

May 1983



POTTER TO POTTER

Newsletter of the Northern California West Wight Potter Assn.

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Sailing Schedule

June 4 & 5 - Woodward Reservoir
June 25 - West Wight Potter National Regatta



From the Bridge

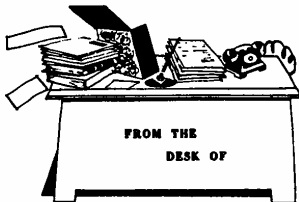
As your new Commodore, I would like to extend my thanks and the thanks of the membership for the time and effort put forth by Jerry Barrilleaux as Commodore, Terry Gotcher as secretary/treasurer, and our continuing thanks to Frank Winans as Historian for his work last year and for continuing in that position this year.

Also, I would like to extend our thanks to De Marsh for a really great job of putting together The Many Ways To Potter. It is a fine handbook for sailing and safety tips plus all sorts of modifications for all the different Potters. A real job well done.

To our new members, may I say "welcome." Our membership just a few years ago was a dozen or so boats in the Bay area. We have now grown to 65 members coast to coast. In our area we have sailed in the San Francisco Bay, the rivers, the reservoirs and the estuary. Some have sailed out beyond the Golden Gate Bridge to the Pacific Ocean. If you are new to boating, try and come to our outings where you can ask questions and see how the others do things plus it is safer to sail with a group.

Safe sailing to you all.

Barbara J. Simpson



The Newsletter Editor

What makes a really great newsletter is the contributions from the membership. Telephone or send me your ideas, suggestions, and materials to be published. I would like to have small pictures to make the newsletter more interesting. I would like to know when and where you are going to sail next month. There are other Potter-Yachters who would like to join you. I would like to have your articles about sailboat racing, safety tips, rigging modifications, magazine articles, jokes, recipes, and so on.

Here are a few suggestions for consideration. We could rent a large boat, with or without sails including crew, and cruise the Bay for an afternoon. We could have an evening meeting with speakers and sailing films. We could have a club meeting at someone's home with a pot-luck dinner. Your in-put is as close as your telephone.

Our sailing schedule is made up by the commodore from suggestions by the membership. Since the Potter National's is just around the corner, some of you may like to sharpen up your racing skills and join me at Lake Elizabeth in Fremont on Saturday, June 18, 11:00 am. Lake use is \$2.00

NOTICE TO MARINERS

Next Sail: Woodward Reservoir, June 4 & 5

For you early birds, join us at the campfire Friday night on June 3. There will be impromptu fun & games and sailboat races. If you can't come for both days, at least come for one day of enjoyable sailing with compatible friends

To get to Woodward, drive east on route 120 and continue east through Escalon to county route J-14. This road is on a curve. Turn left and follow the signs to the reservoir. Once inside the toll gate, check for the group location on the bulletin board on the right. Drive to the cross roads, turn right, drive past the sewage dump station, then look for the Potters to your left.

This is one of the best camping trips of the year. See you there.

West Wight Potter National Regatta: Marina Del Rey, June 25

Marina Del Rey is the site for this year's coveted event. The first race begins at 10:00 am. Saturday. You'll receive more information about the regatta, banquet, and trophy presentations when you arrive at the launch ramp. Sunday is for cruising, browsing among the shops at the Marina, and driving back home.

Motels in the area range in price from \$39-\$90 for two. Perhaps you could camp out in your Potter. Despite the skimpy information we received about this prestigious event, it will be the highlight of the year to attend, even as a spectator.

Future Sail: Brannan Island, July 9

Brannan Island near Rio Vista has been selected as the spot for our July cruise. We'll be sailing down the river to the famous Point Restaurant for lunch. Watch the next newsletter for information on the Brannan Island facilities and driving directions.

Many of our future sails are decided upon during the lunch break at one of the scheduled sailing events, usually by a consensus of everyone there. If there is inclement weather and you're not sure if the sail is a "go" or "no go", telephone the commodore to see if the sail is still scheduled or postponed.

It is appreciated when one of the members records who was at the sail and sends me details of the cruise. We were fortunate to have two such news items from Terry Gotcher and Bill Sprietsma about the Treasure Island Cove sail.

