

ACTON ACTION

Issue 1 2014 Volume 57

Sailors in the snow. Can you identify the HSA people behind the sunglasses and under the parkas? Jim Mossman should be easy. But Roger Henthorn? Look for a deerstalker. (Ushanka?) Bobbie Bode? Always out standing in her field.



The Name of the Game is Winter

How Are You Coping with the Weather?

Some call winter the long gray waiting room of life, but HSA people aren't sitting on their hands. Here's what some are up to during the wait for Spring.

We asked members recently to let us know what they are doing in the off season to fill the time between sail dates. Most are finding ways to enjoy the cold and snow. But at least a few long time member families are no where near snow and frigid temps. Let's take a look.

HSA's mater et pater and biggest sailing family, Joann and Jerry Callahan, left for Florida in November and, even though they might be experiencing some of the fringe of the polar vortex, they are bathing in sunlight in Bradenton, Florida. Jerry has been sailing his Soling One Meter three times a week there and doing well. Otherwise its card playing, bingo, shuffleboard, and base jumping. The Callahan's are also getting involved in local politics and lead social activities in their home neighborhood.

Mike and Louise Weir will also excite some envy on our part. They are in the middle of a six week cruise in the Caribbean. But that's not



Fun on Skis

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The Brewsters on Loon Mountain are about to make a bunch of quick tacks down the mountain



Boats and Trailers

02

Is your boat just hanging around? Here's a look at two that really are just hanging around.



Off Season Maintenance (Sound Like Fun?)

It isn't too early to start thinking about trailers, hulls, and fittings. What could you be doing right now in the dead of winter?

We're glad you asked. Despite the cold weather, some members are getting a head start on the upcoming season by turning their attention to maintenance issues. Does your trailer need attention? Are there fittings or fiberglass that need attention? You can avoid the March/April squeeze by sneaking out to the boat barn and taking a little inventory. (Weather permitting, of course.)

Pete Peters has taken Chuck Smith's Y-Flyer and is giving it a makeover. The Pete rigged up a pulley system in his barn and lifted the 500 lb. boat off the trailer. After a sandblasting (\$100) and a nice powder coating (\$300), the trailer is looking pretty good. Pete also plans on new wheels, tires, and cradles to complete the transformation of a trailer that has lived in a field (covered) for a few years.

Pete will be sailing Chuck's Y this coming season and wants to look good on and off the water. Also in rehab is Jim Hater's Y-Flyer, currently hanging in copy cat fashion from the rafters in my barn. The wheels on that trailer have had their bearings and races redone for about \$50 by pros at Ben Hur Trailer Sales near Hamilton. Next up? New paint and wheels.



Trailer Tune Up

Frame

Make sure your frame and wood are free of rust and rot. Replace the cradle padding if needed. Check the springs for broken leaves and bolts. Check that fenders are firmly attached.

Wheels, Tires, and Axles

Check tires and spare for pressure and wear or dry rot. Grease or repack wheel bearings. Replace worn bearings. You Tube will show you how. It's easy.

Sun is the worst thing for tires. A 30 gallon trash can lid is the right size for a makeshift cover on a 12 inch wheel. Summer or winter. Homemade or commercial rubber mud flaps can be mounted to the fenders to keep road debris off bottom of hull and prevent rocks from flying up under. Smooth hulls are fast.

Lights

Check bulbs, wiring, and plugs. Check turn signals.

Straps, Hold Downs, Mast and Boom Carriers

Check for wear on straps or bungees. Check hooks and lines or shock cords for wear or positioning. License plate? New sticker? Might as well do it now.

Chuck Smith's Y hangs from Pete's rafters as it undergoes a refurbishing of trailer and boat. Pete tells us he "froze his donkey" taking these pictures for us. No telling what that means.



The Brewsters on ski sails in New Hampshire

How Are You Coping with the Winter?

[continued from page 1]

all. Mike climbed on a 12 Meter yacht during a little break from the cruise and spent a day racing with other 12 Meters. The boats, all veterans from the 1988 America's Cup, belong to a company called the St. Maarten's 12 Meter Challenge. The fleet includes Dennis Connor's America's Cup winning *Stars and Stripes* as well as two other 12 Meters: *Canada II* and *True North*.

Mike got to crew on one of the boats for a 45 minute race with a mix of tourists like him and professional racers. He said they are missing the -13 degree weather in Ohio but will try and not think about it too much.

