



June 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

June 30-July 1
July 15

West Wight Potter National Regatta
Lexington Reservoir



At The Helm

The June 1st issue of Practical Sailor has an article on Pterygium that I would like to call your attention to. Pterygium (pronounced Tuh-ri-jee-um) is a disease of the eye caused by exposure to the sun and salt water.

According to Jim Young, Director of Sports Medicine for the Olympic Yachting Committee, only about 2% of the population in northern climates are affected by Pterygium, but he has found it in "epidemic" proportions among the sailors under his supervision in excess of 25%.

Pterygium is caused by sunlight, specifically ultraviolet light along with abrasion from salt. It is not found in sailors who spend all of their time on fresh water. Pterygium is a fleshy growth most commonly found on the white surface of the eyes. In extreme cases it can cause blindness. It is incurable but arrestable with proper care. The first symptoms are pain or soreness in the eyes when exposed to bright sunlight and a scratchy feeling in the eyes when sailing in salt water.

The reason that sailors are so prone to the disease is that everything in their environment reflects ultra-violet light such as the water, dacron sails, and fiberglass decks.

How to Protect Yourself Sailors should wear both visors and sunglasses even on cloudy days. When buying your glasses, look for the tag describing UV protection.

Practical Sailor says that one of the best and least expensive sources for quality sunglasses that they have found is the Hidalgo Supply Co., Box 35339, Houston, Texas. They put out a catalog describing how to choose sunglasses to suit their intended use and detailed descriptions as to how each lens performs. Clear polycarbonate lenses, which block nearly all UV light can be ordered through many opticians.

Bill Sprietsma, Commodore

Last Sails: Petaluma Creek and Richmond Harbor

The 5th of May dawned bright and clear with little evidence of the strong winds forecast in the small craft advisories. George Cohen and I launched (#926) at the Petaluma Creek launch ramp and were the only Potters at the site. While setting up, we were met by a friendly couple who sail their Potter frequently at Bodega Bay. They invited us to set-up next to them at a ramp further up river, closer to the town of Petaluma.

Since we had nearly completed our preparations, we decided otherwise. Little did we realize how right they had been. While they sailed with ease on a following wind, we spent several hours laboriously tacking upstream against a rapidly changing and inconsistent airflow around Petaluma Hills. By mid-afternoon it became clear it was time to turn back, trying again at a different time with a better strategy.

May 19th brought much more consistent winds to Richmond that became stronger as the morning wore on and causing some reefed sails, some shortened sails, and several less experienced crews not to launch at all. Time not spent on the water was however spent in lively and animated conversation with a salty exchange of stories and ideas for vessel modifications. Boats and crews that braved the elements at Richmond were Bill Sprietsma (#1205), Mike Bartunek and Claudia Hassler (#783), Fred Richter and De Marsh (#926), Tom Stanton and George Cohen while Norman and Theresa Hamrah stopped by for a visit.

After wrapping up the day's sailing activities, several members gathered for some "local color" at Beth's Kitchen with more discussion of good places to sail.

Tom Stanton



June Sail: Woodward Reservoir

Woodward proved once again to be one of the favorite spots of the Potter-Yachters. Our Flotilla consisted of 13 Potters, 2 Lasers, 1 Lido-14, a Hobi Cat, and 1 canoe. The Potters in attendance were 266, 512, 564, 706, 748, 783, 797, 817, 850, 926, 1060, 1095, and 1205.

The highlight of the day was seeing Don Bergst come all the way from Los Angeles just to sail with us (imagine that).

The winds on Saturday picked up to 20 plus mph and made for some real exciting sailing. We had our famous evening campfire with plenty of wine passed around. Later, several crazy sailors decided to go for a sunset sail. Two Potters with three crew each set sail in the fast approaching darkness.

The two boats crossed the main portion of the lake before running aground in the dark and again running into some trees before finding sailboat cove. Thanks to Bill Sprietsma for shining his spotlight on a sail to locate the campsite which brought both Potters back safely.

