



NOVEMBER 1985

Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

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Sailing Schedule



Saturday, December 7	Golden Gate Sail
Wednesday, January 1	Pete's Harbor Annual Brunch
Sunday, January 12	Mystery Sail



Last Sail: Richmond Marina to Angel Island and Back, November 2d, 1985

Ten Potters launched at the marina at 10:00 am with light winds, favorable currents, plenty of sunshine, and the prospect of a great sailing day ahead. We sailed out of the channel on an easy reach and headed toward Angel Island.

Taking part in their first club sail were Bob and Bobbie Bennett (#629) as well as Ruth, Lee and Andy Edwards (#1287). Also sailing were John Graham & Ray Johnson (#312), De Marsh & Fred Richter (#512), Frank Winans (#691), Mike Bartunek & Claudia Hassler (#748), Dorothy & Stan Butler (#850), Dave Grant & George Coleman (#1053), Bill Sprietsma & Freda (#1205), Lee Olin with Maureen & Marian (#1299), and Gwen & Mehendra Singh (#706).

After a couple hours of leisurely sailing, we headed into Ayala Cove. It was good timing because the winds were becoming practically nil. We beached our boats and immediately found the picnic tables.

We chatted, ate, and became acquainted with the new members. As we watched the boats in the harbor, we spotted the 11th Potter for the day--Gwen and Mehendra Singh--sailing into the cove. Tina and friend, with Wendy, had ridden the ferry boat from Tiburon earlier in the day and met us there. Gwen and Mehendra had launched at Sausalito.

After a relaxing walk around the island, we launched our boats for the return sail to Richmond. Luckily the current was in our favor as it seemed to carry us faster than the winds. It was another fine sailing day, as evidenced by the turnout of 11 boats.

Claudia Hassler (#748)

WEST WIGHT POTTER

Centerboards

One Owner's Experience

No, they are not all the same on the WWP-15. On the newer Potters, the centerboards are 20 pounds heavier and galvanized. The arm on my centerboard suddenly broke off because of a weak weld. The arm was welded on the top edge of the centerboard, ground flat then painted. Other Potters have the arm welded to the side of the centerboard which is stronger.

If this incident happens to you, don't despair. Sail back to the launch ramp and pull your boat up the ramp until the centerboard is pushed up and off the pin. You'll then be able to retrieve it in the shallow water. It would be a good idea to contact Joe Edwards of HMS Marine and notify him of the situation.

In another matter, my line came loose from the cleat that holds the centerboard in the trunk. This happened while the boat was being trailered and the centerboard began rubbing on the ground before I could stop the car. I now have a 2" x 8" plank secured to my trailer in case this ever happens again.

John Ockes (#1060)

Membership Renewal for 1986

TIME IS NOT ON YOUR SIDE!

In addition to the 15 Potter-Yachts and their owners who renewed their membership last month are the following:

Joseph & Corajeane Wheeler	Laurence & Betty Burnham	Donald Wilson
John & Agnes Quill	Donald Brown	Michael & Stephanie McKinney
Terry & Ruth Branson	Charles & Susan Grandt	Joe Edwards, HMS Marine
Willard & Joyce Wight	Norton & Ann Bell	Bob & Barbara Bennett
William & Helen Moore	Samuel & Wini Cocks	Marcus & Cecelia Thygeson
	William & Carolyn Ellis	Mehendra & Gwen Singh

The 1986 membership list will be printed and distributed next January. If you have a boat name or sail number that was not listed before, send it to the secretary/treasurer. And if you didn't send in your renewal dues of \$15, send that in too. Make checks payable to Albert J. Ockes, 40915 Cantare Place, Fremont, CA 94539.

Potter-15s For Sale

CLASSIFIED



This P-15 was purchased in 1983, #1255. It comes with white sails and a blue hull along with a trailer and a 2-HP Evenrude outboard motor. Bryan Girard is asking \$4000 for this immaculate beauty but the price is negotiable. It's located at 3974 Lyman Road in Oakland. Telephone (415) 531-3953.

And here is another great buy: Potter-15, #1373, was purchased new in May, 1984. Everything is in excellent condition including the Mariner 2-HP outboard motor with about 10 hours of use. The price includes a Dilly tilt trailer equipped with Bearing Buddies and a spare tire. The main sail is rigged for jiffy reefing. Bill Ellis is asking \$4195 and is located at 207 Merrow Street, Auburn. Telephone (916) 823-8080.

