

**WEST WIGHT POTTER 19**  
**1988-89**

**USER'S GUIDE**

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Dear Skipper,

Congratulations! You have purchased one of the best known trailerable cruising vessels available.

We invite you to spend a few moments in the following pages to become better acquainted with your new West Wight Potter. And at any point we can assist, do give us a call.

Best wishes for many pleasant sailing adventures!

Sincerely,

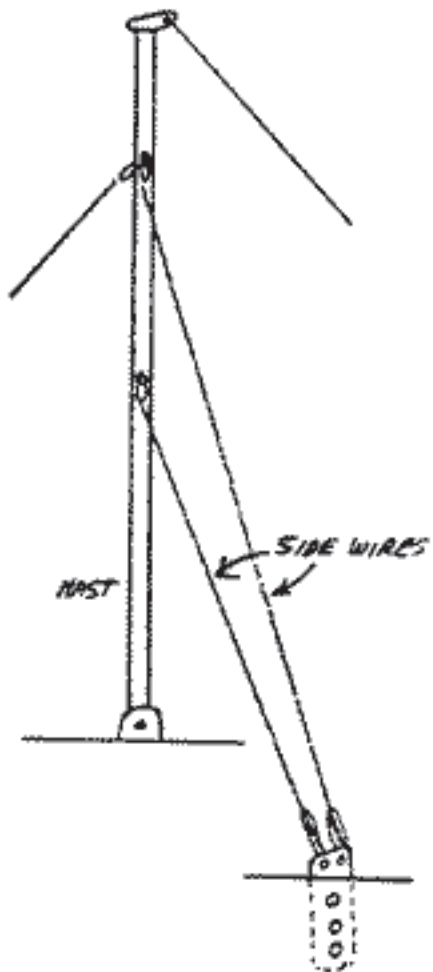
West Wight Potter

## GETTING YOUR NEW BOAT READY

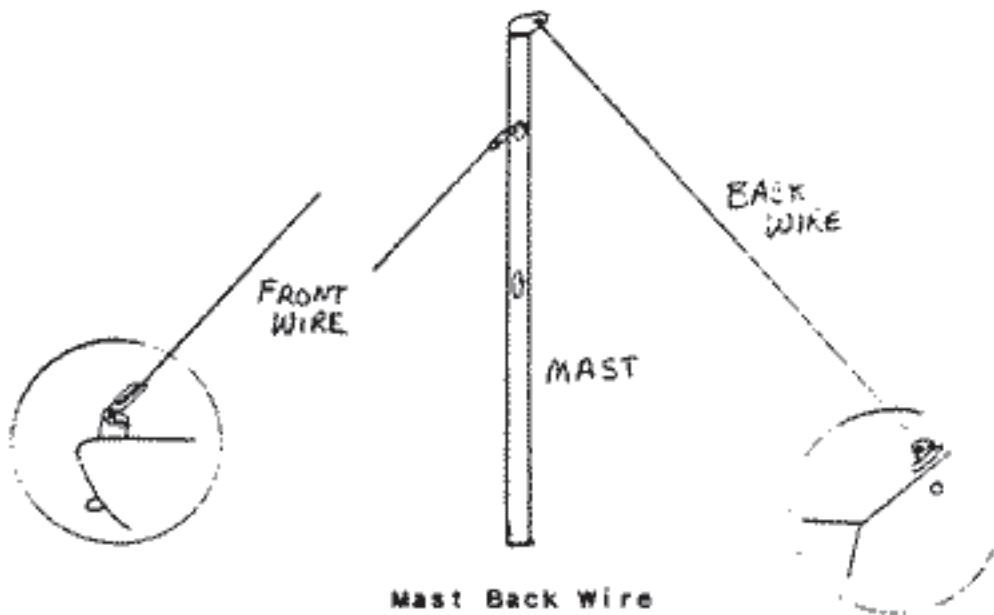
When your new Potter first arrives and after a quick hose down with a sponge and soapy detergent, climb aboard and get a feel for your new boat's cockpit and cabin. At this point several items may need to be pre-assembled on a one time only basis before your first launch and sail. These items will then be left permanently connected for convenience.

First, connect the side wires from the mast to each of the side connection straps on the boat deck. The side wires are paired on either side of the mast with the top set about one-quarter from the top of the mast and the lower set about one-half of the way down the mast (the top of the mast is toward the back of the boat in its cradled position). The top pair of wires connect in rear holes and the lower wires set connect in the forward holes of the side connection straps. (see Fig. 1).

With the side wires assembled, connect the back wire from the top of the mast to the connecting strap on the back of the boat, just right of the center. Use the upper hole (see Fig. 2).



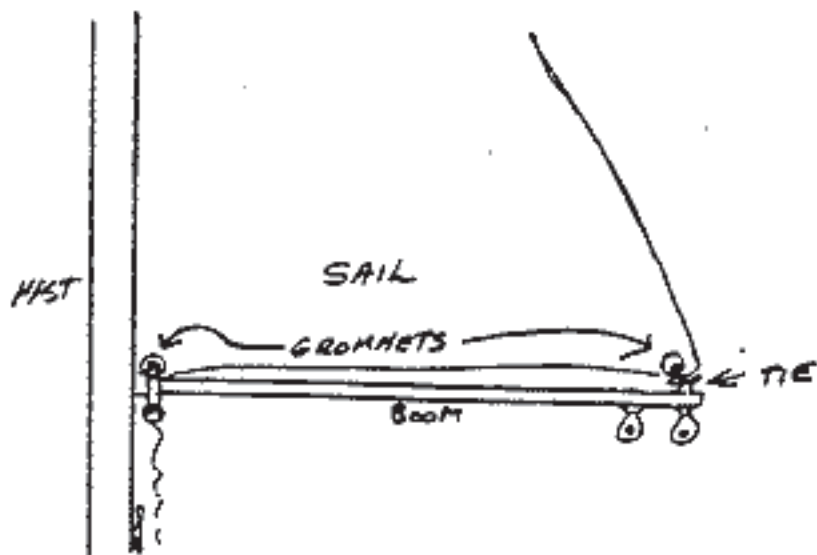
Mast Side Wire Connectors  
(Fig. 1)



Mast Back Wire  
(Fig. 2)

These initial connections should be made with the mast in its lowered, cradled position. When all mast wires are connected you are ready to push the mast into place for sailing and only the remaining front wire needs to be connected.

Now, connect the large main sail to the boom. But first, push in the batten sticks into the pockets provided in the sail. The battens are of various lengths but may be easily identified by holding them next to the sail pockets for proper size. Note the pockets have a locking flap to hold the batten secure. The sail can now be connected to the boom. The grommet hole on the lower front of the sail - the square corner between the thick rope edge and the straight edge - is connected by the twist release pin on the front of the boom. Just twist the pin to release, place through the grommet hole and re-tighten. The grommet hole on the back lower portion of the sail - the opposite hole from above - is tied to the back of the boom using the rope provided (see Fig.3).