Sunday was another fun day of sailing before everyone had to leave in the afternoon. Woodward is a great place to bring the relatives, kids, and dogs. Don't miss the next sail here in August.

Jerry Barrilleaux

Next Sail: Lexington Reservoir, Sunday, July 15

Launch time, 10:30 am. This reservoir allows powerboats on even numbered days and sail boats with under 10 horsepower motors on odd numbered days. Bring along a picnic lunch and we'll meet at the picnic tables near the dam at 12:00 noon. The reservoir is almost 900 acres and there will be plenty of room for sailing despite the wind-surfers and Hobi Cats.

Directions: Drive south on route 17 past Los Gatos. You'll soon see a sign on your right for Lexington Reservoir but the entrance is on your left side.

"Welcome aboard..."

NEW MEMBERS

Address Correction

Tom and Marian Haskins P-19 #241, "Chesapeake"
5253 West Slauson Avenue
Los Angeles, CA 90056
Telephone (213) 645-2092

Don and Marcia Wilson
62 Granada Street
San Francisco, CA 94112
Telephone (415) 587-4492

Write us

We welcome your letters and will publish as many as space allows.

POWERFUL POINTERS ON POINTING YOUR POTTER

By Jerry Barrilleaux

Over the years I have heard many comments about the performance, or lack of it, concerning Potters. One such remark is that Potters won't go windward well. If you take a close look at the Potter, you might be inclined to believe this statement. She has a high freeboard and a cabin, creating a great amount of resistance, not to mention the rather small sail plan that just couldn't produce enough power to drive her well, and the Potter hull is a far cry from a sleek racer. However, when properly sailed, not only will she go windward, but she can be surprisingly fast.

Last year, Don Bergst was sailing his Potter close hauled in the Oakland Estuary when he passed up a new Spirit 23. This made Don extremely happy. I don't think the skipper of the Spirit 23 was too overjoyed, it seems he was a yacht broker, taking out a couple of prospective customers for a test sail.

So, here are a few simple steps to help you get the most out of your Potter:

1. The Potter was designed to carry heavy loads of gear in the cabin. If you have any gear, stow it as far forward as possible; also, position the crew weight as far forward as possible. This will raise the transom out of the water to help the boat squeeze upward.
2. You must also adjust your outhaul to meet the present wind conditions. In light winds you want a large belly in the sail, and for heavy air you want it much flatter. This also holds true with aircraft, as the slower planes have a greater airfoil than the fast ones.
3. Bring the boom in, just to the outside corner of the transom. This will give the mainsail its maximum power.
4. As you head your boat upwind, trim in the jib so you have about 1½" of belly in it.
5. Continue to bring her upwind until the jib begins to luff, then back off a few degrees and hold her steady. Even though the Potter may feel like a larger boat, she is still a dinghy. When trying to beat into a heavy chop, it might be wise to back off a few degrees to increase power.

If these simple steps are followed, I think you will be amazed at your boat's performance.

Also, you can improve your jib's performance by installing a set of fairleads next to the shackles on the side stays. A fairlead is a small bracket that you pass your jib line through before you attach it to your cam cleat.



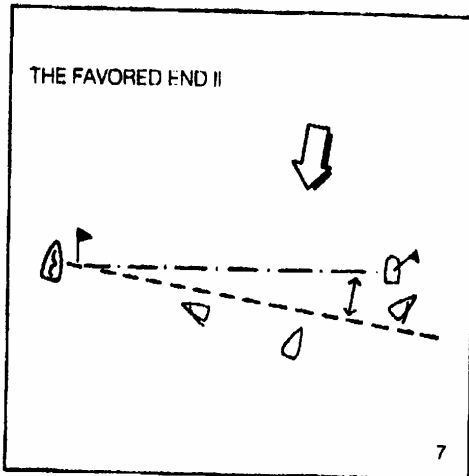
Historical Facts: Jerry Barrilleaux, Historian

"Freya", the Potter sailed to Hawaii by John Van Ruth is probably the most famous of all Potters. John was going to sail her to Australia but he fell in love with a Hawaiian girl and they are now living on a 25 foot sloop in Tahiti. Freya was sold to a man in Hawaii who died at sea shortly after purchasing the boat. As the story goes, two men went out for a sail and the boat was found about 100 miles offshore fully intact but without crew.

