

September 1987

Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE John Simpson VICE COMMODORE Don Bernreuter SEC /TRES John Ockes HISTORIAN Candy Hogan
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Sailing Schedule

Saturday, October 3	Richmond Marina
Saturday, November 7	Loch Lomond, San Rafael
Saturday, December 5	Oakland/Alameda Estuary to Quinn's Lighthouse Restaurant



COMMODORE'S LOG

Last Sail: Napa River, Vallejo, Saturday, September 20th

Five boats launched for this sail at the public ramp. We motored up to the bridge at Mare Island and gave 3 long blasts on our horn for the bridge tender to raise the bridge to allow our fleet to pass through. Once on the other side we found there was virtually no wind, so we continued up the river under power.

Three of the boats pulled up on the river bank where we had lunch while while the other 2 boats continued on. We tried sailing for about an hour but finally had to turn on our motors and make for home. There was lots of sun this day but not much wind as compared to the last sail here that was almost gale force.

Those in attendance were Tom & Majorie Stanton (#926), Sam Cocks (#1378), John Graham (#312), Bill C. Day & Gigi Cobb (M-#363), and John & Barbara Simpson (#266).

Sail Before Last: Monterey Marina, Saturday, September 12th



Overcast skies greeted the 4 Potters at the Monterey launch ramp: Bill & Freda Sprietsma (#1205) and Frank Winans (#691) launched from the public ramp while John & Barbara Simpson (#266) launched from the Coast Guard launch ramp.

David Hogan motored over to the Coast Guard ramp to pick up his wife Candy and daughter Krystle. The Simpson's with Heather Hogan and the Hogan's motored out past a jetty which was loaded with seals laying all over the rocks and swimming in the water a few feet from the boats.

We all sailed onto the bay where there were light swells and after awhile the winds kept shifting. We all came in early and sailed around the yacht harbor watching the seals cavorting and feeding.

The "Ship's" Store

Is now open and ready to supply the needs of every Potter-Yachter (almost). We have sailing caps for \$4.50, burgees for \$9.00, Cloisonne pins for \$3.00, and T-shirts for \$6.50. These items are all at cost price. Send your order to Barbara Simpson at 12 Brookwood Road, Orinda, CA 94563, telephone 415/254-2621. When you receive the item(s), send Barbara a check plus the postage amount.



NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.



Across The "Pond"

Bruce Hood has taken a sabbatical leave from his teaching position at the University of California at Chico and is taking graduate courses in Edinburgh, Scotland. In his travels, Bruce went to the Isle of Wight. He took the ferry to Yarmouth and talked to a local chandlery shopkeeper who knew Stanley Smith, the original designer of the West Wight Potter. Stan Smith died several years ago in Denmark but his brother, Colin Smith, who is a naval architect and occasionally builds a boat, still lives on the island. Unfortunately, he wasn't at home when Bruce stopped by.

Bruce and his traveling companion enjoyed watching the yachts racing on the Solent as they rode the ferryboat back to Keyhaven. Their next stop was to take them to Wimborne in Dorset for a visit to the Potter Boat Company. The previous day a phone call was made to the Potter factory. Valerie Rumbol greeted them at their bread & breakfast residence then drove them to the factory. The drive from Wimborne was through the green and gold Dorset countryside on a winding country lane between hedges, past thatch-roofed cottages.

They turned into a short driveway and drove around a brick cottage and stopped before a low industrial building. Inside the shop, fragrant with wood shavings and varnish, there are two or three Potters in various stages of completion. Larry Rumbol greets the group and is very enthusiastic in showing the Potter and the latest design variations.