Sail to Boom Connections  
(Fig. 3)

Finally, the optional kick-up rudder may be mounted on the back of the boat. The standard fixed rudder should be placed in the cockpit for quick mounting after launching.

With the basic pre-assembly completed, you will want to ensure all safety equipment has been obtained and is on board. Provide one U.S. Coast Guard approved personal flotation vest for each person on board plus at least one throw type seat cushion for the cockpit. Many types of flotation vests are available. It is important that every flotation vest be correctly sized for each individual on board - especially for smaller children for which adult vests could be useless. Check the attachment buckles for ease of operation and for children make sure the attachment buckles can not be easily released. Always encourage everyone to wear their flotation vests. And for a situation where an individual may not be wearing a vest, make sure that a vest is easily obtainable, unbuckled, fully adjusted

for the individual, and is in plain view for quick use. If all vests are located in one location you will want to "tag" each vest for easy identification. Always have a throw cushion within an arm's reach.

**Caution: Use of personal flotation vests greatly increases comfort and safety during sailing.**

Another item you may wish to obtain is a small anchor. Different type anchors are available for different sea bed conditions. You will want to visit your local boat store to find their recommendations for your area. The store will usually have a chart matching a particular anchor model to the size of your boat and you will want to get the smallest anchor recommended for your boat. The small anchor will keep weight down and make actual use easier. Also, for the same reason do not use chains between the anchor and anchor rope which in addition to weight, cost, and inconvenience, can bang and scrape your boat's paint. If extra weight is needed, tie a extra weight (5-10 lbs) back from the anchor on the anchor rope (extra weight should not be more than half of the anchor's weight) which will simulate an actual chain. Mount the anchor on your front bow rail or front boat deck with the opposite end of the anchor rope through the air vent to the anchor attachment plate provided in the

front anchor rope compartment (reached from inside the cabin). Now your anchor will always be ready to use. When in storage lead all access anchor rope through the air vent, coiled loosely in the anchor rope compartment. Even if the rope is wet, air will flow through the air vent, dry your rope and pass out the cabin. When using your anchor, have enough rope so the angle of the rope from the boat to sea bottom is about 45 degrees or more.

#### Trailerling Made Easy

Your Potter will be a joy to trailer with the lighter overall towing weight and lower trailerling height. The high speed tires and wheels on your trailer are supplied with grease wheel fittings to insure ultimate serviceability when backing your trailer into the water. Using a hand grease gun with automobile type fitting obtainable from your hardware or automotive store, apply grease through the fitting in the center of the wheel until the visible diaphragm moves outward slightly. Usually grease fittings are greased twice yearly or more with frequent use.

**Caution:** Adding grease frequently to the wheel fittings will avoid corrosive damage to wheel bearings from water contact.

When trailering at highway speeds it will be convenient to use the tie-down rope or optional straps provided with your Potter. The tie-down should be connected to both sides of the trailer frame while going across the cockpit of your Potter. Your Potter nestles firmly on its trailer and you may find the tie-down not necessary for slower off-street use and when no side winds prevail which might sway the Potter from the trailer.

**Caution:** Use of the tie-down rope or strap is important to prevent the separate movement of the boat and trailer caused by highway speeds, cross winds, tight cornering, bumpy roads, emergency breaking, or suction from passing vehicles.

Before trailering you may want to check how tightly your car may be turned without the trailer tongue contacting any part of your bumper. If you are new to backing a trailer, go to a shopping center parking lot during off-hours and practice your backing before your first launching. The most important points to check before trailering would be:

- tongue hitch latched firmly to car towing ball
- trailer safety chains connected to car

- electrical plug connected to trailer for proper lighting
- mast in down position and secured to boat
- mast wires tucked in cabin door or tied securely
- tie-down rope firmly attached
- trailer winch rope connected and tightened to boat towing eye
- right and left hand rear view mirrors checked for proper position
- rudder tiller arm secured to prevent movement, rudder blade in up-position and/or rudder placed in cabin
- all equipment and accessories on-board

If you do not yet have a hitch for your car you will want to purchase the least expensive, lightest duty Class I type hitch with the smaller 1 7/8" ball. Hitches are available for most all cars from your local auto parts supplier. The electrical plug connector for your car is provided with your boat; however, should you wish to have the connection installed before boat delivery, indicate to the installer that your trailer uses the industry standard 4-prong flat plug without grounding (grounding is achieved through the metal to metal contact of the hitch connection). Also, note that most European automobiles and certain other autos with DIN lighting standards will not fully operate your trailer tail lights; ie. your brake lights will be

inoperative. Your American trailer with the standard SAE three wire system must be converted to the DIN standard four wire system using an electrical converter box available at most auto supply stores. This converter would normally be installed without asking should you have a hitch or towing service complete your towing installation.

### Getting the Potter Wet

Launching your new Potter in the water is very easy compared to other similar sized boats, but for the first several launchings you will want to take extra time to insure everything is correct. Assuming you have prepared your Potter as discussed under the Getting Ready section, you basically will be concerned with just pushing the mast up into place, backing the trailer into the water, raising the sails and - the exciting part - sailing away! Usually the mast is raised while the boat is on the trailer right before backing into the water. Before raising the mast double check each side stay is connected to the boat so when the mast is pushed up only the front mast stay need then be connected.

**Warning:** Check very carefully that no overhead obstructions are present which would interfere with the movement of raising the mast, especially overhead electrical wires which may produce undesired sparks or electrical current.

If no overhead obstructions are present, release the locking pin which secures the mast to the cabin top mast step. Then standing in the cockpit, work the mast backward on the mast support post until the bolt holes at the base of the mast align with the corresponding slots in the cabin top mast step. Re-insert the locking bolt and nut finger-tight.

**Note:** All bolt nuts on the Potter 19 are special nyloc type stainless steel and will be securely fastened when finger tightened. They may then be easily removed without tools for convenience.

After insuring all wires to the mast fall freely from the mast connections without kinks and that the top side, back and front mast wires rest in the "V" of the mast support post, you are ready for mast raising. Stand on top of the cabin with the cabin sliding hatch door fully closed and

grasp the mast as far away from the base as possible. You may face forward or to the rear as feels best. Firmly lifting/pushing, the mast will swing up into position and while holding the mast upright with a light forward push, look up to insure no kinks exist - a kink would mean lowering the mast, correcting, and raising again. At this point you might have an assistant insert the front wire in the front hole of the deck connector or from your vantage point firmly hold forward and downward on the forward wire and walk forward to connect without assistance. An alternate way of raising the mast would be to stand on the wooden step ledge entering the cabin and push the mast up overhead and forward. Especially easier for the taller individual, you will need an assistant to connect the front wire.

Although there are several ways the mast might be raised which you will find convenient, it is only those first tries which will be awkward until familiarity is achieved. You may wish to stand in position and practice several "trial runs" to determine the most comfortable position for you. Should you have the available mast hoist system, further instructions will be covered under the Optional Equipment section.