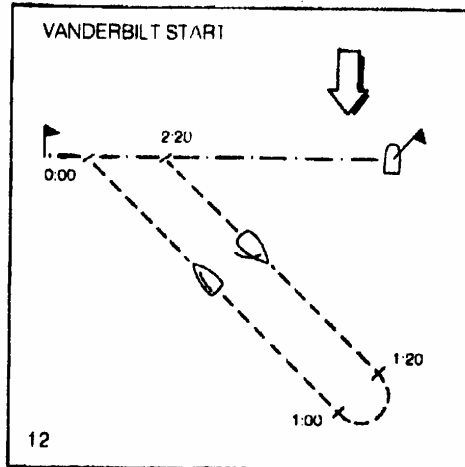
The boat was later sold in an estate sale and was purchased by a Christian missionary. Freya was shipped to Truk Island in the Marrianas where it is still being used to carry him around to remote parts of the island on his missionary rounds.

WEST WIGHT POTTER

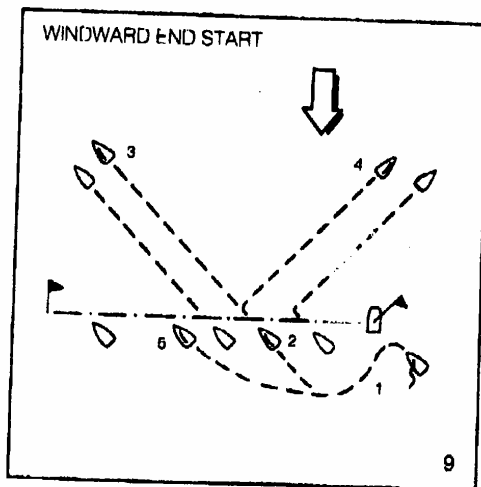
STRATEGY



You can also luff head to wind at one end of the line and sight athwartships to the other end. The other boats give you a scale of reference — the starboard end is favored by one length.

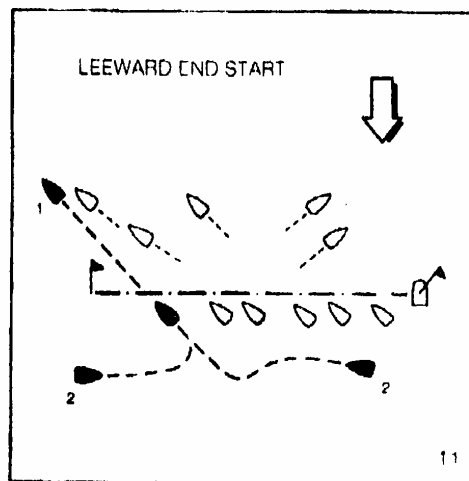


The Vanderbilt start looks like this in theory, but variations of it can be adapted for almost any situation. This pattern is for one minute out and one minute back, with 20 seconds allowed for the jibe.



The leeward end start takes perfect timing and plenty of guts. It boxes you out of the right side of the course, because you'll have to wait for everyone to tack first.

- 1) If it works, you can pinch off the rest of the fleet.
- 2) You can approach on either tack, though usually to control the pin in a competitive fleet, you must approach on port.



The windward end start gives you plenty of options:

- 1) Luff to starboard of the committee boat to see how things develop, and then swoop in for a high speed approach...
- 2) ...aiming for the windward third not end.
- 3) It's easy to go left (although the port end boats will get there first)...
- 4) ...and it's easy to go right.
- 5) If the weather end is too crowded, you can always start somewhere else.

Potter-15s & 19s



SAILING REGATTA

It's almost here, the 17th annual West Wight Potter National Regatta that will be held at the Encinal Yacht Club in Alameda on the estuary during the week-end of June 30-July 1. There will be a series of 3 races with trophies for each class of Potter sailboats. In addition, there will be a ladies "powder puff" race Sunday morning followed by the 3rd race of the series. All skippers will receive a participation trophy and the 1st and 2nd place winners of the regatta will bring home an elegant trophy.