Potter-15 Wanted

Jim Mentgen is interested in a medium priced Potter. Jim is located at 1130 Balboa St., Morrow Bay, CA 93442.

WELCOME ABOARD NEW MEMBERS:

Jim Webber & Sheila Marrison
P.O. Box 583, Newcastle, CA 95658
Telephone (916) 663-3489
P-15 #944 "Rowdy"



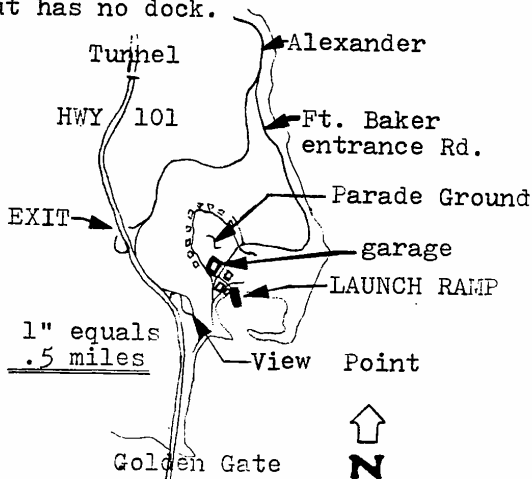
Chart A Course With Us

Next Sail: Saturday, December 7, Golden Gate from Ft. Baker

Skippers meeting at 9:30 am SHARP. Let's have all boats sailing by 10:00. Our course will be determined almost entirely by the weather. Be prepared for changeable conditions, and bring a motor and extra fuel. The Ft. Baker ramp is in fairly good condition but has no dock.

NEXT SAIL:

NEXT SAIL:



Directions:

From 101 north, take the last Sausalito exit (just past tunnel)

From 101 south, take the first Sausalito exit (just past View Pt)

Driving down to Sausalito you will see an entrance to Ft. Baker on the right and near sea level. This entrance road leads to a large open area (parade ground?) with a 15-car garage at the far end. Proceed straight to the garage, and left to the ramp.

Let's Have Some Fun!

MAINTENANCE

Lights: California State law requires two red taillights on the rear that may be combined with the stop and turn signals. Vehicles over 80 inches in width require clearance lights. If the lights are dunked, waterproof light fixtures should be used, otherwise, the water may cause the lamp to crack and short out the entire lighting system. Water also promotes contact corrosion, so it is a good idea to always carry spare lamps. The wire coupling to the towing vehicle should be high enough to stay dry. Never rely on the trailer hitch for ground connection. Four-pole connectors should be used.

□ GETTING THE LEAD OUT

Lead is used in gas to raise the octane and lubricate valves. In a 4-stroke engine, like a Honda, the valves are hardened to prevent valve damage. Methanol will also not be a problem.

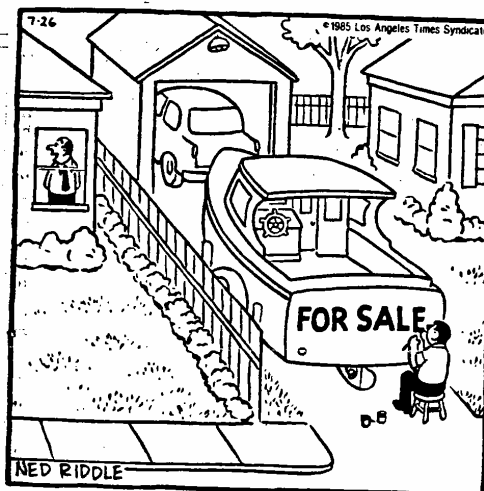
Two-stroke engines are another story. If the motor is an oil injection type, methanol will not be a problem. However, since most are premix, methanol will combine with any water in the tank and settle at the bottom. Thus anyone running a low tank could easily run out of oil and seize their engine. Two stroke motorcycles already have warnings voiding the warranty if methanol is used with gasoline.

On the bright side, unleaded is the best fuel for two-stroke because it doesn't have the major cause of spark plug fouling: lead.

