



# Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Bill Sprietsma VICE COMMODORE: Rob McClain SEC/ TREAS.: John Ockes HISTORIAN: Barbara Simpson  
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## Sailing Schedule



Thursday, January 1, 1987	Pete's Harbor Annual Brunch, Redwood City
Sunday, January 11	Redwood Shores, San Mateo (Rescheduled)
Sunday, February 8	Quinn's Lighthouse from Alameda



COMMODORE'S LOG *Merry Christmas Happy New Year*

Last Sail: Saturday, December 6, Santa Cruz Marina

First to arrive on the scene was Dory Taylor and Mike Downey, where they met Jim Silva to sail out on his Potter-19 (#393). Dory and Mike were surprised to see the weather was not what the weatherman predicted--15-20 knot winds with 8-10 foot swells. Mike Bartunek and Claudia Hassler were the next to show up in their P-15 (#748), asking where all the bad weather was. Along with the sunshine and slight breezes, John Holman and his daughter Sara arrived from Santa Rosa with an M-15 (#362). Jack Spencer and his wife Joyce, a local sailor, also arrived with an M-15 (#380), Chuck and Ruth Nugent completed the merry group with their P-15 (#916).

Motoring out of the harbor mouth, the mighty fleet of Potter Yachters turned westward with the sun glistening on their multicolored sails. Sailing out on the Bay, we were wondering where the soft, gentle breezes were going to be taking the group. Dead ahead was the Santa Cruz Municipal Pier but the sighting of Seal Rock and the mile bouy split the group. A day of crossing each others paths repeatedly was enjoyed by all. As our paths crossed, conversatio about seagulls, sea otters, kayakers, windsurfers, and seals took place. It was hard for all of us to believe that here in December and out on the Pacific Ocean, we were sailing in our shirtsleeves. It sure is nice living in California.

Jim Silva (P-19, #393)

Next Event: Thursday, January 1, 1987, Pete's Harbor Annual Brunch, Redwood City

The annual brunch on New Year's day is always a great time to renew old friendships and meet new members. We'll be meeting at the restaurant at Pete's Harbor about 9:30 am. for a late morning breakfast or midmorning brunch. Free gin fizzes are provided as well as calendars with s San Francisco Bay tide chart. Bring along a wrapped nautical gift(s) and we'll have a drawing over coffee. Bring along some of your pictures that you've taken during the year to share with the group. There will be some items from a chandlery if you forget to bring somethi for the drawing.

Pete's Harbor is located in Redwood City. Turn off from Route 101 at Whipple Avenue exit and head east. Follow the frontage road past the drive-in theater, past the marina and to the end of the road where you'll find the restaurant. Once inside, look for the reveling Potter-Yachters.

# DON'T MISS THE BOAT

Membership renewal time. What, again! How time flies when you're having fun. Our 1987 membership roster will be with next month's newsletter. Send your \$15 membership renewal check to Albert J. Ockes, 40915 Cantare Place, Fremont, CA 94539, by January 10. The following members have renewed their membership this month as we go to press.

Michael & Stephanie McKinney  
Joseph & Corajean Wheeler  
Michael & Emily Altamura  
De Loss & Sydney Marsh  
Ronald & Aldrene Lamb  
Loren & Eloine Macaire  
Kevin Morris  
Donald Wilson & Marcia Epstein

Steve Hoskinson & Linda Pesqueira  
Major Roger Wildermuth  
Graham & Carole McDonald  
Bruce & Sharon Amado  
Bill & Freda Sprietsma  
John & Barbara Graham  
Donald Wakin & Sharon Weiss  
Terry & Mary Gotcher

Donald Brown  
Jim & Donna Silva  
John & Mary Holman  
Bob Bliss  
Don & Saeko Bergst  
Glenn & Vicki Zumwalt

## Welcome Aboard, Again

Rejoining our fleet after a years absence and a change of address is

Mike & Sherry Ekern  
2715 Caballo Drive, Reno, Nevada 89502  
P-15 #1321 "Lil Mac"



## how sailing saved my marriage

When he proposed, I assumed he knew what I was. That he loved me for the far off look in my eyes, focused not on the banalities of everyday living, but on a greater reality. I thought that he had seen beyond the bumbling exterior to the sensitive soul beneath, that he would be my caretaker, watching over me and protecting me from life's little disasters. Too late, I discovered he had not known.

He had fair warning. He had seen the bruises from the fire hydrants and parking meters that were always popping up unexpectedly in my path. From the doors that slammed on my fingers and in my face, from the vicious trees that stooped to slap me on the forehead. The evidence was all there in vivid blues and purples, fading greens and yellows.

I knew about him and his ability to function in the mundane reality of modern life. I had seen him balance his check book and parallel park on the first try. He could cook without singeing or scalding, and went weeks, months even, without a minor household accident.

