



# WEST WIGHT POTTER®

## "World Famous Cruisers"

West Wight Potter sailboats have been in world wide production longer than any other trailerable cruiser and represent the original compact ocean cruiser. No one has more experience over a longer period of time in building easy to handle, expertly crafted cruisers. As one of the nation's oldest and most respected sailboat manufacturers, the West Wight Potter is presented as the ultimate in a stable, easy to sail boat and continues to be one of the best values available anywhere.

### West Wight Potter 15

\$4995



Easy to sail by one person, cockpit seats 4, cabin sleeps 2, sitting headroom inside for 2 persons.

### West Wight Potter 19

\$7995



Easy to sail by one person, cockpit seats 6, cabin sleeps 4, full galley with fresh water system.



Easy to trail behind today's smaller automobiles, including the newest mini-compact models.



Easy to launch with special tilting trailer, full roller undercarriage and low profile tires.



Easy to trailer behind the smaller 4 cylinder automobiles, even at full highway speeds.



Easy to launch with the specially designed tilting trailer and extra wide, low profile tires for soft, wet beach landings.



Easy to rig with specially designed fittings which connect together automatically for the fastest rigging of any comparable boat.



Easy to beach with the fully retracting keel and molded in hull skegs for protection on rocky beaches.



Easy to rig by one person manually or with the available mast lift system shown.



Easy to beach with the fully retracting keel to allow true beachability not possible in most other boats.

**History:** In 1949 Mr. Stanley T. Smith with his brother Colin built a small sailboat, Nova Espero, in the basement of a chapel in Halifax, Nova Scotia and shortly thereafter set off for England, arriving after 44 days, one of the smallest ships ever to cross the Atlantic at that time. Then in 1951 Stanley completed the more perilous East to West crossing and, beset by the usual head winds, arrived in New York City after almost 18 weeks at sea. With the considerable experience from these historic voyages, Stanley settled in England on the storm swept Isle of Wight, where his father and grandfather had been shipbuilders, to build the stout pug-nosed little vessel called the West Wight Potter. Stanley wrote, "The high shoulders forward give the boat those few important inches of freeboard and just where they are needed to discourage the bow wave from getting carried up by the wind. The lower freeboard in the waist is where the natural form of the surface of the sea dips down when the boat is moving and a green sea seldom finds its way on board here. The kick-up towards the transom: it is very reassuring when contending with awkward following seas to have more freeboard aft. The result is a small craft which feels bigger, more comfortable and safer than any other boat for her size." Stanley's last major voyage was the 780 miles from England across the wind swept and sometimes snowy Baltic Sea to Sweden in a West Wight Potter, a major feat in such a small boat. Several other accomplishments followed including Mr. David Diefenderfer, an adventurer, who spotted from a plane a city lost in the

vast inland swamps and lagoons of East Central Mexico. Launching his West Wight Potter at the end of an ox cart path near Tuxpan, Diefenderfer penetrated the maze of waterways, eventually finding Mexicalitan, an ancient Aztec stronghold. Until his death at 80, David's passion was exploring the remote and untraveled waterways of North and Central America, often using his West Wight Potter. Then John Van Ruth of Tucson, Arizona set a first when he sailed his Potter, Freya, single-handed, from California to Mexico then to Hilo, Hawaii. Said John on arriving in Hilo, "I honestly believe that sailing a Potter from the Americas to Hawaii is much safer than driving a car the same distance on land." And one of the longest voyages was by David Omick, a young sailor just 21 years old, who sailed his Potter from Seattle to Ketchikan, Alaska. It took 90 days to work his way up the coast while exploring hundreds of scenic inlets along the way.

Since the West Wight Potter was introduced in the United States in the early 1960's, the Potter line has been continuously improved and with the application of modern technology represents a line of boats unbeatable for great seaworthiness and stability. The original lessons learned under the most arduous conditions by Stanley and his followers have been preserved in each of today's latest West Wight Potter models. No other sailboat has such a rich history of cruising successes.



# WEST WIGHT POTTER 15



The WEST WIGHT POTTER 15 under sail represents one of the most stable cruisers in her size range, yet is also one of the easiest craft to launch and sail away.