You are now ready to back the trailer into the water but first prepare two handy dock lines, 6-10' long and tie to the front and back cleats of the boat with a knot in the

unattached end so as not to slip out of your hand while holding. Lay these lines on the deck with the noted end ready to grab as needed. Next remove the tie-down straps from the trailer and unplug the electrical connectors from the car.

**Caution:** Disconnecting the trailer electrical plug from the car before launching will insure no electrical short will occur should water contact any part of the trailer electrical system.

Back the trailer to the water's edge at the end of the launch ramp, set all brakes, remove gear from car (which should be in boat), and disconnect the trailer winch hook from the boat towing eye.

**Warning:** Leaving the trailer winch hook connected while backing down your launch ramp will keep the boat from accidentally sliding backward off the trailer should the trailer bolsters/boat bottom be slippery or should the launch ramp be excessively steep.

Now, with your assistant walking beside the trailer holding the end of the front dock line, continue backing your trailer into the water until the trailer wheels are under water - usually about the point the water is just under the rear car bumper - at which time hit your brakes sharply and the boat will slide/float smartly off the trailer, retained by your assistant holding the dock line. Should an assistant not be available, tie the dock line to the trailer or to a near-by dock before backing into the water. Once the boat slides/floats from the trailer, pull forward and head to your parking area (removing the dock line before if attached to the trailer). With your boat parked at waters edge, tied to your dock, or anchored close to shore, you are now ready to raise your sails and sail away!

#### Sailing Away: The Fun Part

You have now reached the most exciting point of your day; raising your sails and sailing away. First, lower your keel to ensure stability by turning the keel crank on the cockpit transom about one turn clockwise to relieve pressure from the two trailering bolts through the keel at the top of the keel trunk. With the keel slightly raised, remove the two bolts and finger tight nuts and return to the cockpit keel crank.

**Note:** You will want to make sure you can locate these safety bolts when later raising your keel and you may wish to find a convenient location such as one of the seat back bins or cockpit storage compartment for safe keeping.

Now, turn your crank counter clockwise until the keel is all the way down and the keel cable visible from the top of the keel is slack.

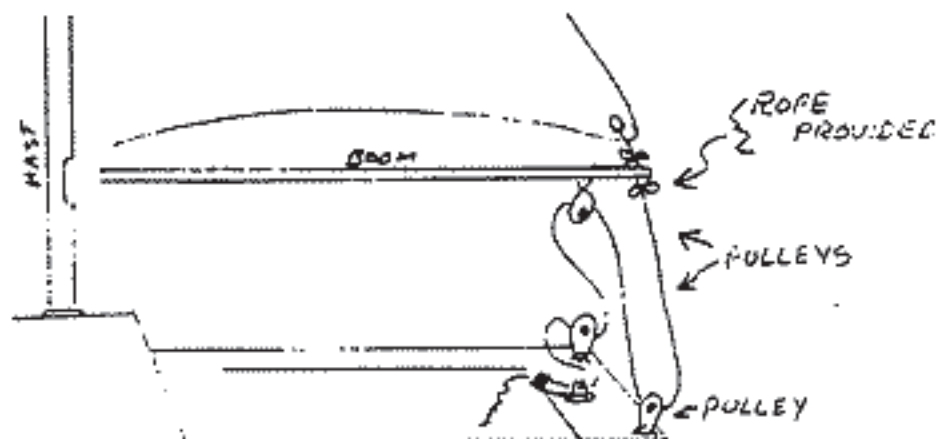
**Note:** Your keel crank system operates through a special slip brake type winch so you do not need to move any levers on the crank to operate. Just turn clockwise to raise and counter-clockwise to lower. With the keel fully lowered, insert the smaller 1/4" safety bolt through the hole provided at the top center of the keel well.

Now, to raise your sails, point your boat into the wind if possible, and place the 3" sliding bar of the flexible fitting on the front of the boom (gooseneck) in the mast slot opening located close to the mast base. Let the sliding bar drop below the opening then tie the loose end of the rope on the right side of the mast to the top of the sail. Feed the top end of the sail through the mast slot opening while pulling your sail all the way to the top of the mast,

securing the remaining end of the rope to the black cleat on the right side of the mast.

**Warning:** Always keep clear of the boom as the sail may blow the boom about overhead.

To secure the boom's movement, take the main sail control rope provided on the back of the boom and connect to the back of the boom and (1) lead down to the right pulley on the back side of the boat, (2) up to the pulley on the back of the boom, (3) down to the opposite pulley on the back of the boat and then (4) to the center cam cleat on the back of the boat (see Fig.4).

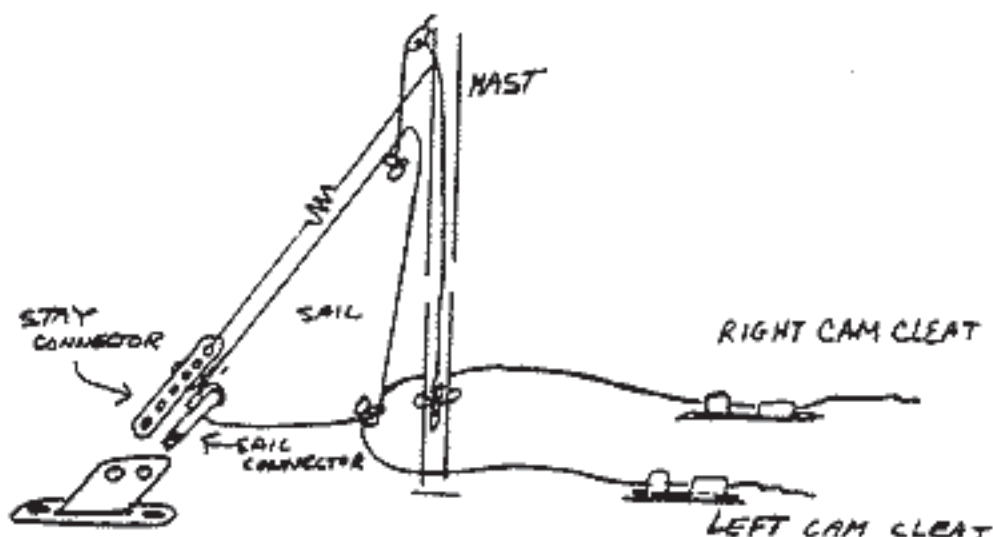


**Main Sail Rope Control  
(Fig. 4)**

Pulling this main sail control rope through the cam cleat slightly will stop any sway of the boom.

Note: The main sail control rope may be left permanently connected for convenience.

