lengthy break in the levee opened to reveal a large lake--a lake that until recently had been Mildred Island. Everywhere I sailed on the Delta, I saw sandbagged and plastic covered levees, a dramatic reminder of last winter's damage.

Two Days of sailing under a broiling sun had me salivating for a cold beer. The closer I got to Lost Isle the greater my thirst--a thirst finally satisfied by cold foamy drafts of

Budweiser, one restoring my sweat glands and a second restoring my desire to sail on.

My second night's anchorage was off a small sandy beach on an island adjacent to Channel Markers 29 and 30. The anchorage was well in from the main channel and approximately four and one-half miles from my final destination. A cloudless sunset silhouetted Mt. Diablo, guarding the Western approaches to the Delta and signaled the end to another perfect day.

The morning greeted me blue and windy with my little beach submerged by a high tide. The short distance left to sail allowed for a leisurely breakfast and time to put the boat in order. A short fast run under the jib only and the sail ended at Louis Park in Stockton. The public launch ramp is near the number 45G channel marker.

The Delta is peppered with public launch ramps and overnight anchorages. A trip up the Delta is a sleigh ride, so why not up your Delta Potter-Yachters?

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Historical Facts: Jerry Barrilleaux, Historian

The first West Wight Potter was built in 1960 on the Isle of Wight off the coast of England. The designer was Stanley Smith and he built the boat to be the smallest boat to ever cross the Atlantic Ocean.

Mr. Smith never did cross the Atlantic but in 1964 he sailed from the Isle of Wight to Sweden, a distance of 780 miles across the North Sea.

The early Potters were built of plywood by West Wight Plycraft Corporation. The first Potters built in America were in 1965. The American Potters were built by Herb Stewart of HMS Marine. Herb was a retired movie producer who brought us shows like "Route 66" and the "Topper" series. The first Potter built in the United States was hull #151 because the first 150 boats were British. Of the American Potters, 283 were gunter rigged, 164 are Mark I's, and about 750 plus are Mark II's.

NEW MEMBER: Welcome Aboard

Vincent and Barbara O'Hara Sail #240, "San Miguel" P-15
12194 N. Armstrong, Clovis, CA 93612



ADDRESS CORRECTION:

Ranney Thayer
403 Hogarth Terrace, Sunnyvale, CA 94087

Potter For Sale

CLASSIFIED

This beauty has to be seen to be appreciated. Built in 1966, hull #190 that is white with orange trim, white sails including a genoa, 12 volt system for the bow and stern lights, and comes with a trailer. Mike Farreia is asking \$1350 and can be reached at (213) 457-7840. Address: 29748 Harvester Road, Malibu, CA 90265.



FROM
THE DESK OF... The Editor

Send us your news

Barbara Simpson will fill in for the Potter-To-Potter newsletter editor during the months of August and September. Please send your letters, write-ups of scheduled sails, new members, classified, fillers, cartoons, and what have you to 12 Brookwood Road, Orinda, CA 94563.