

November 1986

Potter to Potter

Newsletter of the Northern California West Wight Potter Assn.

COMMODORE: Bill Sprietsma VICE COMMODORE: Rob McClain SEC/TREAS.: John Ockes HISTORIAN: Barbara Simpson
408/379-5474 415/656-2984



Sailing Schedule

Saturday, December 6	Santa Cruz Marina
Thursday, January 1	Pete's Harbor Annual Brunch & Redwood Shores Sail, Redwood City



COMMODORE'S LOG

Last Sail: November 8, Richmond to Tiburon Peninsula

Those attending this sail were John & Barbara Simpson (#266), John Grahm & Ray Johnson (#312), Frank Winans (#691), Terry Gotcher and Wendell Spence (#821), Gene & Sharon Averill (#1077), Bill & Freda Sprietsma (#1205), Jac Robinson (#1372), Dwight Goad & Craig Porter (M-360), John Holman (M-362), Bill Day (M-363), and Dave Grant acting dock master.

The weather radio was broadcasting warnings of 20 knot winds. At dockside the wind movement was light. Some of the Potter sailors were talking about reefing down but we all went out under full sail. Then the winds dropped off! It took 3½ hours to sail and motor the 4½ miles over to Point Bluff at the lower end of the Tiburon Peninsula. We drifted for an hour or so up toward Point Chaucey with our hopes high on the continuing weather reports of those 20 knot afternoon winds. Terry Gotcher motored around to Paradise Cove. Dwight Goad headed south around Angel Island and came back up through Raccoon Strait where he found more wind.

After the sail, Gene Averill led us over to his favorite Chinese restaurant in Point Richmond. Sharon Averill, Wendell Spence, Bill & Freda Sprietsma, John Holman and Bill Day listened in awe as Gene and Terry told stories of their ocean going adventures.

Next Sail: Saturday, December 6, Santa Cruz Marina



Monterey Bay is a great place for a sail with light breezes at this time of the year. Jim Silva of Prime Time Boat Sales will again be our unofficial host for this outing. Overnight camping is optional in your Potter or RV in the back harbor for the night. Launch time is 10:30 am. and bring along a picnic lunch. Bring along your boat registration because the editor got caught in a spot check by the Coast Guard last year.

Directions: From Route 17 turn off on Highway 1. Take the Soquel Avenue turnoff from Highway 1 and after a couple of short jogs in the road, turnoff on 7th Avenue. This will lead you to the ocean and to the yacht harbor where you'll see a restaurant, parking lot, and launch ramp.

WEST WIGHT POTTER

Welcome Aboard New Members

Jim Allander
P.O. Box 3, Silver City, Nevada 89428
P-15 #449

Terry Trout
3516½ Harrison Street, Oakland, CA 94611
Telephone: (415) 652-2236
P-15 #358



**GIVE THEM A BOAT
FOR CHRISTMAS**

Potter For Sale

Scott Foss is offering his P-15 for sale again (#331) and will accept the first reasonable offer. The boat has a full electrical system and comes with a solar powered battery charger and it also comes with a trailer, spare tire, and a 2 HP Enenrude outboard motor. The Potter has been 100% maintained for heavy use on the Bay or the Pacific Ocean. Scott will tell you about the personal touches he has put into the boat. Telephone: (415) 332-3904, and the boat can be seen at 265 Gate Five Road, Sausalito, CA 94965.

Fred Richter is advertising his P-15 for sale again (#783) and like Scott Foss, he will accept the first reasonable offer. This Potter has a red hull with red & white sails, jiffy reefing, cockpit controls for jib & main sails, tiller extension, anchor, cockpit cushions, side rails & bow pulpit, oars & oar locks, 2 HP Suzuki outboard motor, and a galvanized tilt trailer with a tongue jack & spare tire. Call Fred at (415) 796-9785, and the boat can be seen at 6325 Quicksilver Street, Newark, CA 94560

*Editor's Note: When a member must sell his boat due to various circumstances, it is recommended that an ad be placed in sailing publications such as Latitude 138, Soundings, Longitude 122, and local newspapers where there is greater reader coverage. Spring and early summer, it seems, is when our new members purchase their boats and probably paying a higher price than other times of the year. Jim Silva of Prime Time Boat Sails, 180 Montclair Drive, Santa Cruz, CA 95060, will again be at the boat show at the Cow Palace in San Francisco, January 9-18, to display and sell new Potters and Montgomerys. If you have a boat for sale, Jim will place your typewritten ad and boat picture on a bulletin board at the show.

HURRY! TIME IS RUNNING OUT

We Said It Before and We'll Say It Again

What did we say? We said we want your name on our membership roster by January 10, 1987. Make your membership renewal check to Albert J. Ockes for \$15 and send it to 40915 Cantare Pl, Fremont, CA 94539. The following members have renewed their membership this month as we go to press.