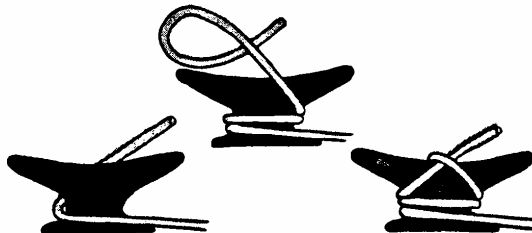
In regard to the different fuels and engines, there still seems to be a great amount of uncertainty about what the effects will be. The one thing people do seem to agree on is that a methanol octane booster, as you say, is to be avoided at all costs.

How To Make Fast To A Cleat

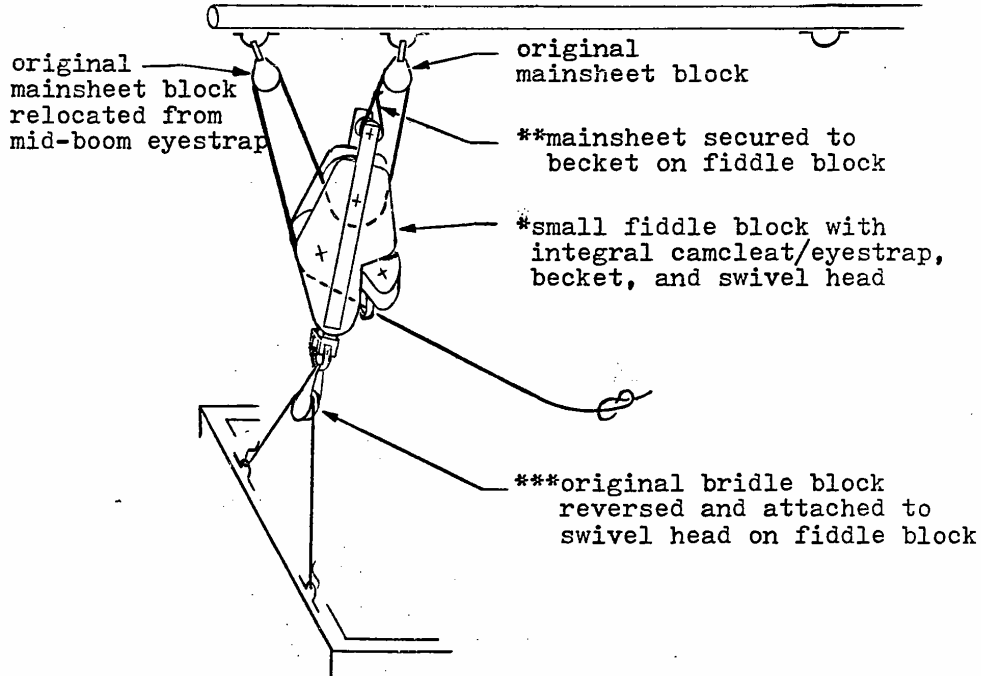
The knot above, when finished, is a figure 8 with one loop reversed. Note that by snubbing the free end back under, the knot can be released without disturbing the boat. Most boaters take a half dozen figure 8's before locking with the reverse; two or three will do.



"Tweedy must love his new boat. He's had it out to the lake just once, and he's already decided on a name for it."



1. Many Potter sailors prefer to sail without cleating the mainsheet (especially in gusty winds). Replacing a stock boom-mounted mainsheet block with a ratchet block (e.g. Harken No.19 "Little Hexaratchet" available at West Marine Products for \$22.95) will provide a holding power of about 6:1 with the ratchet engaged, and the mainsheet can be safely and easily handheld even in vigorous conditions. Ratchet includes on/off button.
2. The fiddle block arrangement below clears the cockpit of the stock seat-mounted mainsheet cleating installation; and with a 4:1 purchase, trimming the mainsheet requires only half the effort of the standard rig. The fiddle block cleat is easily engaged/disengaged, and the aft location takes only a little reorientation.