Next, raise the front sail by connecting the clips provided on the sail to the wire running from the top of the mast the front of the boat. A connector is provided on the front of the boat which is connected through the hole on the front lower part of the sail (this hole is on the side of the sail with the clips and corner with wider angle). With the sail connected to the wire, connect the loose end of the rope on the left side of the mast to the top of the sail and pull tight. The other end of the rope is then tied to the cleat on the left side of the mast. To complete, take the front sail control rope provided in the sail bag and tie the center of this rope to the remaining hole on the back of the front sail so two ropes then lead from this hole. Each rope is led to the pulley located under the window area on either side of the boat and then to the cam cleats located on opposite sides of the cockpit. Pulling one of the front sail control ropes through the corresponding cam cleat will stop any excess flapping of this sail in the wind (see Fig.5).



Sail, Rope, Cleat Connections  
(Fig. 5)

Most of the preceding guidelines will be quickly mastered and, once you have launched and set up your boat for sailing several times little thought will be given to getting your boat ready.

Whether you are a first time sailor or seasoned veteran from years at sea, your sailing skills will always be centered around two rules of how to sail. The two rules apply to all sailing conditions, and have no exceptions. With the two rules memorized, you will find sailing very easy to master. The rules on "how to sail" are:

- (1) point the boat in any direction you wish to go, except directly into the wind; and,
- (2) have the sail control ropes as loose as possible without the sails wriggling and flapping in the wind.

And away you go!

If you are parked dock side (preferably into the wind for ease of raising your sails) you will want to push the front of your boat away from the dock to meet Rule 1 (point the boat any direction except directly into the wind). If at anchor, the wind will usually blow your boat to point into the wind. If you are launching from the beach, push off at an angle if the wind is blowing directly onto the beach.

Caution: Double check at this time your keel is in its full down position.

With the boat pointed as appropriate, pull in the sail control ropes until both the front sail and main sail stop flapping. You are now at full speed with perfect sail adjustment; however, constant attention to this adjustment is important. Anytime your boat direction changes, the wind changes, people move to different locations on the boat, or you are unsure what is happening, go through the two rules

again. And always repeat the rules in sequence: Rule 1, then Rule 2.

Lets try the rules on some maneuvers. Assuming you are still sailing straight ahead from your starting position, how would you change direction? First, steer the boat to any direction other than into the wind (its O.K. to make a turn through the direction of the wind) and (1) when you are pointed in the direction you wish, (2) let the sail control ropes out as far as possible without the sails flapping. Remember, you have two sets of sail control ropes. The pair from the front sail leading to the cam cleats on either side of the boat and the single control rope from the boom on the main sail leading to the center mounted cam cleat. You will always know which front sail control rope to use (left side or right side) as it is always the rope on the same side of the boat as the sail blows toward. Also the front control ropes will be the ones you are continually adjusting to keep sails as loose as possible under Rule 2 as the main sail control rope often needs only slight adjustment. In fact many sailors find a "middle" position for the main sail control and make no adjustments at all under most sailing conditions. Another idea when you are planning a turning maneuver, let the front control ropes completely free before starting your turn (Rule 1). That way, you can concentrate on making your turn and once lined up in the direction you wish, pull the opposite front control rope in until the sail

stops flapping (Rule 2). Sometimes in making turns the pressure of the wind on the sail is at such an angle to put extra pressure on the control rope, increasing the force necessary to easily release the control rope from its respective cam cleat, so releasing the front sail controls before turning can be helpful.

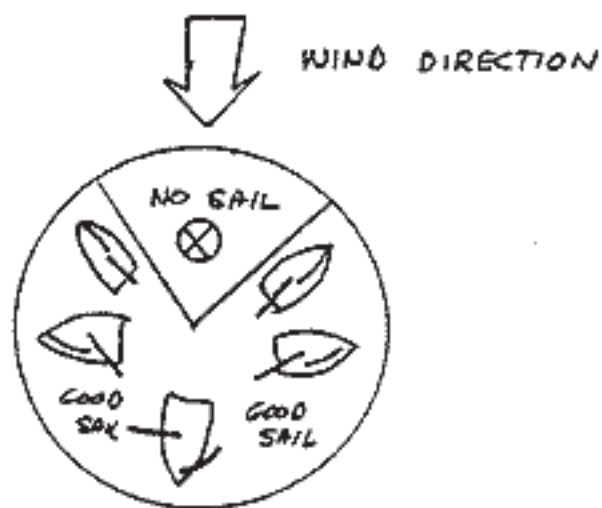
**Caution:** Always make sure the sail control ropes are as loose as possible to insure the boat is not forced excessively sideways in the wind. Special care should be taken when you are turning or are sailing very close to the direction the wind is coming because a slight inadvertent change of boat direction could mean the sails may not be as loose as possible without the sails flapping. For ultimate comfort, have all sail control ropes as loose as possible before starting any maneuver.

Another interesting fact with the two rules of "how to sail" is that breaking either rule can stop your boat from going forward. This can be very useful when you actually want to stop. That is, if you were to carefully sail your boat until directly pointed into the wind, the wind would have no effect on the sails, the sails would flap and wriggle even if the control ropes are at any adjustment, and your boat would stop. The same if you let the control ropes as loose as possible, with sails flapping and with the wind having no

effect on the flapping sails, regardless of the direction of sail.

Also, your boat will always be very stable and completely up-right if you break Rule 2 and have the controls loose as possible with the sails flapping. Often in stormy, heavy wind conditions you may wish to hold the sail control rope tightly in your hands so any unusual wind change can be countered by releasing the control ropes quickly from their respective cam cleats.

Although your two important rules will take care of most situations, you still should practice good boat balance. That is, you want to have the majority of your passengers seated on the up-wind side of the boat (the side from where the wind is blowing) to keep the boat more level for greater sail efficiency and to keep your boat more comfortably level. As the boat operator, you will want to be seated on the up-wind side of the boat to have greater visibility in addition to boat stability. Of greatest importance is shifting to the other side of the boat at the same time you are turning to the direction from where the wind is blowing. A little practice will insure best comfort and you will notice that in very light winds no shifting of sides is necessary.



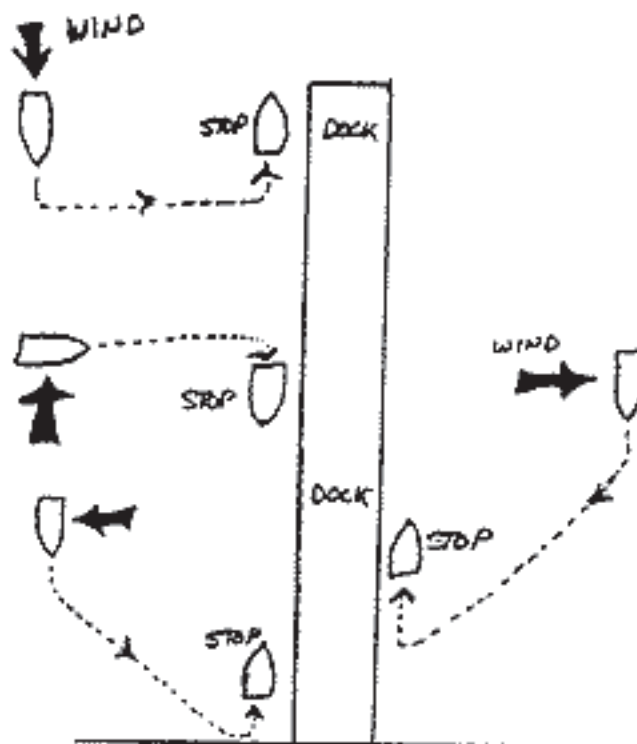
Rule 1. Pointing Boat  
(Fig. 6)



Rule 2. Loose Sails  
(Fig. 7)

Finally, when you are finished with your sailing and ready to come in, just sail back to your dock or mooring area. When at the desired point, let your sail control ropes completely out (loose) and point your boat into the wind. You will come to a stop momentarily so that you can either hop out if at shore's edge, drop anchor, or throw a rope

around your dock tie-up cleat. If you are sailing to a dock, make a wide approaching pattern so you will come up to your dock at just the point you turn into the wind, loosen control ropes and come to a nice stop. When practiced to perfection you will come to a perfect stop with enough time to calmly step out of your boat onto deck to complete tying your dock ropes.