## SPECIFICATIONS

Length Overall	15'0"
Length at Waterline	12'0"
Width	5'6"
Draft:	
Keel Up	.6"
Keel Down	3'0"
Sail Area:	
Main	64 sq. ft.
Jib	23 sq. ft.
Genoa	43 sq. ft.
Spinnaker	85 sq. ft.
Keel Weight	100 lbs.
Boat Weight w/Keel	475 lbs.
Trailer Weight	180 lbs.
Trailer Tongue Weight	45 lbs.
Aft Cabin Height	3'9"
Berths	2
Auxiliary Motor	2-4 HP
Mast Above Deck	15'6"
Designer	Stanley T. Smith
Price:	
Sail-A-Way	\$4995
Deluxe Trailer	\$ 795

All data from design specifications. Prices are suggested manufacturer's prices current at time of publication.

## POTTER 15 — OPTIONAL COLOR SCHEMES



BLUE/WHITE

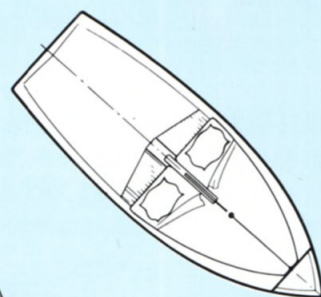


YELLOW/WHITE



RED/WHITE

Each boat and accompanying trailer have coordinated pin striping in the prominent color of the sail.



Design drawings show the layout of the roomy cabin which features a 6½' double berth for two persons, two food lockers, room for a portable toilet, a forward chain locker and over 12 cubic feet of storage under the cockpit seats for sail bags, ice chest and personal gear.

The world famous West Wight Potter 15 sloop is one of the best known and oldest sailboat models in the cruising fraternity, with thousands of these attractive compact cruisers sailing the water of the USA and all over the world. Continuously improved over her long history, she has achieved a noteworthy record of sailing successes, including being sailed single handed from California to Hawaii, from Seattle to Ketchikan, and from England to Sweden across the North Atlantic. Her wide beam and unique hull configuration combine to provide the stability and sea-going attributes of far larger boats.

Designed for safety and ease of sailing, the Potter 15 has a self-bailing cockpit, is self-righting, nonsinkable and is extremely stable under sail. Even in stronger winds the Potter 15 sails more level than comparable sized boats and is especially known for her high dry cockpit. Excellent performance is achieved using the highly efficient simulated gaff rig, loose footed mainsail, and deep fin keel. The standard kick-up rudder, fully retracting keel, and molded in hull skegs make her one of the few completely beachable cruisers—great for going ashore in remote areas for that special picnic or exploring new shoreline. With carefully designed fittings one person can easily rig, launch, and sailaway generally in less than 10 minutes. Just push up the mast from cabin top cradle position, connect the forestay and you have completed the standing rigging. Everything else slides or snaps into place without a single nut, bolt, or cotter pin anywhere. For unprepared launch areas, the trailer has a special tilting mechanism which allows the Potter 15 to be launched at shoreside with the trailer completely out of the water. No other cabin sloop has so many convenience safety features.

Her well balanced sail plan, quick tiller response and solid feel provides an exhilarating sailing experience unique only to the Potter. The respect and admiration earned by this craft over the years will give you immediate acceptance by other skippers, even those Captains of the finest luxury yachts flying colors of the world's most prestigious yacht clubs. The West Wight Potter 15 is truly a world class yacht unequalled in her uniqueness.

"A crisp solid feel, good speed, excellent steering and response to the helm...and she spun around on a dime" - CRUISING WORLD



Interior includes 3" thick high-density foam, fully zippered cushions and mahogany keel housing cover. Side walls are thickly insulated to reduce condensation. Two large foot-wells allow seating for two. The standard mahogany table allows enjoyable cockpit snacks.



With two large 1¼" holes drilled through the bottom of the hull, this Potter demonstrates positive foam flotation far greater than required to float the boat under fully flooded conditions. Few other sailboats have this important added safety feature to ensure an unsinkable boat.



West Wight Potter sailing clubs are an excellent way to make new friends and improve your sailing techniques in the many races, social events and sailing regattas.

"Sitting in the cockpit and looking over the cabin top to the upswept bow, you get the impression of being in a considerably larger boat, maybe a 20 footer" - MIAMI HERALD



# WEST WIGHT POTTER 19



The WEST WIGHT POTTER 19 is easily sailed by one person, yet provides the stability, room, and comfort usually found only in far larger yachts.

## SPECIFICATIONS

Length Overall	18'9"
Length at Waterline	16'9"
Width	7'6"
Draft:	
Keel Up	6"
Keel Down	3'7"
Sail Area:	
Main	83 sq. ft.
Jib	52 sq. ft.
Lapper	76 sq. ft.
Genoa	107 sq. ft.
Spinnaker	207 sq. ft.
Keel Weight	370 lbs.
Boat Weight w/Keel	1225 lbs.
Trailer Weight	300 lbs.
Trailer Tongue Weight	55 lbs.
Cabin Height	5'0"
Berths	4
Auxiliary Motor	2-6 HP
Mast Above Deck	22'0"
Designer	Herbert E. Stewart
Price:	
Sail-A-Way	\$7995
Deluxe Trailer	\$ 995

All data from design specifications. Prices are suggested manufacturer's prices current at time of publication.

