

July 1983



# POTTER TO POTTER

Newsletter of the Northern California West Wight Potter Assn.

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## Sailing Schedule

August 6-7 Woodward Reservoir Campout  
August 10, 24 Santa Cruz Evening Sail  
September 10 Santa Cruz



## From The Bridge

Maybe some of you have read about the "El Nino" phenomenon that is changing our weather and our environment. I had the pleasure of attending two lectures recently, and this month I would like to share some of what I learned with you.

The northwest winds we usually get in the winter did not come last year. Instead, we were battered by one storm after another because of a high pressure area that could have been caused by the volcano activity, gas emissions, or spraying our aerosol cans too much(?) This not only caused storms but a rise of eight inches in the ocean volume off the coast.

Right off our coastline runs what is known as the Humboldt current which goes all the way to Peru. It is a cold water current which causes an upwelling of nutrients from the ocean floor each spring that fish and birds thrive on.

The El Nino is a mysterious warm ocean current that has disrupted weather and current patterns from the west coast of North and South America to as far as Australia. This current has been known to last 2-15 months off the coast of Peru. This suppression of cold water helped destroy the sardine industry in 1957 off Monterey and has ruined the fishing industry of Peru. This latest El Nino has been going on since May of 1982.

In the Farallon Islands, there are 300,000 birds and the upwelling from the cold water will turn the clear water cloudy with plankton which provides food for the different bird species. This year on the islands, there is only 10-20% of the breeding population.

The common murr is a bird that provided San Francisco with eggs during the goldrush days, and now the bird is to the point of near extinction. This year, these birds had only 46% of the nests they had last year; 2/3rd's of their eggs being lost to gulls after they had to leave their nests in search of food. The gulls in some cases are so hungry that they pull the murr's from their nests to get at the eggs.

Another bird that lives on the island is the cormorant. Last year there were 7,600 of these birds. This year there were 1/3 the nest sites and now only 25 eggs remain.

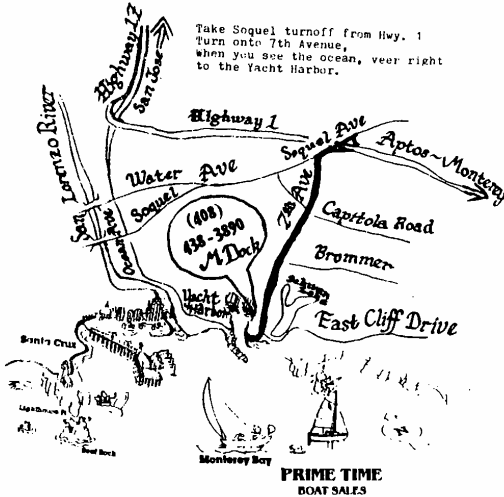
So as you can see, we weren't the only ones affected last winter and we are still being affected. Those who were sailing in Santa Cruz a couple of weeks ago with Jim Silva had winds coming from the shore instead of the west. Also, on the Brannan Island sail we had winds from the north.

# notes

This is a special thanks to Norton Bell from the editor for making the label stickers of the membership. Typing labels and stuffing envelopes with newsletters and affixing the stamps takes as much time as putting the newsletter together.

## NOTICE TO MARINERS

Salt Water Sailing (Continued): Santa Cruz, August 10 & August 24, Wednesday Nights 6:30-8:30



On the 2nd and 4th Wednesday's in August, Jim Silva will continue his outdoor classroom at dockside. Then later we'll sail in the harbor area and perhaps over to the wharf and back to the dock.

Also, on September 10, Saturday, we will have a scheduled sail here at Santa Cruz with a possible overnight campout. Besides sailing, this is a great place for fishing, walking barefoot on the beach, and taking some of the rides on the boardwalk.

Next Sail: Woodward Reservoir, August 6-7

This was such a great sail last June 4th & 5th that it was decided to do it again. If you can, come up Friday for the campout with your firewood, hot dogs, and marshmallows. We'll be staying at "Sailboat Cove" where you can moor your boat next to your campsite.

The way to Woodward Reservoir is to drive east on route 120. Continue east through Escalon then turn left on county route J-14. If you have gone into Oakdale then turn around, you've driven too far. Once past the toll gate, check the group location on the reservoir map as well as on the bulletin board.

Last Sail: Brannon Island, July 9

Ten Potter-Yachters launched at Brannon Island for a great day of sailing. Early launches including John Graham (312), Bill Spretsma (1205), and John & Anne Ockes (1060) were soon skimming back and forth on Three Mile Slough. Frank (that's me) Winans (691) launched, sailed, and quickly lost his jib haulyard. Back to the dock where Bill helped me demast, retie, and remast. Thanks, Bill. Now the fleet grew; David & Susan Grandt (1053), Gwen Singh & Tina (70), Bill Bartunek & Claudia Hessler (748), Don Bergst (797), and John & Barbara Simpson (266). We set off on a southwest course and were soon joined by De & Sidney Marsh (512).

We soon reached the Highway 160 bridge and experienced the thrill of seeing tons of steel raising and traffic stopping just for us! Past the bridge and into the Sacramento River we sailed where we battled current and tacked against the full force of strong and gusty NNW wind. White caps frosted the waves under a brilliant blue sky.

By 1:30 pm we reached The Point Restaurant at Rio Vista, where hosts set up four tables with a river view. Nineteen hungry sailors sat down to eat, including Jerry Barrilleaux, who arrived by motorcycle. The food was very good, if a little expensive.

The meal was interrupted by sudden cries from Barbara Simpson, who vaulted over a railing and streaked for the dock, followed by Gwen and Tina Singh. Bill Sprietsma's boat had slipped its moorings and was heading for Antioch! Just in time, Barbara and crew grabbed a trailing line and saved the day. Sorry, Barbara, you can't claim salvage for that, but thanks, Commodore.