Disillusionment came quickly for both of us. He soon realized I was not the perfectly capable individual he had taken me for. As for me, I was shocked by his dismay. He refused to act as my keeper. He became determined to force competence upon me.

At first he was nice about it, applauding when I made it home with no nicks or cuts. Soon, however, he began a vigorous program of reformation. When we went driving, he would point to a street sign and ask where we were and what direction we were headed. He took me skiing and made me carry my own gear, not to mention getting on and off the lifts by myself.

He would not even allow me to relax in my own home. He pestered me constantly, pointing out jars with cross-threaded lids, dripping faucets, and capless toothpaste tubes.

I explained that such trivialities were not my concern; my mind was on loftier things. He insisted that details were vital and I had to learn to pay attention to them. It came down to basic philosophical differences.

I knew that the Universe was great and complex, far beyond the understanding or control of mortals. I did not tamper with the Universe and, as a result, escaped the adverse consequences that doomed meddlers. This pact of noninterference alleviated me of the worry of details. I was protected. I might always have minor difficulties, but no serious disaster would befall me. My husband thought this was nonsense. He believed in man's ability to control his life, and accused me of espousing mumbo-jumbo to avoid responsibility. Our conflict seemed irreconcilable until we tried sailing.

# B O A T S H O W

Your "best-seller" of Northern California boat shows is back ...and better than ever!

MOSCONE CENTER  
SAN FRANCISCO, CALIFORNIA  
January 3-11, 1987



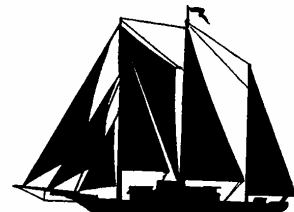
## JANUARY

### Boat Show

9-18 SAN FRANCISCO Sports & Boat Show, Cow Palace.



• **Esmeralda**, 370-foot Chilean four-masted barkentine. Built in 1952, originally intended for the Spanish navy but bought before completion by the Chilean navy. The second largest Tall Ship, surpassed only by the Soviet's Kruzenshtern, Esmeralda's 30,700 square feet of sail is handled by a total crew of more than 300.



• **Capitan Miranda**, 179-foot three-masted staysail schooner from Uruguay. Built in 1930 as a cargo carrier, it originally carried only two masts. It was outfitted with a new rig when re-commissioned by the Uruguayan navy in 1978. It sails with 11 officers, 40 crew members and 40 cadets.

Continued Next Month

AHOY! IT'S CHRISTMAS

Next Sail: Sunday, January 11, 1987, Redwood Shores

"we go where the wind blows"

Due to the long holiday weekend and a celestial event, this sail that was scheduled for January 1 has been changed to the new date. On January 1, New Year's Day, the moon will be at perigee--the point at which it is the closest to earth. At the same time, the Sun and Moon will be aligned, a configuration called syzygy. We're talking about an eight-foot high tide at 10:45 am. and more than 6 knots of ebb at 4 pm. If there are other weather patterns, such as a strong onshore wind through the Golden Gate, the tide could be several feet higher.

Next year we may break tradition and have our annual brunch and sail at Jack London Square on the Oakland/Alameda Estuary. On January 1st each year, the Metropolitan Yacht Club sponsors a sail around Alameda Island and this is the one time of the year the bridges are up to let the sailboats thru. The sail begins at noon but there will be a -2 foot ebb tide out the gate. This means we would be motoring a good deal of the 14 miles around the island.

For those who would like a short but interesting sail, we will meet at the launch ramp at Redwood Shores in San Mateo. It is located across the street from the old Marine World location. Turn off from Route 101 at Marine World Parkway and turn in at Bridge Parkway and into the parking lot. After a few laps around the man-made lake and maybe an impromptu race, we may head out the Belmont Channel to the San Francisco Bay and return. Launch time: 10:30 am and bring along a picnic lunch.

Take A Second Look . . .

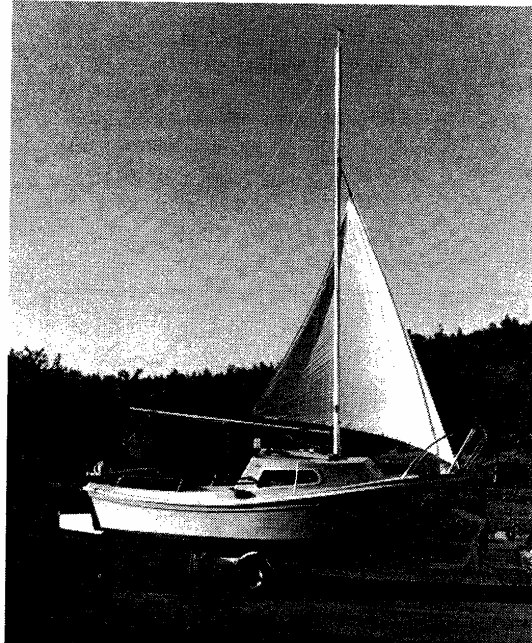
#### GOING CRUISING?