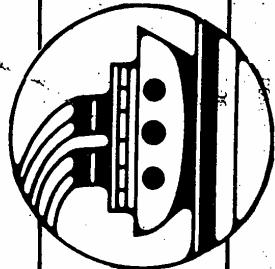
Welcome Aboard: New Members

Dave and Susan Grandt HULL 1053
1321 Wellington Street, Oakland, CA 94602



SMOOTH SAILING

on a cruise made for you



LAST SAIL * MAY 14 & 15

The weather forecast for Saturday, May 14, called for winds to 25 knots, but it did not deter the Potters who had waited since March to cruise to Treasure Island cove.

Gwen & Tina Singh (#706) arrived first, followed by Bill & Joyce Wight sailing "Forever", their Targa 32 sloop that is also their home. I arrived next. While Gwen & I lowered and stowed sails, Bill & Joyce set their anchor. We then motored to "Forever", rafting up on either side to await for new arrivals.

John Graham with crew Charles Nearing (#312) and the Simpsons (John & Barbara) sailing their gunter rig #266 arrived next and joined the raft. After a couple of hours of cockpit visiting which included amounts of liquid spirits, the two gunter rig Potters cast off for the sail back to the estuary.

Next to join us was Frank Winans (#691), he read us his sail notes that he had made during the his sail from the estuary. While Frank was reading, Bill Sprietsma (#1205) joined us, saying that he didn't think he was ready to over-night yet. After a short drink to fend-off sea serpents, Bill cast off.

Shortly after his departure, Jim Catto sailing his US 30 "Skookum" joined us in the cove. As he was single-handing, I jumped aboard as he sailed pasted. After we set his anchor, we joined the group on board "Forever" where Bill & Joyce told us about their aborted sail to Bodega Bay earlier in the day. They turned back outside the gate after taking a couple of big ones head-on.

Bills' return to the estuary was short lived, as he was back within an hour with Don Bergst (#797) at his stern. For the second time Bill rafted-up and then Don did the same.

After more refreshments and sea stories, Jim & I returned to "Skookum" at 6:30 to have dinner, followed by a return to the foredeck of "Forever" for a night-cap. We left at ten that evening and the foredeck was still going strong.

For the benefit of the readers who have lost count, the over-nighters were Singh, Wight, Winans, Sprietsma and Bergst in one raft with Gotcher and Catto in another.

The "bigger" raft-up cast off early Sunday morning, but Jim and I were in no rush. It was just as well, because we had anchored his six-foot draft in less than six feet of low tide water. After waiting for the morning tide to turn, I used the "John B" to turn the bow of "Skookum" and then push her into deeper water, ala tugboat style.

We left the cove at 11:30 Sunday morning and I set course for the channel into Alameda NAS for a closer look at the "Big E". The sail back to the estuary was up-hill and single reefed main. I arrived at the ramp at Estuary Park shortly after 3:00 pm.

footnotes - I passed Bryan Girard & crew (#1255) in the estuary on my return leg. Stan Butler & crew Fred Richter (#850) sailed from the estuary on Saturday morning, but did not join us in the cove. Rumor has it that Mike Bartunek (#748) was also in the area.

Jim Catto has sailed across Monterey Bay aboard the "John B". He also provided "Skookum" for race committee duty at the 1982 WWP Nationals.

Terry Gotcher

LAST EVENT by Bill Sprietsma

It took a long time but we finally made it to Treasure Island Cove! Originally scheduled for March 5th and 6th, then moved to March 12th and 13th, then cancelled because of rain, but this one was worth waiting for!

The over nighters were: "Forever" Bill and Joyce Wight, #691 Frank Winans, #797 Don Bergst, #706 Gwen Singh with daughter, Tina, #821 Terry Gotcher with Jim Kato and #1205 Bill Sprietsma.

I'm told that the day visitors were: #707 Charles Nearing with John Gralum, #266 Barbara Simpson, #850 Stan Butler, #783 Fred Richter, and #748 Mike Bartunek.

I made a grand entrance about 2 hours late, after the day visitors were long gone, by sailing around the rafted Potters then into the side of the yacht "Forever". Everyone saw the collision coming and there were feet hanging out all over the place kicking my Potter off. After a big scowl from Bill, a little bump, no damage, there were smiles from all, even me, after I calmed down. I finally came alongside #706, Tina & Gwen were there to take my lines and help raft up. I went aboard the "Forever" for a short visit to rest and untangle my jangled nerves before starting the sail back to Estuary Park.

