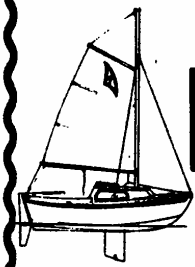


October 1984



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



Sailing Schedule

Sunday, November 4	San Leandro Marina
Sat/Sun, December 1-2	Overnight at Treasure Island
Tuesday, January 1	Pete's Harbor



At The Helm

Our October 6 sail was originally scheduled for Woodward Reservoir but was changed to Emery Cove Marina when it was reported that the water level at Woodward was 14 feet lower than usual. This was the first time for most of us to sail out of Emery Cove Marina which is located at the Bay end of Powell street in Emeryville.

This marina is a great starting point for Bay sailing. From the cove it's about 4 miles to Treasure Island, 2½ miles to the end of the old Berkeley pier, 6 miles to Angel Island, and 6 miles to Alcatraz Island. There is a well stocked bait & tackle shop close to the launch ramp for those interested in fishing on some of the light winds of winter days ahead.

On Saturday, 6 Potters motored out of the harbor a little before 11:00 am onto a glass smooth windless Bay. We drifted and bobbed awhile and others motored ahead. Later, the scheduled afternoon breeze arrived. Stan Butler and Dee Marsh sailed over to Angel Island to watch the big sailboat races. At one point they were so close to the race that they could be mistaken by some as participants.

The sail back to the marina was delightful since it was a run all the way. The Simpson's along with Mike Bartunek & Claudia Hassler put up their spinnakers and whizzed by the rest of us. After the sail, we went over to Spenger's Sea Food Grotto for a late afternoon dinner and sharing of past sailing adventures. I related part of Judy Bell & David Geisser's story of their summer sail from Los Angeles to Catalina Island. We all hope to hear more from them on this adventure.

The hearty sailors in attendance were John & Barbara Simpson (266), Dee Marsh with Stan Butler (580), Frank Winans (691), Mike Bartunek & Claudia Hassler (748), John & Anne Ockes (1060), and Bill Sprietsma & Gail Frankel (1205).

Bill Sprietsma, Commodore

WEST WIGHT POTTER

NOTICE TO MARINERS



Next Sail: San Leandro on Sunday, November 4

Eight months ago we had a great sail from the San Leandro Marina. The US Coast Guard Auxillary will be there and will give your boat a free check, if you want it, to see if you have the required equipment such as a paddle, fire extinguisher, signal devices for day and night, horn as well as a bell, bailer, flashlight, anchor, life jackets, tools, etc. You'll be awarded a boat decal if you "pass inspection."

Launch time: 10:00-10:30 am. From route 17 in San Leandro, turn off on Marina Boulevard and head west toward the Bay. When you get into the marina area, follow the arrow on the sign to "launch ramp." You may stay overnight by contacting the harbor master.

Bring a light picnic lunch for the sail. There are three restaurants at the marina and we'll plan on stopping at one of them after the sail. If the sail is obviously postponed due to inclement weather, then it will be rescheduled for Saturday, November 10, same time & place.

New Members:

"Welcome aboard..."

Del and Barbara Lawson. Deckhands: Leslie and Kieth
165 Springside Road, Walnut Creek, CA 94596
Telephone: (415) 945-8670
West Wight Potter Dealership at
Emery Cove Marina, Emeryville, CA 94608
Telephone: Business (415) 428-0505

David and Candy Hogan. Deckhand: Heather Jean
12 Brookwood Road, Orinda, CA 94563
Telephone: (415) 254-2621
Sail Number: 261

Address Correction

Mike and Norma Hamrah
4221 Greenvale Road
Fair Oaks, CA 95628
Telephone: (916) 967-1521



HURRY! TIME IS RUNNING OUT

It's about 2 months until Xmas and it will be time to give yourself a present. What is it? Why it is a membership in the best sailing club in the world for 1985--namely, the Northern California West Wight Potter Association.

Make your check payable to John Ockes for \$8.00 and please do it today. Mail it to 40915 Cantare Place, Fremont, CA 94539. Thanks.

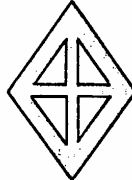



Secretary/Treasurer

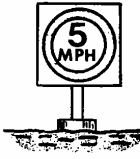
This Potter-15 has been sailed about 10 times and has always been kept in the garage. Hull #1027 is yellow and white with a yellow, orange & white main sail and comes with just about everything such as a bow pulpit, cockpit cushions, interior cabin lights, and comes with a galvanized trailer w/bearing buddies. Sid Riggs is asking \$3,500. Call Sid at (213) 533-4874 and he's located at 22316-5 So. Vermont Ave., Torrance, CA 90502.