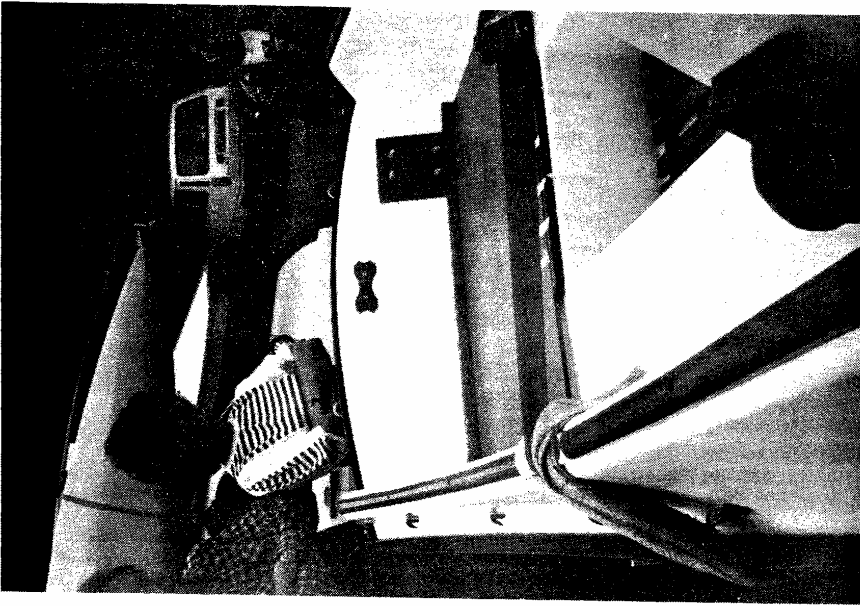
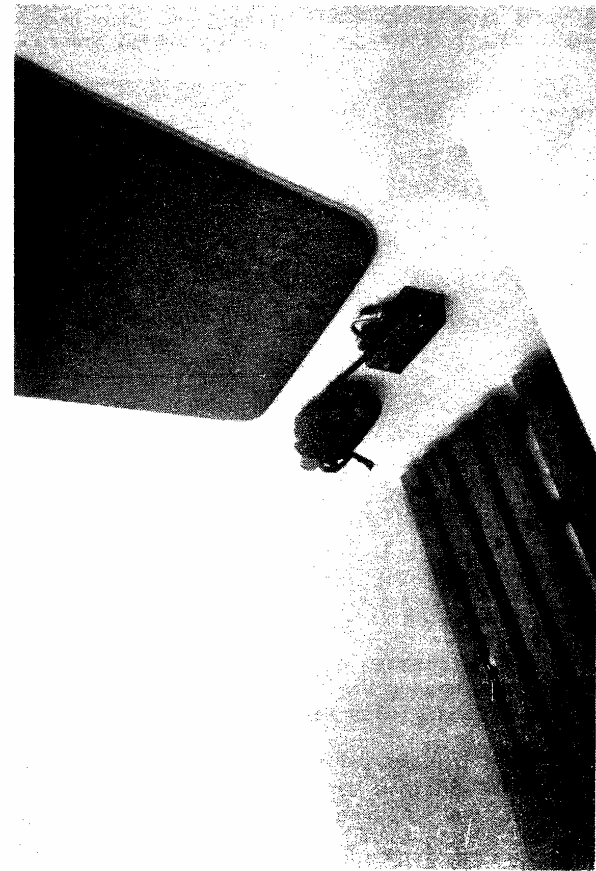
The English Potter does not have a hull-liner or injected foam floatation. There's a floatation chamber toward the forward end of the cabin but generally a lot more room inside. Your feet rest on the V-bottom while sitting on the cabin benches in what would be the bilges of the American Potter. The cabin house drops down about where the American Potter's compression post would be, to make a place for the massive mast tabernacle that accepts the beautiful varnished fir mast and sliding Gunter rig. The sliding Gunter permits getting under bridges over tidal estuaries in the English river mouths.

Everything about the English Potter is very robust and strong, with what appears to be a very stiff structure, built with a great deal of pride and craftsmanship, and a love for boats. All in all a wonderful three hour visit that ended with lunch at a nearby country inn.

If you intend to visit England someday, then the Isle of Wight should be on your agenda, as well as the Potter Boat Company. Contact the editor or Bruce Hood for more information.

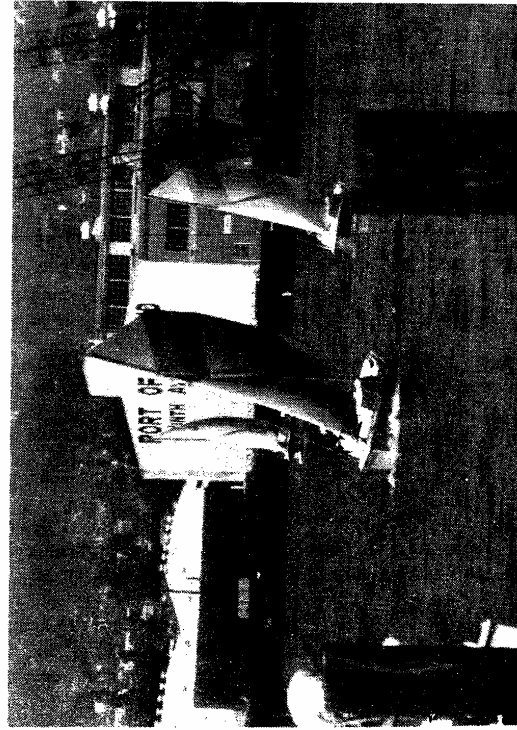
Larry & Valeria Rumbol
Potter Boat Company, Ltd.
Jppington Boatworks,
Hinton Martell, Wimborne,
Dorset BH21 7HA
England
Telephone: (0258) 840810





Upper Left: Note the neat rigging of the centerboard pennant of the English Potter-14. A four-part block & tackle inside allows you to raise it with one hand.