About 3:30 PM I took off with my sails reefed ready for heavy winds on the passage home. As I approached the Oakland Bay Bridge the winds were light and as I tried to sail under it the current carried me back toward the cove. I took the reefing out and tried again, no luck. I then started my motor to power through but ran out of gas before I could make it. I tried to sail under the bridge again, and again, and again, each time racing up to the bridge having the winds lighten up, and the current carry me back to where the winds were, only to try again. It started getting late, to late to reach the launch ramp before dark. I set a course back towards the Potter's group with my tail between my legs. By this time, I was really tired of sailing, but, by good fortune I made one of those Terry Gotcher like approaches and stopped dead in the water in perfect rafting position next to Sail #691. Frank Winans, who had missed my first entrance, was sitting calmly in his Potter remarking on how well I had handled my Boat.

After cocktails and tall stories aboard the "Forever" people split to their own boats for their individual Potter cockpit picnic. I had not planned to stay overnight and had no food aboard. Bill and Joyce invited me for a sit down dinner to a table set with china plates, fancy flatware, napkins, ham, mashed potatoes and vegetables - Great.

After dinner the group gathered again on the "Forever" with the men sitting on the foredeck listening to Don Bergst's story telling while Joyce Wight and Tina Singh made coffee and hot chocolate (with or without brandy). Someone remarked about the nice anchor light on my boat - I looked over, sure enough my anchor light was on, I must have hit the switch accidently when getting my coat.

About 9 PM we headed for our bunks. This was to be my first overnight on any boat. I slept like a log. Those Potter berths are quite comfortable.

There was only one more minor goof. When I removed the cap to put a little borrowed fuel in my tank I saw that it was 3/4 full! As Terry was explaining the proper use of the choke on the little 2 HP Suzuki I was thinking how lucky I was not to have missed the great Potter over night experience at Treasure Island Cove.

A BOWLINE FOR SURE

By
De Marsh

The competent mastery of knots is a mark of good seamanship, and he who masters the bowline has mastered the king of knots. Unfortunately for me, the bowline has always been my Achilles heel. The square knot, the clove hitch, the sheet bend and the half hitch hold no mysteries for me but the bowline - Ah! To tie a bowline the very first try every time that is the ultimate high. Make a loop, pass the end through, then around the trunk and back through the loop. Sounds so simple, yet I can't recall the number of times I have been embarrassed by my bowline disintegrating into nothingness. All too frequently the loop is made wrong or the end passed through in the wrong direction, and of course this occurs in the presence of my peers. That one moment when I wish to impress my brethen sailors the pesky bowline unravels before their very eyes.

These embarrassing moments cemented my resolve to master the bowline, to master it under all conditions including the dark of night. What follows is a solution to a bowline for sure; a bowline every time (refer to the illustrations).

The beauty of this technique is that the hands do the seeing. The knot can be executed with the eyes closed, which could be a life saving capability. A capability for tying a bowline around oneself or a friend in an emergency water rescue.

To tie the bowline feed out the desired length of line for the finished product. Hold the point at which the knot is to be formed with the left hand. With the right hand place the end of the line across the point to be tied with the end extending one or two inches beyond. Grasp the point where the lines cross with the right forefinger and thumb (figure 1). Now rotate the right hand a half turn (180 degrees). Magically the bowline loop is created with the end of the line extending through (figure 2). Continue the line around the trunk and back through the loop. The bowline is now complete. With a little practice tying a bowline becomes a reflex action, much like driving your car it just happens without conscious effort. Happy sailing.

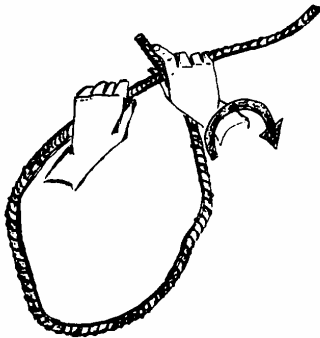


FIGURE 1

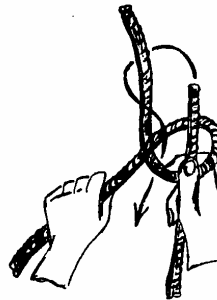


FIGURE 2

