

Sept. 1983



# POTTER TO POTTER

Newsletter of the Northern California West Wight Potter Assn.

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## Sailing Schedule

October 1 & 2 New Hogan Reservoir Campout  
October 15 Estuary Sail & Sailors Fleamarket



## From The Bridge

This month I would like to share with you some newly unveiled Coast Guard Policy. For over a year the Coast Guard has been debating how it should respond to emergency calls. If it's not an emergency situation, the weather is clear, and sunset is not approaching, then do not expect the Coast Guard or CG Auxiliary to dispatch when you call.

The Coast Guard will be turning over most non-emergency and non-life threatening cases to commercial towing and salvage vessels. Emergency and life threatening cases will continue to be responded to by Coast Guard vessels. Also, the Coast Guard will continue to provide non-emergency assistance in those areas of the country where there is no qualified commercial assistance.

Under new policy, the Coast Guard will go out of its way to help boaters in need to obtain commercial non-emergency assistance. Regardless of the availability of commercial assistance, a Coast Guard vessel will be sent in a non-emergency situation if bad weather or sunset is approaching.

The Coast Guard will now tow only to the nearest "reasonably appropriate" mooring regardless of the destination desired. Previously, the Coast Guard would tow to the nearest port in which emergency repairs could be made.

For those that sail with the group there is safety in numbers, but we all sail by ourselves at times. Most of us don't carry two-way radios. Flare guns are now required along with red distress flags. If you sail off by yourself, have spare parts and a first aid kit, and be careful.

The House of Representatives unanimously passed HR 2163, a Bill which will return all of the \$85 million in federal marine fuel taxes annually attributable to recreational boats. Of the \$85 million, \$30 million would be sent to the states each year for their boating safety, education, and law enforcement programs. Another provision of the Bill would allocate \$15 million per year for the Coast Guard. And the remaining \$40 million would be divided among the states to enhance recreational sportfishing.

This Bill has now gone to the Senate for approval.

Aimed at improving traffic flow both under and over drawbridges, the new Coast Guard rules forbid bridge tenders to unreasonably delay openings after boat operators have given the required signal. Boaters are expected to do their share also--they are now required to lower all non-structural appurtenances not essential to navigation", (such as flag masts, outriggers, Bimini tops, and antennas) to avoid unnecessary openings of the bridge.

Next Sail: New Hogan Reservoir, October 1 & 2

Directions. Head for Stockton. Get on Highway 99. Take the Highway 88 to Jackson exit. Highway 88 and 12 are the same until you get on the other side of Clements, you are now heading for Valley Springs. Once in Valley Springs, you'll find signs directing you to New Lake Hogan. At this point you are about two miles from the lake.

Once you reach the lake, the first sign will direct you to the camp ground or the launch ramp. Camping and launching is free. On the main launch ramp, cars and trailers can't be left overnight and must be kept in the campground.

The store at the marina has little to offer other than gas, sodas, and fishing bait.

Last fall, Gwn Singh (706), had the great pleasure of exploring New Hogan which is almost in her back yard. She tells us the Calaveras River cuts through the foothills to carve out deep valleys and coves, with water so clear you can see your anchor fifty feet down. Fishing is good with an all year season for large mouth bass, crappie, perch, blue gill, channel cats, silver salmon, and so on. For you fishermen, read the September issue of Outdoor Life, page 58, "Fishing the Mother Lode."

As for sailing, it is a gentle lake with the best air just off of the dam. There is 53 miles of shore line and there is always a cove to anchor out for lunch. Even when I had trouble finding a parking place back at the launch ramp, I found only a couple of boats on the lake all day. The accessible land around the lake by automobile is very limited. The best way to explain what you'll find is wilderness mountains where deer and coyotes are seen.

Optional Sail Event: Saturday, October 15, 10:00 am-4:00 pm

This is a fun thing where people who are into boats get together and sell off all sorts of sailing gear at Svendsen's Boat Works Flea Market, located at 1851 Clement Avenue in Alameda. This is an annual event.

We'll leave our boats at the Grand Avenue launch ramp in Alameda and walk up to Svendsen's Boat Works--2 blocks. People start arriving at 8:00 am to get the good buys. Afterwards, we can sail down the estuary to a restaurant for lunch, perhaps Victoria Station if you like.

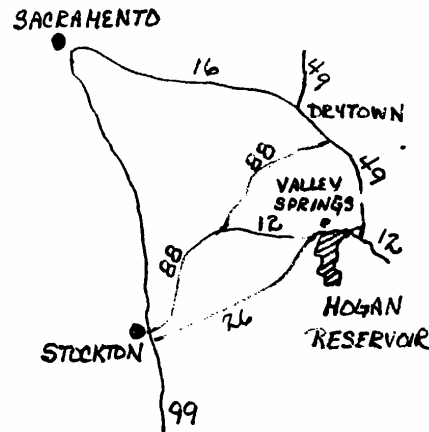
Last Sail: Santa Cruz

We had moderate winds with warm temperatures on the water. On the beach, the temperature was in the 90's. Among those in attendance were Frank Winans sailing with Bill Sprietsma in 1205; Mike Bartunek & Claudia Hassler in 748; Chuck & Ruth Nugent in 916; John & Anne Ockes in 1060; Lee & Maureen Olin-1299; Frank Tralongo-1233; Rob & Donna McClain-1168; John & Barbara Simpson-266; Rick Zarlow-696; the Becks in a modified Gunther rig; and Jim & Donna Silva who were the host on this sail.