## POTTER 19 — OPTIONAL SAIL COLORS



RED/WHITE



YELLOW/ORANGE

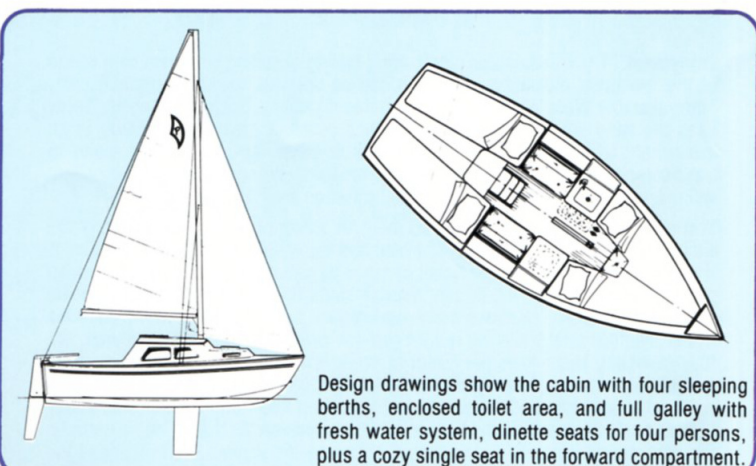


BLUE/WHITE



YELLOW/WHITE

Each boat and accompanying trailer have coordinated pin striping in the prominent color of the sail.



Design drawings show the cabin with four sleeping berths, enclosed toilet area, and full galley with fresh water system, dinette seats for four persons, plus a cozy single seat in the forward compartment.



Positive foam flotation in action under fully flooded interior conditions is a safety attribute not found in most other boats.



Interior boasts extensive use of mahogany moldings and pin railings, deep pile carpeting, fully woven headliner, seats with comfortable back rests, smoked plexiglass decorator doors for the seat back bins and under window cabinets, and a beautifully louvered mahogany forepeak cabinet door.

The West Wight Potter 19 has been introduced with a combination of important design features not found in any other trailerable cruiser. Developed from the many years experience of West Wight Potter production, the new cruiser represents one of the best sailboat values in her size range available anywhere. The Potter 19 incorporates advanced space age core construction with traditional hand-laid fiberglass to provide an extremely lightweight high performance cruiser which may be easily trailed behind the smaller compact automobiles. The Potter 19's advance spade keel design retracts vertically into the hull eliminating the usual interior keel trunk protrusion and keel slot drag. The fully retracting keel allows the Potter to be the only fully beachable cruiser her size—great for going ashore in remote areas. The Potter 19 is self-righting, unsinkable with positive foam flotation, and is extremely stable under sail. Her high dry self-bailing cockpit and great stability are two of the Potter 19's most impressive attributes. Even in strong winds the Potter 19 sails more level, yet with the available genoa or lapper sail is one of the quickest, most responsive boats of her size. The roomy interior features four wide 6½' sleeping berths while at the same time providing seating for up to five persons. You will never have to convert a table or slide away the galley to get to the berths as necessary in other boat designs. Storage is extensive with compartments under each berth, a forward chain locker, a large compartment under the sink, handy seat back bins, and two under window cabinets with sliding doors. With her carefully laid out design utilizing the full length of the boat, THE POTTER 19 OFFERS MORE USABLE SPACE THAN MANY BOATS 25 FEET IN LENGTH. Even the impressive headroom of almost 5 feet is greater than many larger boats yet is achieved with the convenience and safety of a solid cabin roof design. With easy to use fittings, the Potter 19 is the quickest boats to rig and launch in her size. Even the over-all length and height on the low profile trailer allows the Potter 19 to be parked in a standard home garage — a great convenience for quick trips to the launch ramp. The Potter 19 is a true yacht at sea and camper on land, the best of both worlds. Enjoy trailering to new camping and recreational sights with all the comforts of a camper while being able at a moments notice launch and sail away on waters difficult to reach by bigger boats. Under sail you will have the distinction of knowing you are skipper of a beautifully finished ocean cruiser with features found only in far larger yachts. No other trailerable cruiser will offer greater stability, easier trailerability, more sleeping accommodations, or easier handling than your West Wight Potter 19.