Not at the boat, at the sail! Last summer Bruce Hood and his friend Katheryn Kimberley vacationed in Washington State and had a great time day sailing with his Potter-15 "Aillte" (Gaelic for Beauty). They were at Port Townsend as well as at Coupsville and Oak Harbor on Whidley Island. Bruce learned a lot about reading tide tables and current charts, about sailing backward and waiting for his boat to float free one misty morning.

While at Port Townsend, Bruce met some wonderful ladies who operate "Port Townsend Sails" on Hudson Street. They made the 180% #302 nylon drifter sail shown in the photograph. It is a delightful sail to use on lakes like Oroville and Whiskeytown when the wind is light.

The sail sheets to fairlead camcleats just in front of the aft mooring cleats. It is easy to see under and also when poled out and balances the main nicely for running. Above winds of 16-20 mph it becomes too much sail but is great fun up 'til then. Because the sail is light weight rip stop nylon, it is also very easy to handle and stow. The workmanship on the sail is beautiful with leather chafing points and leach trim lines to a mini-cam cleat.

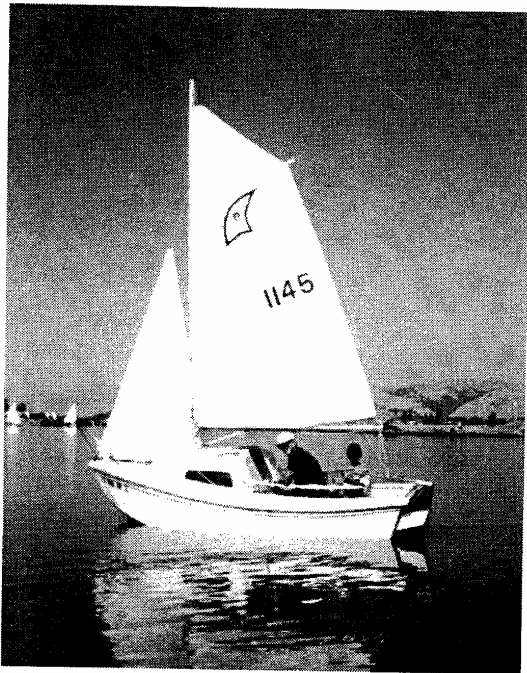
Bruce is planning to attend the annual brunch on New Year's Day and perhaps we might persuade him to bring his sail for "show & tell."



 **MERRY XMAS & HAPPY NEW YEARS** 

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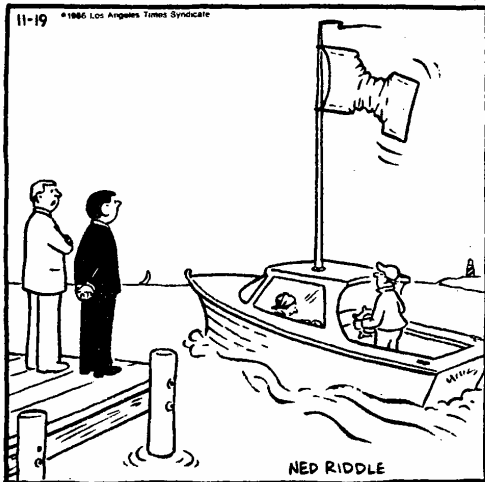
NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.



Paul Apfel & Scott Rankin (#1145)  
"Which way to marker #4?"

The newsletter editor welcomes your comments as well as your sailing photos. Please label the back of the picture with your name, the sailing event, and who is in the picture. After a half-tone picture is made, the photos will be returned.

**Mr. Tweedy/Ned Riddle**



"It's called a 'Diaper Flag.' It's the boater's answer to those 'Baby On Board' signs in the rear windows of cars."



Jac Robinson (#1372) "Are we having fun, yet?"

Bill & Freda Sprietsma (#1205) "Okay, I'll take a picture of you too!"



**all hands on deck**

San Francisco's Exploratorium, a place to learn and have fun at the same time, will have a weekend of lectures, exhibits and films about sailing January 17 and 18, including the technology of the America's Cup challenge.

Designer Gary Mull and Dr. Heiner Meldner, scientific consultant to the Golden Gate Challenge, will be among the speakers at the All Hands On Deck Festival: The Science Behind Sailing and the America's Cup Challenge. Topics will include the strategy of the America's Cup, new and old technology of sailboat building and design, weather and ship traffic on San Francisco Bay.

Demonstrations will include sail making, rigging, sea chanties, model sailboat racing, knots and splicing. A three-ton, 20-foot-tall buoy will be on display.

The films "Around Cape Horn" and "America's Cup" will be shown. One exhibit will allow you to compare Bay ship traffic on both radar and video screens. Other exhibits range from sailing into the wind using two types of sails, the principles of the gyro-compass and how wraps of rope around a