Parking Your Potter Dockside  
(Fig. 8)

#### Heading Home with Your Boat in Tow

Before getting your boat out of the water and onto its trailer, take the sails down and raise the keel (the reverse procedure in launching the keel). Install the keel support bolts and lower the keel slightly to relax the keel cable.

With the trailer as far back into the water as possible with the back bumper of your car at the water's edge, float your boat onto the trailer pulling with the front dock line connected to the boat. With a little practice this will become quite easy. With experience, you will be able to nudge your boat slightly while on dock and while guiding the front and back deck lines be able to lead the boat directly onto it's trailer. Without a dock you will want to lead your boat by standing on the trailer tongue. When the boat "catches" the trailer support cushions, you may then connect the trailer winch hook to the boat's trailer eye and crank firmly until the front of the boat touches the upright support on the trailer.

**Warning:** Make sure your keel is in the up position so as not to interfere with retrieving your boat to it's trailer.

Driving your boat and trailer directly up the ramp, proceed to the closest level location to lower your mast (reverse of raising) and reinstall the trailer tie-down ropes or straps for highway trailering. Double check that your mast and all loose lines are secured so nothing dangles over the side which might could interfere with trailering. Remember to re-connect the trailer electrical plug.

As a rule of thumb, never disconnect anything unless it is absolutely necessary to get your boat home. Whatever remains connected means a faster launch next time. Your main sail may be easily left connected to the boom and with all battens installed and still fit inside the cabin. Also, all sail ropes are extra length and can be left connected to the mast and led under the cabin door. Never disconnect the mast wires other than the single front wire to let the mast down.

#### Forget the Sails, Full Speed Ahead

With the Potter's flatter hard chine hull configuration, excellent motoring performance may be obtained from a smaller, less expensive motor. For the Potter 15, a 2 HP motor is typical, for the Potter 19, a 2-4 HP is typical. If you have not purchased your motor do make sure your motor is as small as possible which is important for several reasons:

- (1) lower cost
- (2) lighter weight for easier handling.
- (3) uses less gasoline
- (4) has integral gas tank to eliminate lines and bulky fuel containers in the cockpit
- (5) and, with an integral fuel tank, the motor may be spun around 180 degrees for full power in reverse which would not be possible if the motor had reverse gears

Potter models are designed for a long (20") or short (15") shaft motor length; however, if you have an option to purchase the long shaft this would be preferable. The longer shaft costs slightly more and would be useable should you ever move to a larger boat as most boat models over about 18' require a long shaft. Also, the long shaft allows additional benefits during motoring-sailing when the boat could be at an angle where the motor prop may sometimes partially come out of the water.

With your motor tightly clamped to the motor mount and a securely fastened chain or rope fitted for additional security, you are ready to motor away. Of course you will want to review your motor instructions carefully, but do review the most important factors before starting your motor:

- (1) lower the available optional kick-up rudder blade if applicable on you boat

**Warning:** The kick-up rudder blade when in it's up position may contact the moving propeller of your motor under certain conditions.

- (2) fill tank with proper gas/oil mixture
- (3) open fuel tank cap air vent

- (4) open fuel ON-OFF valve on side of motor
- (5) shift gear to neutral (if provided)
- (6) choke and set correct throttle for starting

**Note:** If the choke and throttle setting are not correctly set before pulling the starting rope the motor may be "flooded" or otherwise made temporarily inoperable even if the choke and throttle settings are later set correctly.

- (7) pull the starting rope with a strong, straight, back force while simultaneously holding firmly to the boat

For steering, you generally want to leave the motor pointed directly ahead, steering with the boat's rudder. Your motor has a friction screw which may be tightened to prevent your motor from turning inadvertently when steering.

Remember, when motoring you will want to yield to other boats that have the right-of-way when under sail alone. Also, insure you have a closed auxiliary emergency can with extra gas for the occasional empty tank. When possible run your motor at about 1/2 to 3/4 throttle to obtain best cruising performance.

You will find a host of interesting ways to use your motor to make your sailing more enjoyable. For example, there may be a distant island or destination which might necessitate an early morning start. Without wind you could motor, then with the first breezes switch to sail. And for exploring the narrow inlets and channels, getting into a busy, congested dock area, and for slow speed while fishing, the motor will add an additional enjoyment from your new Potter.

Should you have specific questions regarding motors not supplied with your Potter, we will be pleased to advise to insure your motor is properly matched to your Potter.

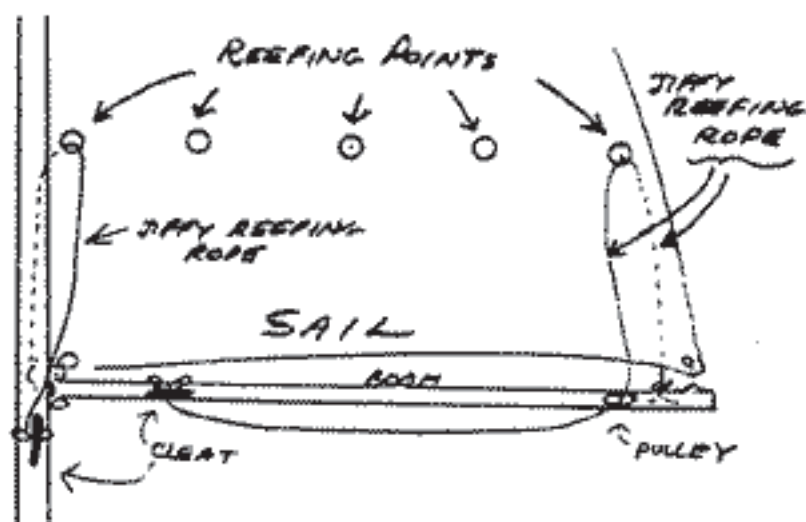
#### Your Boat's Optional Equipment

At this point, you have covered all aspects of operating your standard Potter. Although your standard Potter includes everything to sail and trailer away, certain available optional items may have been specified which will be covered as follows. Please note each available optional item that may be installed after manufacturing is marked with an asterisk.