The sail plan was to sail south, cut in to Capitola, drop anchor and have our lunch. As we came around the point heading into the Capitola area, we found the winds a bit too light to sail in. The wind in the afternoon, about 3 pm, does a 180 degree turn and would have put us on a run all the way back to the harbor. For the next couple of hours we had a leisurely ocean sail back to the harbor. Occasionally we would come across a few sea otters and pelicans were ever present. Getting used to the sea swells was interesting.

Three couples stayed overnight in the back harbor and enjoyed the Boardwalk rides and dinner on the wharf. John hauled in 6 kingfish Sunday morning.

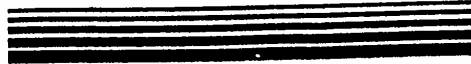
Barbara Simpson



TURN IN AT VALLEY SPRINGS  
FREE CAMPING & LAUNCHING

# MEMBERSHIP UPDATE

## MEMBERSHIP MEMBERSHIP MEMBERSHIP



Before we know it, the season's holidays will be upon us and it will be time for gift giving again. Now is the time to give yourself a gift by continuing your membership in our great West Wight Potter Association for another year.

Membership dues for 1984 will remain at \$8.00 until January 1. After this time, dues will be increased to \$9.00. On your check, please put your area code next to your telephone number. Also, next to memo on the check, write in your sail number and the name of your boat. Membership lists will be sent out in the January newsletter.

Your treasurer would like to have your checks made out to:

John Ockes, 40915 Cantare Place, Fremont, CA 94538

# welcome

### Welcome Aboard: New Members

Thomas and Marjorie Stanton  
2975 Woodcrest Drive, Napa, CA 94558  
Telephone: (707) 252-6370

Steve and Carol Anderson, Deckhands: Deanna, Tom  
1167 Aroner Way, Campbell, CA 95008  
Telephone: (408) 370-1191  
Boat's Name: 'Lil Doc



**WEST WIGHT POTTER**



## Is On the Way

We Have the Yachters, but we need the Potters . . .

Our new members, Thomas and Marjorie Stanton, who recently joined our great association are looking for a previously owned West Wight Potter and I'm sure some of our 85 readers of Potter to Potter will help them out.

Soon to be a new member is Gary Orn, 2945 Ascot Drive, San Ramon, CA 94583, telephone: (415) 829-5105, Gary is also looking for a good used Potter and he is anxious to join us on our cruises.

### Definition

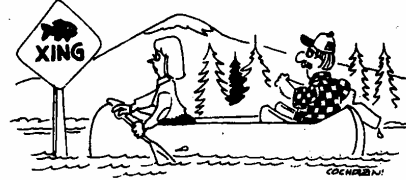
boat (bōt), n: a hole in the water surrounded by fiberglass into which money is poured.

**Bowline.** Ropes with loops at the ends are invaluable aboard. Hence the invention of the bowline; it lets you adjust the size of the loop before you finish the non-slip knot. The bowline also frees easily even after it's subjected to extraordinary strain. To tie a bowline, first form a small loop being sure to have the free end on top of the standing part. Now take the bitter end. Pass it up through the loop, behind

the standing part and back through the loop.

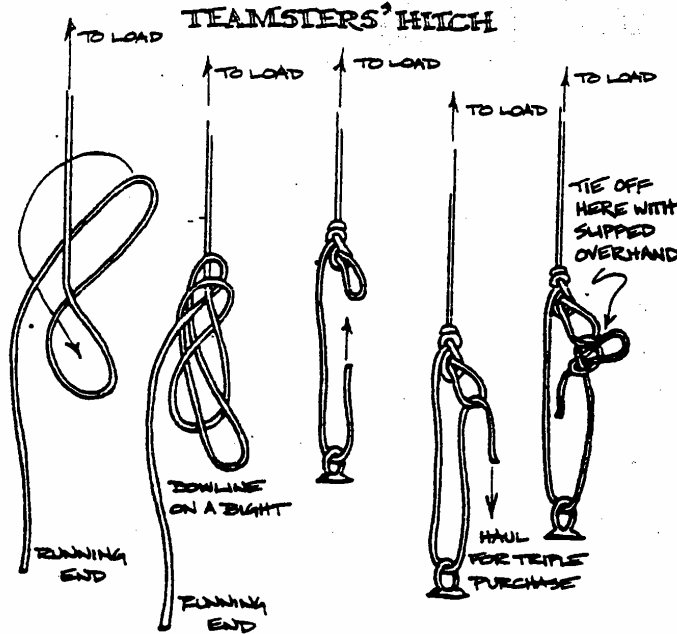


**Figure-Eight Knot.** Sailors use this knot to keep a sheet or halyard from running free of a block or sheave. Some sailors use other knots for this job, but the figure eight is very easy to untie. Often, you'll see the figure-eight used to keep a rope end from unraveling. This is incorrect. A rope end should be properly whipped.



THE TEAMSTERS' HITCH

This knot can be used to get a lot of extra pulling power at almost no cost. The Teamster's Hitch is made as shown below:



The first knot is a bowline on a bight, which gives you a loop that works much like a single block. From the bowline, you pass the running end around a cleat or ring bolt or whatever, and then run it back through the loop of your first knot. If you then haul on your running end, you'll have a triple purchase, minus a considerable amount of friction. The friction isn't all that bad though, since it allows you to hold what you've gained easily. The second knot is simply a series of overhands tied with the running end around the loop in order to tie it off. Your first overhand should be a slipped overhand so that you can untie the knot by jerking the overhand out. You can also make the running end fast to a cleat.

Knowing how to tie a teamsters' hitch is free, will impress your friends, and possibly win the admiration of truckers.