"Pocket yacht: good value for the leisurely day at sea" — MIAMI HERALD

"As with all Potters, the maximum number of amenities have been included in the smallest amount of space" — SMALL BOAT JOURNAL

"This cute little cruiser represents a lot of seaworthy boat for a minimum investment" — CRUISING WORLD



# CONCEPT, DESIGN & CONSTRUCTION

## West Wight Potter® 15 & 19

**Enjoyment:** The freedom and exhilarating feeling of sailing your own boat is one of the few great pleasures left which can be enjoyed at such a modest cost. The trailerable West Wight Potter eliminates expensive dock and mooring fees, uses the wind which is free, and provides years of pleasurable sailing in an investment which may actually appreciate in value. And no boat is easier to learn to sail. With one of the many learn-to-sail guides, most first time sailors will master the basics of the easy to sail Potter on their first outing.

**Trailering:** Many sailboats are designed for trailering but check carefully the weight of the boat, the weight of the keel, and the weight of the trailer combined. If much over 1500 lbs. most small car models will not have the recommended pulling capacity. Also, the larger, heavier boats require heavier trailers, create more air resistance, potential sway, and reduce auto fuel economy. Notice the Potter's lighter total trailering weight and low profile design. And of course, the fully retracting keel allows the Potter to nestle lower on the trailer than any other sailboat for maximum safety and stability. As a comparison, look at other non-retractable sailboat models with their bulky fixed keels and complicated heavy trailers needed to position the boat precariously high on the trailer, not to mention the complexities of getting the higher boat into the water. The Potter has the combination of a lighter combined total weight and low profile not found on any other similarly sized boats.

**Launching & Rigging:** The Potter's lower trailer profile and flatter bottom allow the ultimate ease in launching. But to make launching even easier, all Potters are fitted with tilting trailer tongue—important when a soft bottom does not allow the trailer all the way into the water. Again the lighter boat weight makes it easier to move the boat from trailer to dock-side while being less concerned with currents and wind resistance which could make larger boats unwieldy. And for rigging, no sailboats are easier to set-up and sail away regardless of claims. In fact, the Potter is the only boat you will never encounter a nut or bolt to wrench on, cotter pins to pry open, or spring rings to fumble with. Look closely at other cruisers which require tools to rig. All of the Potter's fittings connect together automatically. And most important, consider the ease of lifting the Potter's mast compared to the long, hard to lift masts on longer boats. The Potter is designed to get you sailing quickly and easily by any one person, young or old.

**Retracting Keel:** A retracting keel on any sailboat allows the use of a larger, longer keel not practical on a fixed keel boat. The result is a boat which will sail into the wind far better while getting the weight lower down for greater safety and stability, not to mention the benefits of trailering. All Potters have retracting keels, but with several important features not found on other boats. First, the keels retract completely into the hull, flush with the bottom of the boat to provide the absolute lowest profile possible for easier trailering and for sailing up on your favorite beach. Many sailboat designs have a combination of short fixed keel with a retracting centerboard or a full retracting keel which still protrudes slightly from the hull in its up position. Both these designs are compromises not found on any Potter. Secondly, all Potter models have an internal, easily-inspected keel retraction system with no cables or ropes which dangle under the boat when sailing. Do make sure your boat does not have under water cables which could deteriorate very quickly, especially in salt water.

**Construction:** The Potter's all hand-laid fiberglass construction includes the most modern materials available. Advanced space aged core materials include high density foams and quality end-grain balsa to achieve an extremely strong, stiff hull and deck structure without added weight. Even the newest double bias knitted fiberglass is found in the Potter, the same material used in the costliest off-shore racers and cruisers. All hardware on the Potter is over sized and through-bolted with backing plates and extra thickness in areas of stress. And all fittings are of the highest quality stainless steel and anodized aluminum. In construction, the deck is actually fiberglassed to the hull as a single continuous fiberglass bonding, making the hull and deck join as one piece. Many boats are still produced by attaching the deck to the hull with screws and although this method may give adequate strength there is always the possibility of water getting through the connection. Try to look under the side molding to see what method of connection is used on any boat you are considering. With so many years of experience in production and testing, the Potter is one of the most proven of all the cruisers available.