**Reefing Points** - Reefing Points include five equally spaced metal grommet holes and associated reinforcements located in a row approximately one-third the way up from the bottom of your sail. In heavier winds you would take five short

lengths of rope (3-4' each), and threading through each grommet hole, pull down and tie that portion of the lower sail to the boom (see figure 9).

**Jiffy Reefing System** - In addition to the reefing points in the sail, the Jiffy Reefing System includes ropes which go up through the front and rear reefing grommet holes and back to a convenient cleating area. With the system installed all the time, you can quickly reef your sail. However, the Jiffy Reefing System does require extra time when raising your sails and is recommended over the manual reefing points only if you are considering long range cruising or will be sailing more frequently in stormy weather (see figure 9).

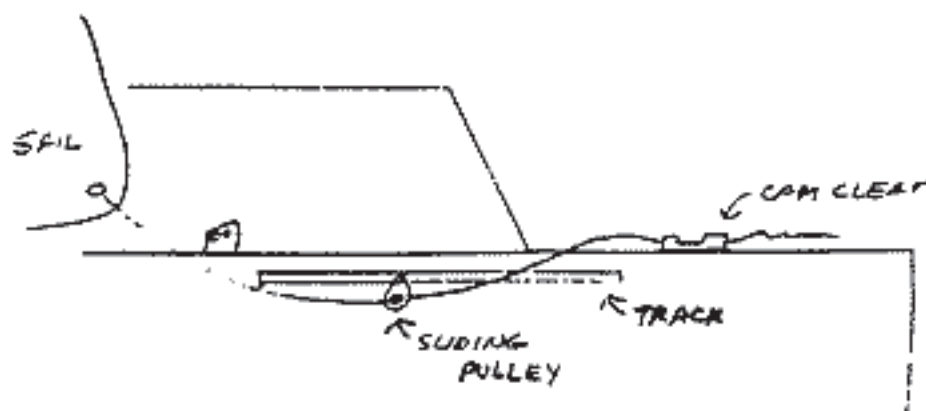


Jiffy Reefing Points & Reefing System  
(Fig. 9)

**Lapper Sail\*** - This general purpose sail, most popular of all the available sails, is the middle size front sail between the standard jib sail and largest size genoa sail. Raise this sail just as you would your standard sail.

**Genoa Sail\*** - This is the largest front sail and is used in light air conditions and for greater speed. Raise this sail just as you would your other front sails.

**Genoa Tracks and Blocks** - Included in this option are pulleys which lock into position front to back along stainless steel tracks mounted on both sides of your Potter. Used with both the japper and genoa sails to position the angle for which the control rope intersects the sail. Feed the control rope from the sail to the moveable pulley then to your front sail cam cleats. The objective of this system is to have the sail control rope angle to the sail in such a fashion that if an imaginary line would be projected straight from the sail control rope over the sail, the sail area would be bisected exactly. You will note when your sail is operating out and away from the boat, the adjustable pulley is toward the back rear of the track. When the sail is being operated close to the boat, the adjustable pulley is toward the front of the track. Although this option allows precise adjustment for the experienced sailor, it is popular for all sailors for fun in experimenting with different positions for the fastest possible speed.



Genoa Track & Blocks  
(Fig. 10)

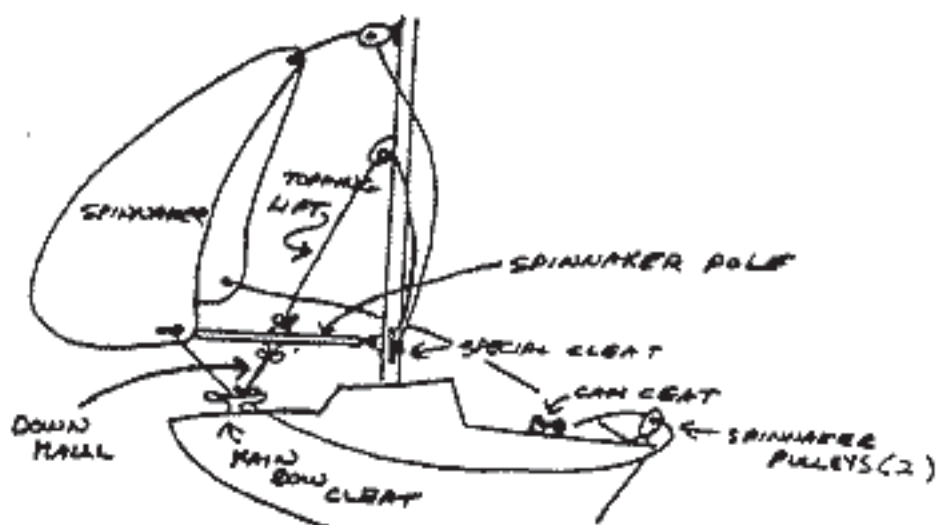
Genoa Whisker Pole\* - An adjustable aluminum pole, the option also includes a special quick release fitting 12" up from the base of the mast. The pole is best used when sailing down wind as the pole holds the sail in its straight out position for greater speed and control. The pole also allows the genoa sail to simulate much of the effect achieved with the optional spinnaker sail.

Spinnaker Sail\* - This large balloon type sail is used mainly for sailing down wind and is characterized by its large billowing shape pushing out in front of the boat. All Potter spinnakers are multi-colored and easily recognizable. The spinnaker raises just like the standard front sails but on its separate mast hoisting rope and the sail control ropes lead back through special pulleys at the rear of the boat. No special adjustment is needed for down wind sailing, just insure the sail is full from the wind. The spinnaker sail, although used less frequently in sailing, is certainly

one of the most beautiful sails you can have for your Potter. This light weight sail is also frequently seen in racing events.

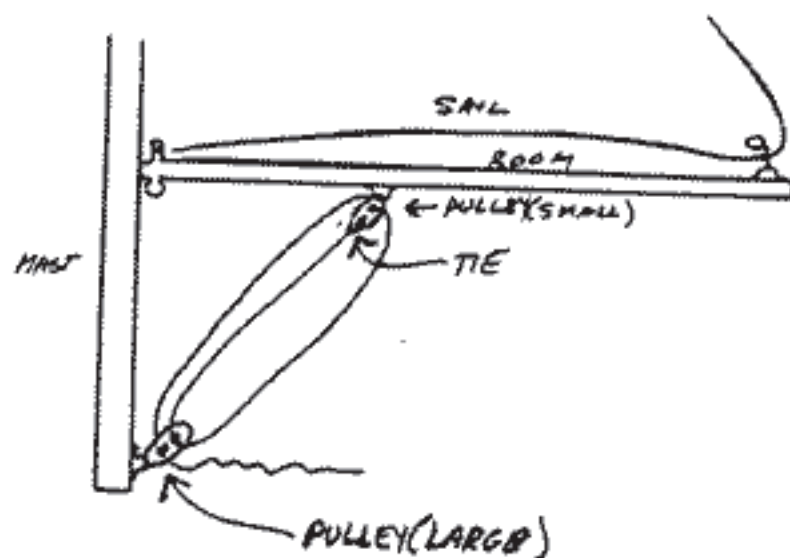
**Spinnaker Hardware and Pole\*** - Although not absolutely necessary, this option greatly increases the effectiveness of your spinnaker. Included in the option are special pulleys on each side at the back of the boat, a special rope for raising the spinnaker on the mast and a properly sized quick release spinnaker pole which connects between one end of the spinnaker and the mast. With the pole is a rope from the mast down to the pole and a rope from the deck up to the pole - both to hold the pole in a level position.