Skippers who have returned their entry form to Barbara Simpson have received a packet of information about the regatta and the banquet Saturday evening. Give Barbara a call at (415) 254-2621 for information if you intend to sail in the regatta, be on the race committee, or be a spectator at this fun event. There are a few spaces left at the dock to leave your Potter overnight at Encinal Yacht Club but reservations are necessary.

Directions: From route 17 take Webster Street to Lincoln Avenue and head south to Sherman Street, or take the 29th Street bridge to Lincoln Avenue and head north to Sherman. From Sherman Street drive east past the Travelodge sign, past the hotel, and the yacht club is on the right. Self contained campers are OK here.

Launching: From the park at 5th Street, sail south-west across the estuary to the yacht club. On the Alameda side, launch at Grand Avenue which is about 3 long blocks from Encinal but have your crew drive your vehicle with trailer back to the yacht club.

Notice: Skipper's meeting is at 10:30 sharp with your boat almost ready to go. There will be a white shape raised on the committee boat 10 minutes before the start of the race, then a blue shape raised 1 minute before the start, and the red shape starts the race. We will use the opposite tack rule; that is, when 2 boats are on a collision course, the boat on the starboard tack shall have the right-of-way over the port tack boat. The next rule is to have a safe and great day of sailing.

DONT MISS THE BOAT

1984 WEST WIGHT POTTER NATIONAL REGATTA ENTRY FORM

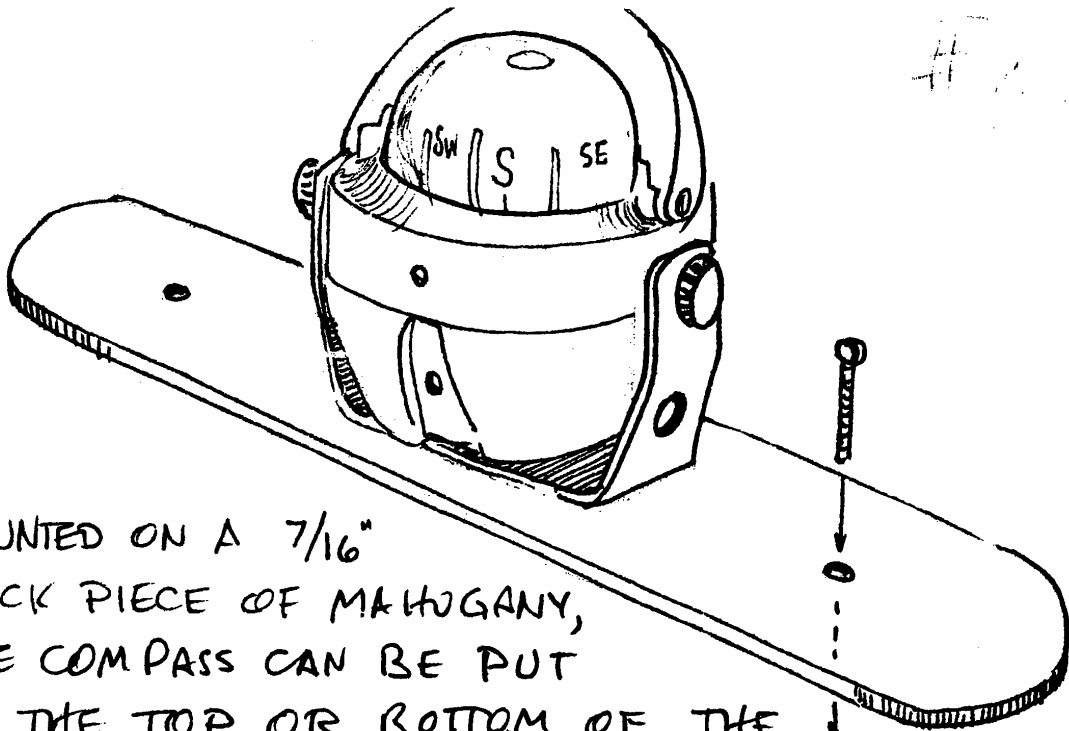
HULL NUMBER _____ BOAT TYPE (Circle One): Gunter Rig, Potter-15 Mark I/II, Potter-19
NAME _____ NUMBER OF PERSONS ATTENDING EVENT _____
ADDRESS _____ PHONE NO. () _____
I need an overnight berth for my Potter: YES _____, NO _____ \$5.00 Entry Fee enclosed _____