This Potter-15 was the American WWP builder's personal yacht. Last May our Historian, Jerry Barrilleaux, had an article in the newsletter about Stanley Smith building and sailing a WWP from the Isle of Wight to Sweden in 1964. In 1965, Herb Stewart began producing the American Potters. Herb passed on 2½ years ago and his boat "Courageous Too" has been in storage since then. The boat is loaded with many extras like having all sails including a spinnaker, side rails, bow pulpit, 2 HP motor, trailer, etc, all for \$3,500. Call Dr. Rosenberg at (805) 541-1315 in San Luis Obispo.


Mrs. Stewart has moved to Star, Idaho and would like to talk to any Potter-Yachters that may come up that way. Call (208) 286-7736. Also, Mrs. Stewart has donated \$20 to our treasury which was accepted with a heartfelt thanks.

CALIFORNIA WATERWAY MARKER SYSTEM

<p>BOATS KEEP OUT</p> <p>EXPLANATIONS MAY BE PLACED OUTSIDE THE CROSSED DIAMOND SHAPE SUCH AS DAM, RAPIDS, SWIM AREA</p> 	<p>DANGER</p> <p>THE NATURE OF DANGER MAY BE INDICATED BY WORDS INSIDE THE DIAMOND SHAPE SUCH AS SHOAL, REEF, WRECK, DAM</p> 
<p>CONTROLLED AREA</p> <p>TYPE OF CONTROL IS INDICATED WITHIN THE CIRCLE SUCH AS 5mph, NO ANCHORING</p> 	<p>INFORMATION</p> <p>FOR DISPLAYING OFFICIAL INFORMATION SUCH AS DIRECTIONS, DISTANCES, LOCATIONS</p> 

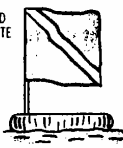


MARKER ON PILING




MARKER ON SPECIAL PURPOSE BUOY

FLAG IS RED STRIPE WHITE



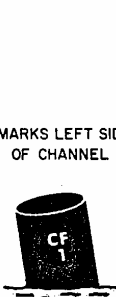
THE DIVERS FLAG

WHITE BUOY WITH BLUE STRIPE

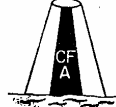


A MOORING BUOY


COAST GUARD CHANNEL MARKERS ADOPTED FOR USE ON ALL STATE WATERS



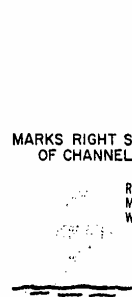
MARKS LEFT SIDE OF CHANNEL



MARKS CENTER OF CHANNEL



WHEN RETURNING FROM MAIN WATER BODY OR PROCEEDING UPSTREAM



MARKS RIGHT SIDE OF CHANNEL

RED CHANNEL MARKER WITH WHITE LETTERS

Navigation Signals:

The law prescribes signals to indicate the intended course of a vessel when necessary for safe navigation.

1. One short blast (one second) will show an intention to direct course of vessel to own starboard (right) or, when vessel has right-of-way, to maintain course and speed.
2. Two short blasts will show intention to direct course of vessel to own port (left).
3. Three short blasts will indicate the vessel's engines are going at full speed astern.
4. Several short blasts (not less than four) is a danger signal used when the other vessel's intentions are not understood or where the other vessel's indicated course is dangerous.

The Saga of the "Lottie Ruth"

Frank Winans has written a monthly episode about his grandfather's sailing adventures. You're sure to find it an interesting story.

FREE BOATING SAFETY CLASSES explaining required and recommended equipment for small boats and offering training in good seamanship are conducted throughout California by the U.S. Coast Guard Auxiliary, the U.S. Power Squadron and many Red Cross chapters. For information write Department of Boating and Waterways, 1829 S Street, Sacramento, California 95814 or phone (916) 445-2815.

THE VOYAGE OF THE LOTTIE RUTH

My great grandfather, John Carson, was an Irish lad who came to America as cabin boy in 1848. Dock worker, ship's steward, railroad laborer and carriage maker, he somehow learned photography and found modest success with a portrait studio.