- * West Marine Products in Oakland identifies the fiddle block as Schaefer No. 22-55 and they carry it in stock at \$39.95. Body of the block measures about 2½X4½".
- ** A new, longer mainsheet is probably required (about 28 ft from fiddle block becket to the boom stopper knot). Consider color-coding to distinguish from jib sheets.
- *** Simplest installation would probably involve cutting the original wire bridle and replacing it with the same dacron rope material used for the mainsheet. This would: allow reuse of the original bridle block (already sized for mainsheet) by turning it around; eliminate that uncoated wire bridle that may have been sawing through the top of your tiller; and avoid the need to crawl down the Potter's innards to release the bridle eyestayrap fasteners if the bridle is to be disconnected intact.

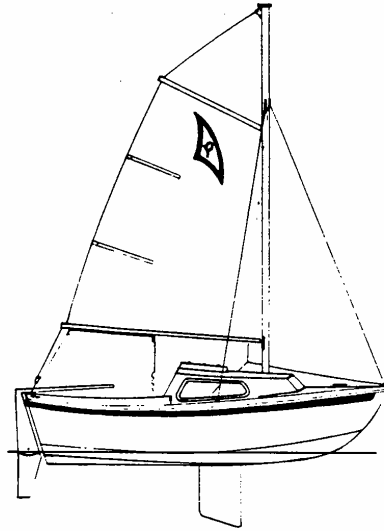
Mike Bartunek #748

WELCOME ABOARD NEW MEMBERS:

Leland & Ruth Edwards
8153 Holanda Lane, Dublin, CA 94568
P-15

Mitch & Chinse Taylor
3550 Glasgow Court, San Jose, CA 95127
P-15

Jack Thomas & Mary Smith. Deckhand: Brandon Smith
11499 Torrey Pines Drive, Auburn, CA 95603
Telephone (916) 268-0949
P-15 #182



CLASSIFIED

Potter-15 For Sale

Mike Clayton is offering this P-15 that is almost newer than new. Number 1292 is less than a year old and the price includes a tilt trailer, Suzuki 2 hp motor, white & yellow sails, and a variety of extras. All of this for only \$3900. Contact Mike at 1335 Florida Street, Long Beach, CA 90802. Telephone: (213) 435-6254

MEMBERSHIP

1986 Membership

Renewal of membership in the Northern California W/P Association has begun and the 1986 membership list is expected to be published next January. Since you are obviously our type of person having a peerless sense of nautical erudition and \$15 for a year's dues, please send it to Albert J. Ockes, 40915 Cantare Place, Fremont, CA 94539.

The following is a list of members who have renewed their membership for 1986 to date:

Mike Bartunek
Bill Sprietsma
Robert & Patti Fredericks
Stanley & Dorothy Butler
Alan & Patricia Hackett

Claudia Hassler
John Woodward
David & Candy Hogan
Jim & Donna Silva
C.E. Zoener, Jr.

John & Barbara Simpson
Robert & Donna McClain
Michael & Emily Altamura
Jim & Judy Driscoll
Frank & Inez Winans

In Memorium

Herb Orford, one of the original "sparkplugs" to start the Northern California West Wight Potter Association, recently died. He will be remembered by those who knew him.

Dory Taylor (#610)

Anchoring

Staying put once you get there.

The weight of the modern anchor is unimportant in determining not only the holding power, but also the ease with which the anchor buries. Its penetrating capability depends on its design, not weight. The Danforth Hi-Tensile® and Standard® are good examples of this. Here all the components are in balance. The length of the shank is carefully calculated.