Above: Notice the lazarette at the transom.
Lower Left: The only racing picture received of the 1987 WWP National Regatta at the Encinal Yacht Club. Ahead, Phil Sullivan (#1051), close behind, Don Fleming (#846), and seconds away, David Hogan (#261)



WEST WIGHT POTTER

Next Sail: Richmond Marina, Saturday, October 3rd

The last time we sailed here was last November and it was over to the lower Tiboron Peninsula. At the skippers meeting before launching, we'll decide on a plan of action. Be at the marina parking lot between 10:00-10:30 am and bring along a picnic lunch.

Directions: Take Highway 17 that leads to the Richmond-San Rafael Bridge and turn west at Cutting Boulevard. Then south when you get to Marina Way and drive all the way to the end where you turn left to the marina

Montgomery-15 For Sale

Douglas Whitehurst priorities have changed and must sell this 1½ year old Montgomery-15 for \$5500. Needless to say it is in excellent condition and has a green hull with a red stripe and multi-colored sails. The boat also comes with a Yamaha 2 HP outboard motor and an E-Z Loader trailer that has a tongue jack. Doug can be reached at 408/663-3559 after 6:00 pm and the boat can be seen at 1630 San Miguel Street in Watsonville, CA 95076.

FIX:

1. The estimated position of a boat. 2. The true position a boat and its crew are in most of the time.

ABANDON:

The wild state in which a sailor buys a boat.

YAWL:

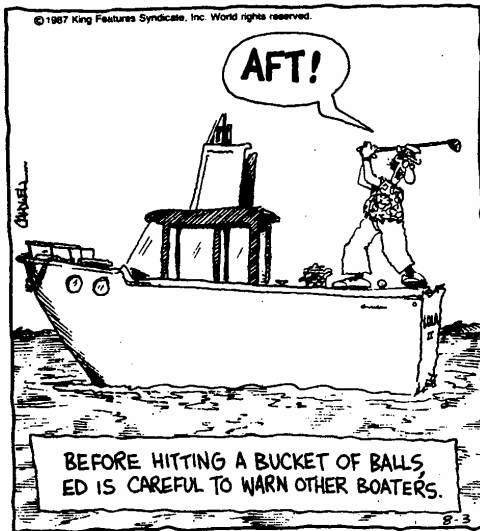
Southern version of "Ahoy!".



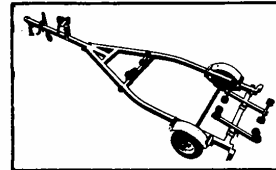
• Guayas, 262-foot Ecuadorian three-masted bark. Built in 1977 for the Ecuadorian naval academy by a Spanish shipyard that also built Guayas' three companion ships, Gloria, Simon Bolivar and Cuauhtemoc. Its three masts carry more than 17,000 square feet of sail.



• Gloria, 249-foot Colombian three-masted bark. Built in 1968 for the Colombian naval academy, the ship has sailed more than 250,000 miles since its construction. Along with 10 officers, 50 crew hands and 60 cadets, the ship carries 15,000 square feet of sail.



Trailers untie bonds for boaters



The ancient Vikings had a saying, "Bound is boatless man," and if boat trailers didn't exist, millions of boating enthusiasts would indeed be bound.

Surveys done annually by Trailerboats magazine show a steady increase in the number of trailer manufacturers. At last count, the industry had more than 75. Some of them are wholly owned subsidiaries of boatbuilding companies, and others distribute their products throughout a limited area. In any case, the growth of the trailer industry reflects the growth of the powerboat industry and the trend toward packaging boat, motor and trailer.

Most trailers are manufactured from cold-formed mild steel. Makers either paint or galvanize the frame components; galvanized trailers seem to resist the ravages of salt water better than do painted trailers. A few companies make trailers from aluminum box beams or channel. Aluminum has a good strength-to-weight ratio and in marine alloys is virtually immune to debilitating corrosion.

Rust and the owner's neglect are the trailer's staunchest en-

emies. Taking care of the boat is one thing, but the trailer is something else. Trailer manufacturers recommend periodic maintenance of wheel bearings, and the use of bearing protectors if the owner plans to submerge the wheels during launching. Makers also suggest periodic checks of tire pressure, rust around the wheels' lug nuts and tightness of the lug nuts. Severe rusting around the lug nuts can cause the wheel to break and come off the hub. Lighting should be checked every time the owner hooks up the trailer for a trip to the launching ramp.

Trailer laws differ from state to state. Although most small-boat owners don't have to worry about length and height limits, their rig may be subject to width limits and trailer-brake requirements. Limits on trailer-ing widths are either 8 or 8.5 feet, depending on state law. Some states have minimum weight requirements for the use of trailer brakes — total boat-trailer weights as low as 1,000 or 1,500 pounds may require brakes. A call to the state's department of transportation ought to set the record straight.

— Dennis Caprio