**Hull Design:** The unique wide bottom, hard chine hull configuration is found only on the Potter among the major sailboat designs. Although this flatter bottom design is considerably more expensive to build with additional inside stringers and structural members not necessary in regular round bottom boats, the benefits are quite important: greater chance to plane up and over the water; higher flotation for less forward resistance; wider water line for greater stability under rolling conditions; greater smoothness in heavy seas as the "V" of the hard chine slices cleanly through the heavy chop of the sea; higher stance in the water for easier beaching; less draft for shallow water sailing; less chance for sea spray to reach the cockpit area; better tacking into the wind as the flatter sides resist drifting; more interior room and wider berths; and finally, a lower profile for easier trailering and launching. Over the years, the Potter has perfected a hull design which provides benefits not found on any other boat.

**Performance & Safety:** Many sailboats are designed with ever greater sail areas, long narrow hulls with less stability, and dangerously thin construction in hopes of capturing more race trophies and a bigger market position. The Potter is an exception and has never compromised the safety and comfort so important in a cruiser design, where a more moderate sail area is matched to a compact sized, easy to handle craft. The result is a design you will be able to sail comfortably under more varied sailing conditions. Even in heavier winds, you will have the comfort of knowing you are not being over powered by a design which is precariously rigged to win the next race at any cost. In fact, you will see far larger boats heading for the nearest dock under heavy sea conditions that the Potter finds right at home. And how fast are those racing cruisers when they are having trouble maintaining a heading in heavy seas?

**Comfort:** Inside, comfort and practicality are foremost. Each sleeping berth in every Potter is a wide, adult-sized 6½ foot bed ready to climb into at a moments notice. You never have to convert a table or slide away the galley to get to your berth. And note those boat models with the short under-sized berths or double berths that are so pointed at the front as to be unusable as a double berth. Many boats far larger do not have the actual sleeping accommodations of the Potter. Outside seating is high and dry with the boom of the main sail positioned well over the head of the tallest crew member. All controls are within easy reach—no offset or hard to reach controls as on some boats which require you to move about the cockpit under sail. Even the mainsail control, which is offset on one side in many boats, is located in an easy to reach center position on the Potter. For comfort and convenience, few other boats have been so well thought out.

**Additional Safety Features:** Potters have molded-in non-skid on all step areas, designed to prevent slips but not to be abrasive to the skin. Carefully draw your hand over the non-skid surface on other boats to make sure the area you are walking or sitting will not cause an uncomfortable abrasion. Also, all Potters are provided with a full side walk-way with toe-rail to more safely move from the cockpit to forward deck. You will never crawl across the top of the cabin to reach the forward deck as on many other boats. Of greatest importance, the Potter has full positive flotation to keep the boat floating under all conditions. Extensive placement of flotation foam in the unused inside areas of the Potter assures flotation even if the hull is breached and is one of the most critical features to look for in any new boat. As there is still no legal requirement for positive foam flotation in sailboat designs, check with the manufacturer of the boat you are considering to determine if this important design feature has been included.

**Limited Warranty:** Each West Wight Potter model is backed by a 4 year limited warranty to the original owner on all fiberglass components and 3 years on all sail and mechanical components provided during manufacturing. Unlike many boat models which require you to return your boat to a distant dealer or retail store which does not have repair facilities, West Wight Potters are serviced by one of the largest nationwide networks of independent fiberglass and boat repair facilities, often close to your home. This network of repair facilities can be very important if you move to another city or are vacationing away from home with your Potter. Just ask for a copy of the limited warranty which has certain restrictions, limitations and individual rights. We know of no other boat builder which provides an equally comprehensive warranty. Or another builder with as much confidence in their products.

**Production Efficiencies:** Concentration on a limited model line over a long period of time has resulted in production efficiencies not possible with boats which have frequent model and style changes. With consistent year-round production, highly specialized division of labor, large buying power and one of the most sophisticated computer controlled production management systems in the industry, excellent control is maintained at all points during construction to assure a better value and higher quality product with each new Potter produced.

**Value:** Each Potter model is designed and equipped to give you absolutely the best value available anywhere for a complete boat, ready to sail. Along with the extensive list of standard equipment with each Potter you are also provided one of the industry's most comprehensive lists of optional, high-quality accessories and color selections. You may select your Potter in complete standard form to obtain one of the most competitively priced boats anywhere or select your Potter outfitted with the same quality accessories and custom trim found on the very expensive luxury yachts. Each Potter option has been selected to enhance the value of your investment and provide years of dependable service. Beware of boats which include extra "standard items" at no cost which are such questionable quality as to make your new boat look quite cheap. All West Wight Potters visibly portray the highest quality fittings and hardware along with interior trim details lacking on other comparable boats. You are assured of the finest value available anywhere for a beautifully finished, fully equipped sailing yacht.

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