Always adventurous, at the age of 61 he went to Florida and filed on an island homestead south of Cape Canaveral between the sea and the Indian River. A boat was the quickest way to travel to the nearest town, Melbourne.

In 1889 he purchased the "Lottie Ruth", an 18 ft. lap-strake cat boat, partially decked fore and aft. But the Lottie Ruth was in Belleview, north central Florida, while the homestead was on the Atlantic coast. The best way to deliver the boat was to sail it 600 miles, northeast on the Ocklawaha and St. Johns Rivers to the Atlantic, then south to Mosquito Inlet, then south on the Hillsborough and Indian Rivers to Melbourne.

The following story is condensed from a long, wordy, and flowery account by P.E.Hart published in the Belleview Blade in 1889.

On Monday, December 2, the Lottie Ruth was loaded on a wagon and pulled by mules the ten miles to Silver Springs to be launched. In Hart's words, "As she plunged into the crystal waters of the most famous Spring in all Florida a shout of exultation and joy went up from those who saw the launch. No living bird or thing of beauty ever floated more gracefully upon transparent waters." The boat was stocked with food, water, and camping gear. Spanish moss stuffed the mattresses.

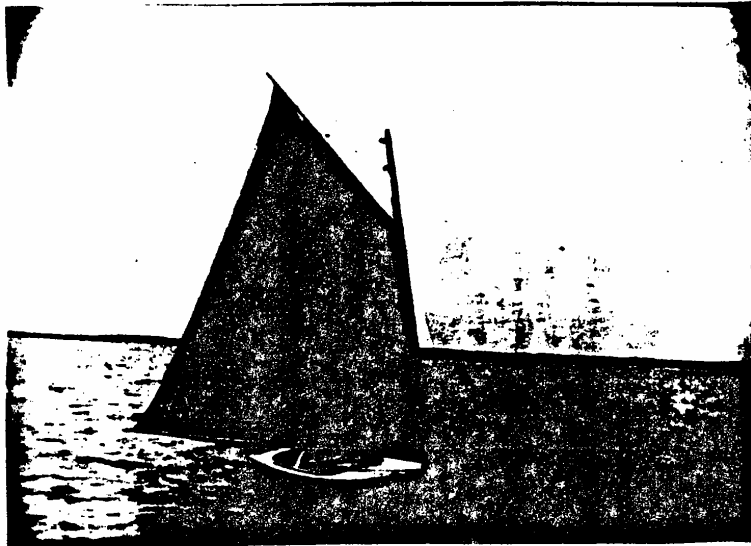
Hart continues: "A word about Silver Springs may not be out of place here. Imagine if you saw a boiling spring of limpid water 30 feet deep and about 300 feet across so clear that a pin can be as plainly seen upon the bottom as tho held in the hand. From this spring constantly flows a stream big enough to float the largest battleship."

The crew consisted of my great grandfather John Carson, his 16 year old son George, and P.E. Hart, writer and perhaps editor of the Belleview Blade. Only Hart had any sailing experience. With great mock solemnity, ship's officers were chosen- Hart was named Captain, Carson the First Mate, and George the Steward.

After loading, goodbyes were said to friends, and late in the day the Lottie Ruth cast off. The first leg was down Silver Springs Run to Delk's Bluff on the Ocklawaha River, about seven miles. The stream passed through lush Florida vegetation- cypress, oak, ash, dogwood, and pine, festooned with vines and Spanish moss. As Hart describes- "Along the banks, which are not high, and at the waters edge grow myriads of aquatic plants. Many of these produce flowers of various colors and shades of color from the purest white to the most fiery scarlet or deepest purple."

Camp was made at Delk's Bluff in the Florida wilderness to the sounds and smells of mosquitos, owls, and skunks. Long before daylight the party was up and stirring the campfire for breakfast and an early start down the Ocklawaha.