## Last Sail (Continued)

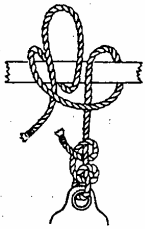
Soon it was time to finish dessert, pay the check, and cast off. Down the Sacramento River, wing-and-wing, sailed the fleet--then under the lift-bridge. Tack, tack, tack up the narrow channel to the launch ramp. Another eventful Potter-Yachter sailing day.

Frank Winans (691)

# Classified

For Sale. 3-horsepower Johnson outboard motor. Lots of power for the Potter-Yachter. \$100.00 Telephone John Ockes, (415) 656-2984

**Fender Tie.** The fender tie is one of the most needed but little-used knots in any seaman's repertoire. Basically, this knot is a vertical clove hitch with the free end looped under the locking strand under the locking loop for quick release. In the diagram, a double half hitch secures the rope to the fender.



## Pulling a trailer? Seals, wheels have a bearing

With spring finally here (quick — look outside) and summer approaching, thousands of families hook up their trailers with their boats in tow and head for the California lakes region for fishing and water-skiing.

We've all seen them along the highway — the family car with a boat in tow, pulled over to the side of the road, while the family members stare blankly at what could be the trailer wheel; it's hard to tell in passing.

Most passersby probably assume the problem is a flat tire, but as often as not it's something more.

"One of the most common problems boaters have with their trailers is wheel bearing failure caused by corrosion," says John Adams, Chief Engineer of the Ball and Roller Bearing Group in Detroit, Michigan.

Trailers frequently sit for long periods of time and then have to perform at highway speeds

once the rainy California winter is over. "By the time the boater arrives at the launching site, the trailer wheels, bearings and seals are heated up to their normal operating temperature. But then they're suddenly submerged in cold water when the boat is launched," says Adams.

"The rapid temperature change causes pressure to drop in the wheel cavity, and this draws water past the wheel seals, especially if those seals are already worn. The water gets inside, contaminates the grease, and the corrosion begins."

Now back to the side-of-the-highway scene. The reason many trailer bearings fail on the way to the lake rather than on the way home is that the corrosion has been taking place through the winter when boat and trailer have been idle. Thus bearings may be ready to "go out" during that first trip of the season.

The solution is simple. Have your wheels checked. Do it as surely as you check your tackle box or your water-ski equipment.

"Regular inspection and lubrication is the key," says Adams. Once you know how, it's a relatively simple procedure. Adams suggests active boaters have their wheels checked a couple times during the season. This procedure would include packing the bearings with grease and adjusting them according to manufacturers' specifications.

Wheel grease seals should also be checked for nicks, cuts, wear — anything that suggests a good tight seal on your axle spindle might be weak. If you have any doubts, remember that replacing a wheel seal is cheap insurance against breakdowns.

Inspecting bearings and seals at the beginning of the boating season will prevent breakdowns that otherwise could be ready to happen as soon as the boat is used in the new season.

Boaters should *always* service bearings and replace seals at the end of a season — particular a highly active season. But then what other kind of season is there? □

## TOWING VEHICLE

Most vehicles are limited in towing capacity. Towing heavy loads places extra demands on the engine, transmission, brakes and other systems vital to the vehicle.



**Free boating safety classes** explaining required and recommended equipment for small boats and offering training in good seamanship are conducted throughout California by the U.S. Coast Guard Auxiliary, the U.S. Power Squadrons and certain chapters of the American Red Cross. The Department of Boating and Waterways offers, for \$2.00, a home study boating safety course. For more information write Department of Boating and Waterways, 1629 S Street, Sacramento, California 95814 or phone (916) 445-2615.

# Welcome

## Welcome Aboard: New Members

This is a record month for new members joining our Northern California West Wight Potter Association. Congratulations on your choice of sailing sloop because it is one of the best in the world.

Chuck and Ruth Nugent, Deckhands: Mike, Thomas, & Robert. HULL #916  
783 Colleen Drive, San Jose, CA 95123  
Telephone: (408) 226-2867

Norman and Theresa Hamrah, HULL #798  
6253 Longford Drive #4, Citrus Heights, CA 95610  
Telephone: (213) 722-9463

Bruce and Vera Weese, P-19  
1714 Barton Drive, Fairfield, CA 94538

Bob Van Cleave, P-19  
3300 T Street, Sacramento, CA 95816

Tom Kruse, P-15  
4390 Hecher Pass Road, Gilroy, CA 95029

Stephen and Nancy Bega, P-15  
22139 Castille Lane #63, Hayward, CA 94541

Bud Macaire, P-15  
1011 El Solvo Heights Drive, Felton, CA 95018

Mike Ekern, P-15  
915 West Morrison #106, Santa Maria, CA 93454



## Change of Address

Bill and Joyce Wight  
1150 Ballena Boulevard, Alameda, CA 94501  
Telephone: (415) 523-9018

Bill tells us that he moved his floating home "Forever" to Ballena Isle Marina so that he didn't have to wait for a high tide to start sailing. Bill and Joyce would like to have any Potter-Yachters who might be in the neighborhood to stop by and say hello. They're located in Berth #553. Park in the lot that's abeam on the port side of the flagpole.

There is a free launch ramp right around the corner from the Wight's, located off of Central Avenue just past the school on the left-hand side. The "USS Enterprise" is presently docked next to the ramp.

## People

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Don & Saeko Bergst will soon be moving to the Los Angeles area due to Don's job transfer. They intend to keep their home here and eventually move back. If you know Don, he'll start a Southern California Association of West Wight Potter-Yachters. Aloha.

**WEST WIGHT POTTER**