Although a little more attention and skill might be needed to operate the spinnaker and accessories, once mastered, you will have the same skills used with the largest spinnakers on the fastest off shore cruising yachts.



Spinnaker Sail, Hardware & Pole  
(Fig. 11)

**Boom Vang\*** - The boom vang consists of an adjustable rope with a reduction type locking pulley between the base of the mast and angling upward to approximately one-third of the way back on the boom. Designed to place a downward force on the boom and correspondingly flattening the main sail cloth, the boom vang is especially useful to insure a flatter sail area in down wind sailing conditions. Although you will spend a little extra time in connecting the boom vang fittings before sailing, the boom vang remains one of the most requested sailing options for the Potter.



Boom Vang  
(Fig. 12)

**Mast Topping Lift\*** - A light rope which loops to the top of the mast and back to a tie-off cleat, this option is useful for access to the top of the mast; ie. raising your yacht club burgee, racing flags and pennants, radar reflectors or battery operated anchor light. The topping lift may also be used to hold the boom in place when sails are down.

**Cockpit Sunshade\*** - A flat awning with battens, the sunshade covers the cockpit area while attached to the boom. An excellent shade protector at dockside, the sunshade is not used while sailing. Of special importance the cockpit sunshade is more useable than cockpit tents and enclosures which can blow the boat about unnecessarily in heavy winds.

**Mast Hoist System** - The mast hoist system includes stabilizing lines on either side of the mast, a quick release pulley on the bow rail, a hook connector on the

front mast wire adjuster, and a two position mast carrying pole on the rear of the boat. To raise your mast, remove the mast locking bolt and finger tight nut from the mast step and slide the mast back until the mast base bolt hole aligns with the mast step base slot. Reinstall the mast locking bolt and you are ready to raise the mast easily using the trailer winch to crank the mast up into place as follows:

- 1) insure the mast locking bolt is installed through the mast step slot and mast base hole with finger tight locking nut

- 2) raise the mast carrying pole on the back of the boat with mast at top to its higher position; you will note two separate pairs of pins provided on the mast carrying pole which lock into the rudder hinge hardware which allows the higher position

- 3) release 3-4 feet of line from the trailer winch, feed through the special pulley on the front bow rail and hook the trailer line into the "U" loop on the mast front wire adjustment connector

- 4) with all lines free, untwisted, and falling freely from all attachment points, crank the mast to its upright position

- 5) holding the mast wire adjustment connector firmly in hand and releasing the trailer winch hook, connect the adjustment connector to the connecting plate on deck just as with normal mast raising

**Caution:** Although there is only a slight backward pressure on the mast wire adjustment connector when connecting the boat, this connector must not be allowed to slip free as the slight pressure would slowly allow the mast to rotate downward while picking up momentum in falling.

As with several other available options, the mast hoist system does require extra connections but insures the greatest ease in raising the mast. The option is often specified by those individual who absolutely do not want to be on top of the boat or who may wish for medical reasons not to do any lifting. For these individual persons, the unique Potter hoist system allows the ultimate convenience while concentrating on the enjoyment of the actual sail.

**Boarding Steps** - These steps, each about 5" wide and 4" deep with hand grips, proceed directly up the transom of the boat. Excellent for the swimmer and occasional snorkeler, the steps are also a useful item for getting into your cockpit while the boat is on the trailer.

### Specifications and Other Miscellaneous Numbers

The following specifications may include technical terms not described elsewhere in your User's Guide to facilitate the usefulness of the specifications by service personnel, riggers, sail lofts, and other outside suppliers. Please feel free to contact us directly when additional clarification is required. All specifications are design specifications and may vary in actual production boats. Component parts and accessories supplied by outside vendors may be substituted, deleted or added from time to time with different specifications. However, you should expect considerable consistency in each Potter model.

| Rope Lengths:          | Potter 15 | Potter 19    |
|------------------------|-----------|--------------|
| Main Halyard           | 36'       | 51'          |
| Jib Halyard            | 28'       | 34'          |
| Lapper Halyard         | --        | 34'          |
| Genoa Halyard          |           |              |
| Spinnaker Halyard      |           |              |
| Main Sheet             | 27'       | 30'          |
| Jib Sheet              |           |              |
| Lapper Sheet           | --        |              |
| Genoa Sheet            | 34'       | 40'          |
| Spinnaker Sheets (2)   |           |              |
| Spinnaker Topping lift |           | 19'          |
| Spinnaker Down Haul    |           | 10'          |
| Topping Lift           | 28'       | 38'          |
| Boom Clew Tie          | 1.5'      | 2'           |
| Boom Down Haul         | 2'        | 3'           |
| Boom Vang              | 12'       | 12'          |
| Keel Lift Line         | 12'       | 26-28' cable |
| Jiffy Reefing          | 11'       | 17'          |

| Mast Wire Lengths: | Potter 15 | Potter 19 | P19 Short Rig |
|--------------------|-----------|-----------|---------------|
| Backstay           | --        | 24'5"     | --            |
| Forestay           | 12'2"     | 18'       | 14'5"         |
| Sidestays (Upper)  | 12'6"     | 17'10"    | 14'4"         |
| Sidestays (Lower)  | --        | 10'8"     | --            |

#### Boat Specifications:

|                         |                  |                 |
|-------------------------|------------------|-----------------|
| Overall Length          | 15'0"            | 18'9"           |
| Length at Waterline     | 12'0"            | 16'9"           |
| Beam                    | 5'6"             | 7'6"            |
| Draft                   |                  |                 |
| Keel Up                 | 6"               | 6"              |
| Keel Down               | 3'0"             | 3'7"            |
| Keel Weight             | 100 lbs.         | 370 lbs.        |
| Boat Weight w/Keel      | 475 lbs.         | 1225 lbs.       |
| Trailer Weight          | 200 lbs.         | 300 lbs.        |
| Trailer Tongue Weight   | 45 lbs.          | 55 lbs.         |
| Aft Cabin Height        | 3'9"             | 5'0"            |
| Berths                  | 2                | 4               |
| Motor Capacity          | 2-4 HP           | 2-6 HP          |
| Mast Height, above deck | 15'6"            | 22'0"           |
| Designer                | Stanley T. Smith | Herb E. Stewart |

| Sail Area (square feet) | Potter 15 | Potter 19 |
|-------------------------|-----------|-----------|
| Main                    | 64        | 83        |
| Jib                     | 23        | 52        |
| Lapper                  | NA        | 78        |
| Genoa                   | 43        | 107 - ?   |
| Spinnaker               | 85        | 207       |