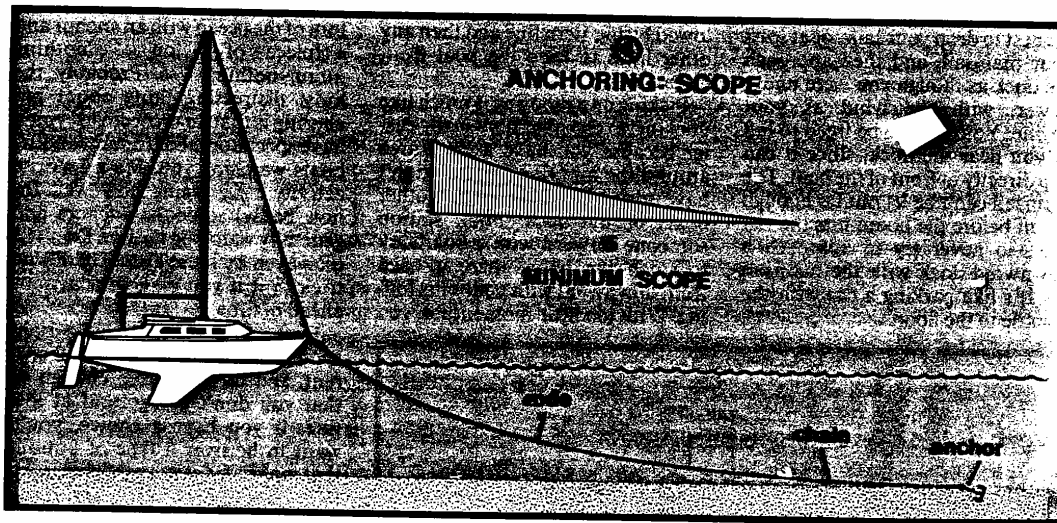
A change of one inch in the length of the stock, which keeps the flukes from rotating, or a variation of one degree in fluke angle could reduce the maximum holding power by more than 50%. The crown is designed to lift the back of the anchor so the flukes dig in immediately and at the designed angle. The angle, which varies depending on anchor size, has been determined empirically after extensive testing under controlled conditions.

HOLDING GROUND

All of our anchors hold well in fine-grained bottoms like sand and mud. The Bruce and CQR are recommended in difficult anchoring situations and especially in rock and coral. A prudent skipper should always attempt to combine a good bottom with a protected anchorage.

ANCHOR LOAD CONSIDERATIONS

Three primary factors determine the load a boat places on its ground tackle. These are wind drag, current drag and wave action. The weight of the boat is less important. Wind blowing against the cross-sectional area of your boat is one of the major load producing forces. This load increases with the square of the velocity of the wind. If velocity triples from 20 to 60 knots, the wind force on your boat multiplies nine times. Generally speaking the cross-sectional area is equal to the distance between the height of your boat above the water times its maximum beam. On a sailboat the spars and rigging add more cross-sectional area to create more wind drag. With this in mind, it's easy to understand that a high, wide boat—or one with a lot of rigging—will create more wind drag than a low, narrow boat. Current drag adds to the load on your anchor tackle, but it is only a vital factor in areas of exceptional river currents or extreme tidal currents. If possible these areas should be avoided when anchoring. Wave action load is set up by the pitching, yawing and heaving motions of a boat. If there is sufficient length and catenary in the rode, and the vessel can move freely and ride the seas without coming up short, the load on the line will be comparatively slight.



Don't toss the anchor overboard. That's considered bad style and could tangle the anchor. Simply let it gently into the water until you feel it hit bottom. At that point, either back the boat up using reverse or let the wind carry you back until you've reached the proper scope. Give the anchor rode a tug to help set the anchor, and then sit back. Take a look around to see where you are in relation to other boats or landmarks, then wait to see if the anchor is firmly set. Work carefully, visualizing what is happening to the anchor as you do.

If you find yourself drifting backwards, then you're dragging the anchor. Increasing the scope is the usual solution, and you should let it out with frequent tugs rather than just throwing more line over the side.

If you need to set two anchors, follow the procedure for a single anchor, but let the boat drift backwards until you are over the place where you want to set the stern anchor. Let it down, then either pull or power your boat back into the middle between the two anchors.

If you are under sail alone, anchoring can be more challenging so you have to be a bit quicker. Head into

the wind and let the sails luff freely. When the boat has almost stopped moving, hopefully at the place you want the bow anchor, let it over the side. At that point, you can let the boat drift back.

To hoist, or weigh, anchor, you simply reverse the steps. Drop back to pick up the stern anchor if you have one, then sail or power up to a point where the bow anchor line is straight up and down. Stop the boat, and let the crew pull the anchor up and coil the line in the basket or anchor locker.

If the anchor won't break loose from the bottom, the easiest method in a small sailboat is to move several crewmembers to the bow (forcing it down), make the anchor line fast on the bow cleat, then move the crew to the stern. The resulting buoyancy will usually lever the anchor free.

If you have the opportunity, practice anchoring before you have to perform in front of an audience. There are few things more satisfying than a well-trained crew smoothly dropping anchor and preparing for an afternoon or evening in a quiet anchorage. ■