Willard & Joyce Wight
Norman & Diana Goad
Robert McClain
C.E. Zoerner Jr.
Nels & Cecelia Thygeson
John & Barbara Simpson
Frank & Joyce Spencer
Tom & Marjorie Stanton

Frank & Inez Winans
Robert & Barbara Bennett
Ranney Thayer
Jerry Barrilleaux
Walt & Hilda Nobs
Terry & Ruth branson
Ray Muller



NEWSLETTER OF THE NORTHERN CALIFORNIA WEST WIGHT POTTER ASSN.



Fleet of 11 ships to commemorate Aussies' 200th

A FLEET of 11 modern square-rigged sailing ships will cast off from London May 13, beginning an eight-month odyssey that will recreate the epic voyage of the "First Fleet" of convicts and captors who colonized Australia 200 years ago.

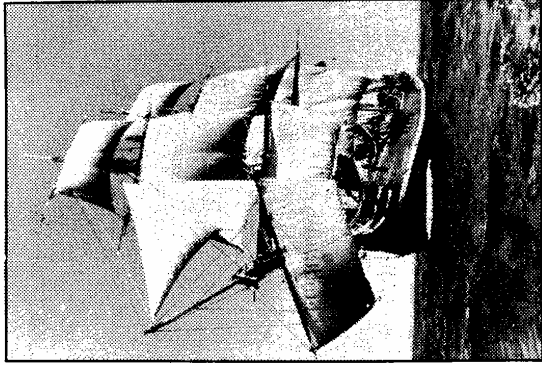
That First Fleet of 11 square-rigged ships carried 1,350 settlers to Portsmouth, to Tenerife, to Rio and Cape Town, to Botany Bay and Sydney, through uncharted seas, past icebergs and schools of whales, dolphins and sharks.

Modern sailors can sign on for one or more legs of the "First Fleet Reenactment Voyage," which will follow the original route, adding the ports of Mauritius in the Indian Ocean and Fremantle in Western Australia. The last leg is scheduled to arrive in Sydney Jan. 26, 1988, exactly 200 years after the First Fleet entered the harbor. The arrival will be one of the highlights of Australia's bicentennial celebration.

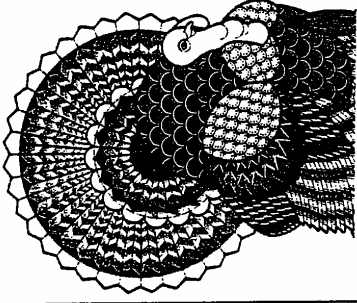
Flagship of the fleet is the Bounty, the 95-foot-long replica of Capt. Bligh's 18th-century original. It was built in 1978 for use in the movie "The Bounty," starring Mel Gibson. Though it looks properly historic, it has a wood-clad steel hull, twin turbine engines and modern navigational equipment. On an average, each ship will carry 10 professional crew members and 20 paying trainees.

On each leg of the voyage there is room for 220 men and women aged 18 to 65, who must be tolerant of cramped conditions as well as isolation at sea. The cost of each leg, in United States dollars, includes a berth and three meals a day. Segments of 21 to 55 days cost \$3,500 to \$4,500. Fare for the entire voyage, including all meals, is about \$26,000 per person. Air fare is not included.

For more information, contact the Adventure Center, 5540 College Ave., Oakland 04618; phone (415) 654-1879.



'Bounty' to lead parade for Australian bicentennial



For boat owners, today's hotlines provide instant answers on a broad range of subjects, from safety hazard alerts to drug smuggling information.

Marine-related numbers:

Boating Safety Hotline, to report manufacturer defects in boats and/or engines and to find out if a boat or engine is involved in a recall and to answer technical questions on boating safety matters, 1-800-368-5647.

Boating Education Hotline, run by BOAT/U.S. to locate boating courses in different areas, including those run by the U.S. Power Squadrons and the Coast Guard Auxiliary, 1-800-336-2628;

Marine Safety Alert, to report safety hazards on the water or boat operators functioning in an unsafe manner,

Water Pollution Hotline, to report chemical or oil spills, 1-800-424-8802.

Sailing school hotline, to locate sailing schools that are members of the American Sailing Association, 1-800-447-4700.

Coast Guard licensing information hotline, 1-800-237-8663; in Florida, 1-800-282-2278.

Drug smuggling hotline for information on land or sea, run by U.S. Customs, 1-800-BE-ALERT.

□ MORE KNOTS PER HOUR NONSENSE

Well, why stop when you are onto a good thing? I read the following passage in *Sail Ho!* by James Bisset and thought you would find it interesting:

"Three weeks after leaving port, we were about 2,500 miles from England. One morning the Captain came up as usual to the poop deck, looked around at the sky, and said to the Mate, 'Heave the log, Mister'.