#### Rig Measurements

|     |       |        |
|-----|-------|--------|
| I - | 15'6" | 22'    |
| J - | 4'7"  | 7'     |
| P - | 13'6" | 19'10" |
| E - | 8'3"  | 8'     |

#### Porta Potti (Thetford Model 135)

|        |       |
|--------|-------|
| Length | 15.0" |
| Width  | 13.5" |
| Height | 12.0" |

#### Cooking Stove (Cassette Feu Model)

|          |                              |
|----------|------------------------------|
| Burners  | 1                            |
| Controls | Self-ignition/Variable Flame |
| Width    | 14.5"                        |
| Depth    | 11.0"                        |
| Height   | 4.0"                         |
| Power    | Butane Cartridge             |

#### Trailer

|                  |                   |
|------------------|-------------------|
| Hitch            | 1 7/8" ball       |
| Electrical       | 4-Prong flat plug |
| Tire/Wheel Size  | 8.00 - 10 LRB     |
| Tire Inflation   | 35 PSI (varies)   |
| Maximum Capacity | 1400 lbs.         |

### TIPS?

As you use your Potter, you will find special ways to save time with launching and retrieving while perfecting your skills in sailing. Several areas might be considered.

First, never disconnect anything you do not have to disconnect in getting your boat home after a sail. Repeated from a prior section, this tip may be used as a test before removing or disconnecting any item on your boat. And when you are first beginning to sail or perfecting new techniques in sailing, always take along as few passengers as possible. The Potter is easily sailed by one person and a large number of passengers who are all trying to "help" often make your sail more difficult. It will often be helpful to have younger members of your sailing group visit up front on the deck or perhaps just inside the cabin to increase cockpit operating space.

When trailering a long distance, it is easy to fill the Potter's cabin with many different items. Even if you do not excessively overload the trailer, many items in a small space will make it more difficult to locate the items you actually need. And it is never fun to be ready for a comfortable nap and find your sleeping berth full of uninviting hardware.

When trailering, take along a spare tire or at least one of the "instant" aerosol tire inflators. Remember, trailer tires should be fully inflated based on the pressure range imprinted on the side wall of your tire. Under inflated tires can over heat and have excessive wear. Other trailer tips would be to constantly check the hitch connector and safety chains during extended trips.

For sailing, find the right sequence for putting up the mast, the sails, lowering keel, starting motor and sailing away. Although the usual sequence has been discussed in this User's Guide, your conditions may dictate a different pattern.

When cleaning your boat, do not wax as this may provide a surface which will collect additional dust and dirt. Use regular dishwashing detergent or tub scouring compound on the more difficult spots. For the rub rail, use acetone solvent obtainable from your hardware or paint store. The acetone may also be used on all parts of your boat *EXCEPT* the windows which react chemically with the acetone.

Even with the Potter's easy to handle characteristics, you may find interesting a local U.S. Power Squadron or U.S. Coast Guard boating course. These courses will give you a chance to meet other boaters in your area and may generate

useful ideas for sailing your new Potter. Try to take these courses before getting your Potter. Both these non-profit organizations may be located through the white pages of your local telephone directory.

A final note, if you have not purchased your Potter or are adding options to your boat. Your best value will always be the standard boat with just those additions you know you want now or that cannot be retrofitted later. The standard boat will provide the same exhilarating sailing experience as the heavily option loaded boat. For more tips, the owner's suggestions section can be helpful.

### Owner's Suggestions from Across the Country

The following owner suggestions are listed in order received and selected for use. No attempt has been made to group in subject area or importance. We invite you to share your suggestions with us in this section which is updated semi-annually.

"I like to tie several small pieces of red yarn to the side stays to tell the direction of the wind. The yarn is more visible than a wind vane, down lower to see, and doesn't cost much." C. Schuster, Los Angeles, CA

"The boarding steps are a lot easier to use if you make a 1-2 foot rope loop tied to the bottom step. Then I can get my first step down lower in the water...when not in use I pull out of the water around one of the mooring cleats."

L. Brown, Hyannis, MA

"The little paste on ribbons are a must to tell if the sail is positioned correctly in the wind. A package of sail ribbons cost only a few dollars and help me know how the sail is working." D. Waknin, Denver, CO

Editors note: The sail ribbons, usually about half a foot long, have a sticky backing and are connected in pairs on

exactly the opposite side of the sail. When both of the ribbons flow back equally, the sail is positioned just right.

The above section is new to your User's Guide and will be expanded in future issues.

### Warranty

The following warranty applies to all new boats:

## LIMITED WARRANTY

### WEST WIGHT POTTER 15 & 19

All fiberglass parts are guaranteed against defects in workmanship for a period of 3 years from date of manufacture. All parts and accessories provided as original equipment during manufacture are guaranteed against defects for a period of 4 years and such parts must be returned, FOB factory, for replacement or repair at the factory's option. Ordinary use, wear, neglect or misuse are not covered by this warranty.

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WEST WIGHT POTTER, INC.

Please note we will be pleased to assist with repair work even for those events not covered under warranty: accidental hard dock landing, highway scrape or scratch, etc. Many times we can assist in locating convenient local repairs, advise on best repair techniques, and supply matching gel coat paint colors when not available locally.

For repair assistance under warranty or for technical advice to all original owners, call (213) 874-5959, 8:00 am to 4:00 pm, Pacific Standard Time or our 24 hour message center at (213) 874-4540.

## Glossary

**Batten** - Thin sticks which are place in pockets on the sail to reduce unwanted sail movement.

**Cam Cleat** - Device with rotating cams which locks tight connecting ropes.

**Cleat** - Black nylon device to tie-on ropes.

**Cockpit** - Open seating area in back of boat.

**Deck** - Walking areas on top of your boat.

**Keel Trunk** - Compartment in the center of cabin to which the keel retracts.

**Main Sail** - The large sail which goes backward from the mast.

**Mast** - The long vertical, tear-drop shaped aluminum section raising from the top of the boat, stabilized by wires which hold the sails in place; constructed in a tear-shape cross section, the rounded side is towards the front of the boat and pointed toward the rear.

**Mast Boom** - Horizontal aluminum tube which goes from the mast to the back of the boat and connects to the bottom of the sail.

**Mast Step** - Connects on top of the cabin which holds the base of the mast in place.

**Mast Support** - The vertical post mounted on the back of the boat with a "V" slot on top which supports the mast in its down, cradled, trailering position.

**Sail Control Ropes** - Ropes from the back of the front sail to the cam cleats on either side of the cockpit; rope from the back of the boom to the center cockpit cam cleat; controls how far away from the boat the sails go and controls the sail flapping in the wind.