(Continued next issue- Frank G. Winans)



IMPORTANT—It is mandatory that all items be completed when the information is available.
PLEASE PRINT OR TYPE ALL INFORMATION

CALIFORNIA BOATING ACCIDENT REPORT

THE OPERATOR OF EVERY UNINSPECTED VESSEL* IS REQUIRED BY SECTION 656 OF THE HARBORS AND NAVIGATION CODE TO FILE A WRITTEN REPORT WHENEVER A BOATING ACCIDENT OCCURS WHICH RESULTS IN DEATH, DISAPPEARANCE, INJURY THAT REQUIRES MEDICAL TREATMENT BEYOND FIRST AID, TOTAL PROPERTY DAMAGE IN EXCESS OF \$200, OR COMPLETE LOSS OF A VESSEL. REPORTS MUST BE SUBMITTED WITHIN FORTY-EIGHT (48) HOURS IN CASE OF DEATH OCCURRING WITHIN 24 HOURS OF THE ACCIDENT, DISAPPEARANCE, OR INJURY THAT REQUIRES MEDICAL TREATMENT BEYOND FIRST AID. ALL OTHER REPORTABLE ACCIDENTS MUST BE SUBMITTED IN WRITING WITHIN FIVE (5) DAYS. REPORTS ARE TO BE SUBMITTED TO THE DEPARTMENT OF BOATING AND WATERWAYS, 1629 S STREET, SACRAMENTO, CALIFORNIA 95814, (916) 445-2427. FAILURE TO SUBMIT THIS REPORT AS REQUIRED IS A MISDEMEANOR AND IS PUNISHABLE BY A FINE NOT TO EXCEED FIVE HUNDRED DOLLARS (\$500) OR IMPRISONMENT NOT TO EXCEED SIX (6) MONTHS OR BOTH.

COMPLETE ALL BLOCKS (INDICATE THOSE NOT APPLICABLE BY "NA", THOSE UNKNOWN BY "UN".)

1. OPERATOR'S NAME AND ADDRESS TELEPHONE NUMBER _____	2. AGE _____	4. OPERATOR'S EXPERIENCE THIS TYPE OF BOAT <input type="checkbox"/> UNDER 20 HOURS <input type="checkbox"/> 20 TO 100 HOURS <input type="checkbox"/> 100 TO 500 HOURS <input type="checkbox"/> OVER 500 HOURS OTHER BOAT OPERATING EXPERIENCE <input type="checkbox"/> UNDER 20 HOURS <input type="checkbox"/> 20 TO 100 HOURS <input type="checkbox"/> 100 TO 500 HOURS <input type="checkbox"/> OVER 500 HOURS	
5. OWNER'S NAME AND ADDRESS TELEPHONE NUMBER _____	6. NUMBER OF PERSONS ON BOARD _____	7. NUMBER OF PERSONS TOWED _____	8. FORMAL INSTRUCTION IN BOATING SAFETY <input type="checkbox"/> NONE <input type="checkbox"/> AMERICAN RED CROSS <input type="checkbox"/> USCG AUXILIARY <input type="checkbox"/> STATE <input type="checkbox"/> US POWER SQUADRON <input type="checkbox"/> OTHER (SPECIFY) _____

VESSEL NO. 1 (YOUR VESSEL)

9. BOAT NUMBER	10. BOAT NAME	11. BOAT MANUFACTURER	12. BOAT MODEL	13. MFGR. HULL IDENT. NO.
14. TYPE OF BOAT <input type="checkbox"/> OPEN MOTORBOAT <input type="checkbox"/> CABIN MOTORBOAT <input type="checkbox"/> AUXILIARY SAIL <input type="checkbox"/> SAIL ONLY <input type="checkbox"/> HOUSEBOAT <input type="checkbox"/> RAFT <input type="checkbox"/> CANOE <input type="checkbox"/> KAYAK <input type="checkbox"/> OTHER (SPECIFY) _____	15. HULL MATERIAL <input type="checkbox"/> WOOD <input type="checkbox"/> ALUMINUM <input type="checkbox"/> STEEL <input type="checkbox"/> FIBERGLASS (PLASTIC) <input type="checkbox"/> OTHER (SPECIFY) _____	16. PROPULSION <input type="checkbox"/> OUTBOARD <input type="checkbox"/> INBOARD <input type="checkbox"/> INBOARD-OUTBOARD <input type="checkbox"/> JET <input type="checkbox"/> SAIL <input type="checkbox"/> PADDLE <input type="checkbox"/> OTHER (SPECIFY) _____ KIND OF FUEL _____	17. BOAT DATA NUMBER OF ENGINES _____ LENGTH _____ MAKE OF ENGINE _____ BEAM (WIDTH) _____ HORSEPOWER (TOTAL) _____ DEPTH (TOP OF INNER TRANOM TO KEEL) _____ YEAR BUILT (ENGINE) _____ YEAR BUILT (BOAT) _____	
18. PRIMARY BOAT USE <input type="checkbox"/> RECREATIONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> FOR-HIRE <input type="checkbox"/> WORK BOAT			19. VESSEL REGISTRATION <input type="checkbox"/> UNDOCUMENTED <input type="checkbox"/> DOCUMENTED <input type="checkbox"/> INSPECTED	