"The Mate went below, and presently emerged with a hand log and sandglass. He handed the sandglass to me. I had already been taught my duty, which was not a very difficult part in the operation of heave the log. The other apprentice in the Mate's watch, Bill Huxley, and a seaman stood by as the log was heaved. The purpose of the operation was to estimate the vessel's speed in knots, that is nautical miles per hour.

"A piece of white rag tied around the line marked the end of the stay line. When this rag passed over the stern, the apprentice standing by with the half-minute sandglass turned the glass over, and the measuring of the speed began. The line was marked, at precalculated intervals, with knotted yarn, so placed that the number of these knots which ran out over the stern in half a minute indicated the number of nautical miles per hour at which the vessel was traveling through the water."

At the time, 1898, Bisset was an apprentice on County of Perm broke, a barque out of Liverpool. Eventually he became 2nd officer on the ship that rescued many of the Titanic survivors. He went on to become Sir James Bisset as well as Commodore of the Cunard White Star Line.

Maggie Lindle
Alamed

Maggie — Thanks for the ammunition, but we suspect the 'knot per hour/knot per hour' controversy won't subside until we've gone on to our final reward.

We did enjoy the other excerpts you enclosed, and think our readers might like the one — racist as it might be — about about the naming of fractions of a knot.

"In the days of the smart Yankee clippers sailing from Frisco to China, there was in one of these clippers a Chinese cabin boy who couldn't be taught to do anything right. One day when the Buck Mate was getting ready to heave the log, the cabin boy came up the companionway to the poop deck with a bucket of slops, and emptied it to windward.

"The slops blew back into the Mate's face. The clipper was slipping along at a smart pace. With a roar of rage, the Bucko Mate grabbed the cabin boy, bent the end of the log line around his waist, threw him over the stern, and hove the log with him as a dragnet!

"After the speed had been determined, the sailors quickly hauled in the line and dumped the half-drowned culprit on the deck. At that moment the Captain appeared on the poop and asked, 'What's that speed, Mister?'

"...Ten and a Chinaman, sir,' answered the Bucko. Ever since then, any fraction of speed over the knot has been referred to as Chinaman."

The Potter Boat Company

Yes, the West Wight Potter-14 is being produced once again in England. Terry Branson, our member from Brookings, South Dakota, attended a boat show in Southampton, England last September and sent the editor some literature.

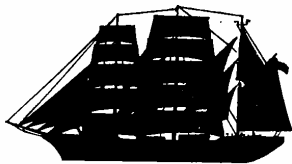
As you might suspect, there are some noticeable differences. The outboard motor bracket is optional and the centerboard is 55 pounds. The shoulders are higher in the cockpit which makes a higher freeboard. The gunwales and the rudder are mahogany. The "D" type Potter has a gunter rig main sail and the jib & main sails have a bit more sail area--110 square feet.

To make things even more interesting, this Potter can have the option of a "Junk" or "Chinese Lug" rig. This is one main sail like the kind you would find on a "Sunfish" sailboat. No need of a jib sail here and it's great for single-handed sailing. See the picture to the right.

An English Pound (£) is worth about \$1.45. The D Type or Junk rig Potter selling price excluding V.A.T. (value added tax approximately 20%) is £2,750.00. The Potter comes with sails and jib furling gear. Options include anti-fouling finish below the water line, anchor, oars, bilge pump, outboard bracket, single burner gas cooker, cockpit tent, and a trailer. If you are thinking of vacationing in England, the editor has dealer addresses for you.



Drifting Along . . . And waiting for the wind to pick up at Lake Elizabeth in Fremont is Jac Robinson, above. Jac went on to win the pumpkin race later that day last October 19th.



• **Eagle**, 295-foot American bark. Built in 1936 for the German navy, and originally called Horst Wessel, the ship was claimed as a prize of war in 1945, refitted in Germany and sailed to New York where it was turned over to the U.S Coast Guard Academy. The 170 male and female cadets, 10 officers and 40 crew hands on board tend to the 21,350 square feet of

Boating Safety Guide

The Transportation Department has released a new manual on boating safety entitled *The Skipper's Course*. You may groan, "Not another safe boating book!" But frankly, we believe the stronger the emphasis on safety and education of the boating public, the safer we'll all be aboard our vessels.

This is a good text, organized into short sections with a quiz at the end of each. The material includes an introduction to boating, launching and fueling techniques, rules of operation, safe anchoring and docking procedures, and tips on how to secure equipment. A handy guide for the new boat owner and a concise refresher for old salts. You can order the book by sending \$6.50 to Department 36-TM, Superintendent of Documents, Washington, D.C. 20402. Be sure to specify stock #050-012-00225-8.

