



January 1986

# Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Michael Bartunek 707/422-6327    SECRETARY/TREASURER: John Ockes 415/656-2984    Historian: Jerry Barrieau

## Sailing Schedule



|                    |  |
|--------------------|--|
| Sunday, February 2 | Emery Cove Marina to Pier 39 San Francisco |
| Saturday, March 8  | Stockton to Lost Isle                      |
| April              | Annual Luncheon & Opening Day on the Bay   |



At the Annual Brunch at Pete's Harbor and at the last sail to Quinn's Lighthouse, the 1986 National Regatta was discussed. The consensus seems to be that although variety might be nice, there is no other place that can offer the amenities (including overnight berthing for 30 boats, dining room regatta room, showers, low-traffic racing course, beautiful Bay area scenery, and an adjacent motel for the out-of-town guests) that we can use at the Encinal Yacht Club.

We have asked the Encinal Yacht Club for the use of their facility for our Annual Luncheon and tentatively for one of four weekends for the regatta. The date for our Annual April luncheon/business meeting and a tentative date for the Nationals at Encinal will probably be available for next month's newsletter.

The sailing committee is still receptive to suggestions for alternate sites, but to allow for proper planning, the final decision must be made no later than the date of the Annual Luncheon. If there is a strong latent interest in an alternate site for future Nationals, a site selection committee could be formed by volunteers for the 1987 Nationals.

Several members have expressed an interest in sailing in Southern California. To that end, the sailing committee is planning a weekend overnigher at a Southern California marina for late summer/fall 1986. This would be in addition to the Terry Gotcher expedition. Marina del Rey would seem a good choice for a pleasant marina and easy day sails. Other suggestions would be welcomed.



**WEST WIGHT POTTER**

# NOTICE TO MARINERS

There are now 79 renewed memberships for 1986 which includes 1 gratis membership (the secretary/treasurer/newsletter editor). It is gratifying to have so many loyal members, even those who live far from the Northern California area. The following are those who renewed since the December newsletter.

|                             |                            |                                     |
|-----------------------------|----------------------------|-------------------------------------|
| John & Rogena Bassarear     | Robert & Gertrud Little    | Ray Riehle                          |
| Bruce Hood                  | Ronald & Aldrene Lamb      | Tom & Marje Parker                  |
| Richard & Marybeth Armitage | Richard & Diane Adams      | Philip Sullivan                     |
| Dorcus Taylor               | Mitch & Chinse Taylor      | Capt Donald (USN Ret) & Willow Spar |
| Tom & Marian Haskins        | Eugene & Sharon Averill    | Terry & Margaret Gray               |
| Melvin & Mildred Dinesen    | Don & Adina Bernreuter     | Margo Dean & Jay Hill               |
| Charles & Ruth Nugent       | Harry & Sandra Gordon      | David Luke                          |
| Leroy & Maureen Olin        | Manfred & Alfrieda Richter | Jack Thomas & Mary Smith            |

## WELCOME ABOARD NEW MEMBERS:

The Northern California West Wight Potter Association would like to extend a warm welcome to the following new members:

Rolland & Connie Boepple. Deckhands: Kathy & Leslie  
17972 Larcrest Circle, Huntington Beach, CA 92647  
Telephone: (714) 848-1239  
P-15 #1189 "Lil Salty"

Donald & Berit Shaw. Deckhands: Peter & Geri  
223 Martin Court, Benicia, CA 94510  
Telephone: (707) 745-2784  
P-15 #1236 "Zummerzet"



**WEST WIGHT POTTER**

### Potter-15 For Sale

### **CLASSIFIED**

Tom and Marje Parker's new Catalina-22 is arriving in January and their 1980 Potter must be sold (Hull #846). Included in the asking price of \$2900 is a tilt trailer with a spare tire and locking mount bracket, blue and white sails with jiffy reefing, topping lift, genoa sail with a whisker pole, Danforth anchor, compass, and other extras. Contact the Parker's at 3651 E. Curtis Drive, Sacramento, CA 95818. Telephone: (916) 454-4667 evenings or (916) 324-5368 days.

### Potter-19 For Sale

Ray Monroy's sales position takes him away from sailing and has offered his Potter-19 for the price of \$6500 which includes just about everything a skipper and crew would need. This P-19 (#249) has red and white sails, side and stern rails along with a bow pulpit, full 12 Volt electrical system, Coast Guard required equipment, a heavy duty trailer with a spare tire, and a  $4\frac{1}{2}$  hp Evenrude outboard motor. Ray can be reached thru his business office or telephone number at 455 Burnett Ave., Suite #2, San Francisco, CA 94131, (415) 821-2825. The yacht has had little use and has always been kept in a garage.

### John and Barbara, Thanks

One of the chores of putting out the newsletter is affixing the postage stamps and mailing labels as well as stamping the return address on each envelope. The Simpson's have undertaken this job and they have also made up the annual membership roster and the mailing labels.

John Ockes, Editor

Last Event: January 1, 1968 at Pete's Harbor, Redwood City

It was quite a festive occasion for the 38 Potter-Yachters that represented 16 boats. for the annual brunch at Pete's Harbor Marina and Restaurant. It was a time to get acquainted or reacquainted with new and old members. There was a door prize for everyone.

Those attending were Lee & Ruth Edwards with Andy & Paul (\$1287), Harry & Sandy Gordon (#234), Dave & Candy Hogan with Heather & Krystle (#261), Walt & Hilda Nobs (#351), Fred & Frieda Richter (#783), Ranney Thayer (#766), Dave & Sue Grandt (#1053), John & Anne Ockes (#1060), Terry & Mary Gotcher with Barbara (#821), Mahendra & Gwen Singh with Tina, Wendy & Jason (#706), Gene & Sharon Averill (#1077), Bill & Joyce Wight, Stan & Dorothy Butler (#850) Rob McClain (#1168), John & Barbara Simpson (#266), and Don & Dee Bernreuter (#817).