VESSEL NO. 2 (OTHER VESSEL INVOLVED)

20. BOAT NUMBER	21. BOAT NAME	22. BOAT MANUFACTURER	23. BOAT MODEL	24. MFGR. HULL IDENT. NO.
25. NAME OF OPERATOR TELEPHONE NUMBER _____		26. ADDRESS _____		
27. NAME OF OWNER TELEPHONE NUMBER _____		28. ADDRESS _____		

WITNESSES

NAME	ADDRESS	TELEPHONE NUMBER
NAME	ADDRESS	TELEPHONE NUMBER
NAME	ADDRESS	TELEPHONE NUMBER

ACCIDENT DATE AND LOCATION

30. DATE OF ACCIDENT	31. TIME	32. NAME OF BODY OF WATER	34. LOCATION (AS PRECISELY AS POSSIBLE)
	_____ AM _____ PM	33. LAST PORT OF CALL	
35. STATE	36. NEAREST CITY OR TOWN	37. COUNTY	

ENVIRONMENTAL CONDITIONS

38. WEATHER	39. WATER CONDITIONS	40. TEMPERATURE	41. WIND	42. VISIBILITY	43. WEATHER ENCOUNTERED
<input type="checkbox"/> CLEAR <input type="checkbox"/> CLOUDY <input type="checkbox"/> FOG <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> HAZY	<input type="checkbox"/> CALM <input type="checkbox"/> CHOPPY <input type="checkbox"/> ROUGH <input type="checkbox"/> VERY ROUGH <input type="checkbox"/> STRONG CURRENT	(ESTIMATE) AIR _____ ° F WATER _____ ° F	<input type="checkbox"/> NONE <input type="checkbox"/> LIGHT (0 TO 6 MPH) <input type="checkbox"/> MODERATE (7 TO 14 MPH) <input type="checkbox"/> STRONG (15 TO 25 MPH) <input type="checkbox"/> STORM (25 MPH AND OVER)	<input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR	<input type="checkbox"/> WAS AS FORECAST <input type="checkbox"/> NOT AS FORECAST <input type="checkbox"/> FORECAST NOT OBTAINED

* A VESSEL NOT REQUIRED TO HAVE A CERTIFICATE OF INSPECTION UNDER CHAPTER 1 OF TITLE 46, CODE OF FEDERAL REGULATIONS. THIS CONFIDENTIAL REPORT IS USED IN RESEARCH FOR THE PREVENTION OF ACCIDENTS, AND A COPY IS FORWARDED TO THE UNITED STATES COAST GUARD.

(COMPLETE BOTH SIDES)