Send this form with the entry fee to: BARBARA SIMPSON, 12 BROOKWOOD ROAD, ORINDA, CA 94563

STATEMENT OF SKIPPER: I assume the risk of all hazards of the races for the 1984 WWP National Regatta on June 30 and July 1, 1984. I agree that I shall hold blameless the Northern California WWP Association and its members, the Encinal Yacht Club and the San Jose Sailing Club and their member from liability for any injury, damage, or loss incurred by my entry in the event and related activities, releasing and waiving any and all claims that might arise from my participation.

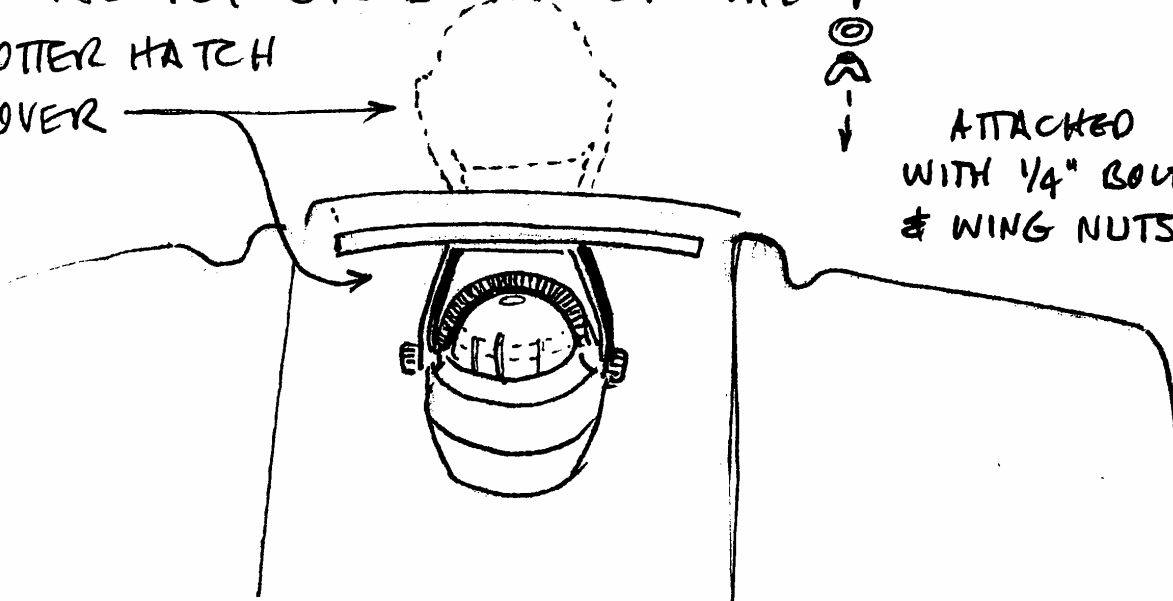
SIGNATURE _____, DATE _____

It shall be the responsibility of each skipper to ensure that his/her vessel complies with the appropriate US Coast Guard rules and equipment.



MOUNTED ON A $7/16$ "
THICK PIECE OF MAHOGANY,
THE COMPASS CAN BE PUT
ON THE TOP OR BOTTOM OF THE
POTTER HATCH
COVER

ATTACHED
WITH $1/4$ " BOL
& WING NUTS



WITH THE HATCH PUSHED OPEN
THE COMPASS IS OUT OF THE WAY
BUT EASILY SEEN.

Jim Wissler