Last Sail: January 12, Estuary Park to Quinns Lighthouse

Bill Sprietsma and Freda (#1205), and Mike Bartunek and Claudia Hassler (#748) launched at Estuary Park. Rob McClain with deckhands Brian and Robin met us at the Park but didn't bring their boat.

With fair weather and real light winds, we leisurely sailed over to Quinns where Terry Gotcher, John and Barbara Simpson, and John and Anne Ockes joined us for a nice Champagne brunch. On the sail back to the launch ramp, we turned to our motors when the wind completely died. Well, twelve folks and two boats - not a bad turnout for a winter sail.

Mike Bartunek (#748)

Next Sail: Sunday, February 2 From Emery Cove Marina to Pier 39 San Francisco

Skipper's Meeting 9:30 sharp and launch NLT 10:00 am. If the wind and weather condition are not suitable for sailing from point A to B to A, then we'll explore the waters around the local area or maybe to Treasure Island or to Angel Island or to the estuary and back.

Directions: From route 17/80, turn off on Powell Street in Emeryville and drive west as far as you can go to the Emery Cove Marina. Plenty of parking and restaurants in the area and the launch ramp is free. Overnighters may use the guest berths at the marina.

Plan Ahead

## *Cruising Sail...*



Last year several members of our Potter-Yachters group made a voyage from Long Beach to Santa Catalina Island and back. The cruise was a great success. If you would like to sail to "The Island of Romance," Terry Gotcher will give you many helpful hints on preparing your boat and yourself for this type of deep water sailing.

To get things started, Terry has set the dates of June 20 thru June 23 (Friday-Monday) for this year's cruise. The destination is still to be decided. If you want to go or have any cruise suggestions, just let Terry know at (408) 238-3656 evenings. It is best to start planning early.

Plan Ahead Cruise #2



What the heck! We plan a sail from the San Francisco Bay, under the Golden Gate Bridge and out to the Pacific Ocean sometime next fall. Rob McClain would like to take this sail one step farther and go to Half Moon Bay.

Rob is a member of the Coast Guard Auxillary and knows about tides, currents, and ocean sailing. Call Rob at (415) 447-1898 and find out more about this adventuresome trip.

## Learn to Sail, Anyone?



The skipper of your vessel knows how to sail but how about the crew and other deckhands. The American Sailing Council has a referral service that lists 372 sailing schools nationwide. Call this toll free number: 800-447-4700. Walt Nobs improved his sailing skills by going to sailing school at the Isle of Wight off the southern coast of England.

Here's another number to call: 800-368-5647. It's the US Coast Guard's Boating Hotline. The hotline provide information on boats and boating equipment recalled in the past 5 years as well as reporting defects or find out how to get defects corrected. The hotline went into effect last June and will be tested for 1 year.

Barbara Simpson (#266)



## A Note From The Historian . . .

I hated to miss the New Year's Day meeting at Pete's Harbor. But as fate would have it, I was home sick with the flu.

1985 was a special year for the "Potter-Yachters." We gained lots of new enthusiastic members. I was also pleased to see a Montgomery-15 added to our fleet, and I hope we can get a few more into the club.

The biggest thing I can think of for 1985 was our club's burgee. A special thanks to Rob McClain for his design work and also to Bill Sprietsma for handling the manufacture and distribution. This burgee is something we can all be very proud of.

Also a special thanks to Mike Bartunek who led us through another great year. And a very warm thank you to John and Anne Ockes who are really the heart of the organization by making up the club's newsletter and taking care of the finances.

1986 should prove to be an even greater year. I hope to see more Potter-19's. I hear they are extremely popular on the East Coast. So let's all try to attend more club sails this year and fly our burgees with pride.

Jerry Barrileaux

## **UP THE CREEK?**

### **SCULLING**

The art of sculling has become a lost art primarily due to outboard motors. None the less, it's not a bad idea to know how for that time when the old kicker won't start and when the kids just dropped one oar over the side. Sculling is the only way in which a small craft can be handled with one oar even in a strong breeze. (Any oar can be utilized.)

First though, there needs to be a scull hole cut into the transom or a "thole", for an oar lock. Place it a bit off center so as one can skull even with the outboard in place. Sculling does not consist of moving the oar back and forth but rather the oar presses against the water in the manner of a blade of a propeller. The flat of oar being parallel to the transom with the oar lying flat in the water not vertical to the surface. The motion is carried in the wrist because the oar must be turned at the end of each stroke. As the oar moves to one side press down on the handle so that the blade is pushing the water back. At the end of the stroke, when the blade is all the way out to the other side, the wrist is turned, changing the position of the oar back again.

Practice makes perfect as they say.

## **Helpful Hints**

### **DON'T OVERLOOK TRIVIAL MAINTENANCE**

- ✓ Do not flake or fold your sails on a wooden dock. You would be surprised the damage splinters can do when trapped in the seams.
- ✓ Do not use WD-40 or any other spray or liquid lubricant on the jib snaps. Oil gets into the cloth and besides looking unsightly can damage the material over a period of time. Put a dab of Teflon grease on the snap plunger instead.
- ✓ When you find chafe spots or tears, in addition to getting the sail repaired before it gets worse, find the source of the problem and correct that also.
- ✓ We cannot agree with the suggestion to store your sails wet if you are not offended by the 'sight or aroma of mildew'. Mildew is a fungus and its growth must be stopped or it can cause damage over a period of time.
- ✓ When folding your sail on the boom, do not pull the gaskets too tight. In addition to hurting the sailcloth by forming creases, rainwater will not be given a chance to evaporate after a rain and mildew could set in.

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