Keep on board with your DMV Vessel Certificate

ACCIDENT DATA

44. OPERATION AT TIME OF ACCIDENT <small>(CHECK ALL APPLICABLE)</small> <input type="checkbox"/> CRUISING <input type="checkbox"/> DRIFTING <input type="checkbox"/> MANEUVERING <input type="checkbox"/> AT ANCHOR <input type="checkbox"/> WATER SKIING <input type="checkbox"/> TIED TO DOCK <input type="checkbox"/> TOWING <input type="checkbox"/> OTHER (USE ITEM 49)	45. TYPE OF ACCIDENT <input type="checkbox"/> GROUNDING <input type="checkbox"/> COLLISION WITH FIXED OBJECT <input type="checkbox"/> CAPSIZING <input type="checkbox"/> COLLISION WITH FLOATING OBJECT <input type="checkbox"/> FLOODING <input type="checkbox"/> FALL OVERBOARD <input type="checkbox"/> SINKING <input type="checkbox"/> FALL IN BOAT <input type="checkbox"/> FIRE OR EXPLOSION (FUEL) <input type="checkbox"/> PERSON(S) HIT BY BOAT OR PROPELLER <input type="checkbox"/> FIRE OR EXPLOSION (OTHER THAN FUEL) <input type="checkbox"/> OTHER (USE ITEM 49) <input type="checkbox"/> VESSEL(S) COLLISION	46. IN YOUR OPINION, CAUSE OF ACCIDENT <input type="checkbox"/> WEATHER CONDITIONS <input type="checkbox"/> RESTRICTED VISION <input type="checkbox"/> EXCESSIVE SPEED <input type="checkbox"/> FAULT OF HULL <input type="checkbox"/> NO PROPER LOOKOUT <input type="checkbox"/> FAULT OF MACHINERY <input type="checkbox"/> OVERLOADING <input type="checkbox"/> FAULT OF EQUIPMENT <input type="checkbox"/> IMPROPER LOADING <input type="checkbox"/> OTHER (SPECIFY) _____ <input type="checkbox"/> HAZARDOUS WATERS		
47. PERSONAL FLOTATION DEVICES (PFD) WAS THE BOAT ADEQUATELY EQUIPPED WITH COAST GUARD APPROVED PERSONAL FLOTATION DEVICES? <input type="checkbox"/> YES <input type="checkbox"/> NO WERE THEY ACCESSIBLE? <input type="checkbox"/> YES <input type="checkbox"/> NO WERE THEY USED? <input type="checkbox"/> YES <input type="checkbox"/> NO	WAS THE VESSEL CARRYING NONAPPROVED LIFESAVING DEVICES? <input type="checkbox"/> YES <input type="checkbox"/> NO WERE THEY ACCESSIBLE? <input type="checkbox"/> YES <input type="checkbox"/> NO WERE THEY USED? <input type="checkbox"/> YES <input type="checkbox"/> NO	48. FIRE EXTINGUISHERS WAS APPROVED TYPE FIRE FIGHTING EQUIPMENT ABOARD? <input type="checkbox"/> YES <input type="checkbox"/> NO WERE THEY USED? (IF "YES", LIST TYPE(S) AND NUMBER) <input type="checkbox"/> YES <input type="checkbox"/> NO		
49. ACCIDENT DESCRIPTION DESCRIBE WHAT HAPPENED AND WHAT COULD HAVE PREVENTED THIS ACCIDENT. <small>(INCLUDE FAILURE OF EQUIPMENT. EXPLAIN CAUSE OF DEATH OR INJURY, MEDICAL TREATMENT, ETC. USE SKETCH IF HELPFUL. IF NEEDED, CONTINUE DESCRIPTION ON ADDITIONAL PAPER.)</small>				
50. DECEASED				
NAME	ADDRESS	DATE OF BIRTH	VICTIM WAS— <input type="checkbox"/> SWIMMER <input type="checkbox"/> NON-SWIMMER	CAUSE OF DEATH <input type="checkbox"/> DROWNING <input type="checkbox"/> DISAPPEARANCE <input type="checkbox"/> OTHER (USE ITEM 49)
NAME	ADDRESS	DATE OF BIRTH	VICTIM WAS— <input type="checkbox"/> SWIMMER <input type="checkbox"/> NON-SWIMMER	CAUSE OF DEATH <input type="checkbox"/> DROWNING <input type="checkbox"/> DISAPPEARANCE <input type="checkbox"/> OTHER (USE ITEM 49)
51. INJURED (UNCONSCIOUS, GIVEN MEDICAL TREATMENT OR DISABLED OVER 24 HOURS)				
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	<input type="checkbox"/> RECEIVED TREATMENT <input type="checkbox"/> INCAPACITATED OVER 24 HOURS
TELEPHONE NUMBER				
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	<input type="checkbox"/> RECEIVED TREATMENT <input type="checkbox"/> INCAPACITATED OVER 24 HOURS
TELEPHONE NUMBER				
52. PROPERTY DAMAGE (ESTIMATE AND DESCRIBE) THIS BOAT \$ _____ TOTALLY DESTROYED <input type="checkbox"/> YES <input type="checkbox"/> NO OTHER BOAT \$ _____ OTHER PROPERTY \$ _____				
53. DAMAGED PROPERTY OWNER'S NAME AND ADDRESS				
54. PERSON COMPLETING REPORT				
SIGNATURE OF PERSON COMPLETING REPORT		ADDRESS		DATE SUBMITTED
QUALIFICATION (CHECK ONE) <input type="checkbox"/> OPERATOR <input type="checkbox"/> OWNER <input type="checkbox"/> INVESTIGATOR <input type="checkbox"/> OTHER (SPECIFY) _____				TELEPHONE NUMBER
55. FOR REPORTING AUTHORITY REVIEW (DO NOT USE)				
REVIEWED BY:			DATE	

DID YOU SIGN AND DATE THIS REPORT?