Closer to home, Jerry and Darrilynn Brewster and kids Isaac and Brianna (shown above) wish they were on a "charter sailboat in the British Virgin Islands" but their plane took them to New Hampshire instead. There they are on top of Loon Mountain at Christmas in the photo above.

Still closer to home are the rest of us. Jim Mossman joined the Buckeye Trail Group as well as the Dayton and Cincinnati Hiking groups. They hiked the 11 miles around our beloved lake on MLK Day and stopped off at the Hueston Room for chili and bean soup after a long day in six inches of snow. (See photo of Jim and the trail on page 5.)

The Stratton's are more than preoccupied with the high school musical coming up at the end of February. *Pirates of Penzance!* Yes, I finally get to work on a musical about sailing. Sort of. The crew and I are building a quarterdeck of an 18th century British Man o' War. The pirates, however, are mostly chasing booty.

If the groundhog comes out and is instantly freeze dried, we'll know sailing season is still a long way off. But you will hear about it here first. **Send us your off season interest and a picture or two for the February issue. We would like to know.**



What Could I Be Doing to My Boat, Sails, and Trailer Right Now? Bear(ing) Off

Step One

Jack up the trailer and boat. If the boat is off the trailer, pick the trailer up and put it on supports.

Step Two

Take off wheel and tire.

Step Three

Knock off axle dust cap or bearing buddy.

Step Four

Take out cotter pin that holds axle nut in place. Remove nut.

Step Five

Pull the whole hub off the axle and inspect bearings - inner and outer – as well as the bearing races and seals. (Have lots of paper towels or rags handy)

Step Five

If bearings are races are in good shape, that is, they are free of rust, pitting, or missing pieces, repack the bearings in grease and repack the whole hub.

Step Six

If bearings are worn or broken or not turning smoothly, replace them, the races, and the seals. About \$10-\$15 per wheel.

Step Seven

Slide the hub back on the axle and put the nut back on. Use a new cotter pin to hold the nut in place.

Step Eight

Put the dust cap or the bearing buddy back on the end of the axle.

Step Nine

Pat yourself on the back after you have done all the same steps on the other side of the trailer.

Step Ten

Have a beer. Job well done!



In the photo at left, Carolyn Hater's boat is up on horses while the wheels are getting an overhaul.

Wheels

Inspecting wheels, tires, and bearings should be an annual routine. If you back your trailer in the water, there could be some inside the axle hub. Once water gets in there (no seal is perfect), it could cause deterioration of the bearings. If you have "Bearing Buddies", you should probably keep them full of grease. However, having "Bearing Buddies" doesn't guarantee that you won't experience problems. Best to take the hub off and inspect.



Miss Hepzibah's sails get a once over on the floor inside. Where it's warm and there is no frostbite. Unless your spouse is upset with you for moving all the furniture around.

Sail Care Too

What better way to pass a snowy evening than to spread your sails out on the hearth room floor for a good inspection. (Yes, I know. I am ate up.) Loose threads, bolt ropes compromised, adjustment wires and lines, tears, grommets. Or maybe the sail is just looking bad after a few seasons of wear and tear and maybe capsized or two.

More about sail care in the next issue but for now, let's consider sending them away for someone to fix and clean. There is a company in Pennsylvania that did a Sunfish sail for yours truly. They will clean, re-resin, repair, and restore your sail and have it looking like new at a fraction of the cost of new sails. Check them out at <http://www.sailcare.com/>



Hueston Winter

If you want to enjoy the “Woods” part of Hueston Woods, there are more than a few acres of forest in which to revel. That might be Jim Mossman and fellow travelers in the photo above. Jim, an avid hiker, sailor, and marathon guy, is obviously in love with the outdoors. Jim runs for donations to find a cure for Crohn’s and Ulcerative Colitis. You can support his efforts to help find a cure by donating to my Team Challenge Chicago Half Marathon commitment: <http://www.active.com/donate/chicagoSWOH14/Chi13JMossma1>



Skis? Or Pontoons?



More Trailer Talk, Actually. Measuring Trailer Tongue Weight

Many bathroom scales will measure up to about 250 lbs. If you make a lever arm (horizontal) and put half on something solid and half on the scale and put the tongue in the middle, you will measure half the weight, so you can measure up to 500 lbs.

Trailer experts recommend that tongue weight be 10-15% of the total towed weight. The consensus, however, is that for long-

tongued trailers such as boat trailers, this can be safely reduced to around 8-10%, depending on the tow vehicle. If you experience trailer sway, increase your tongue weight by either moving gear forward inside the boat (easy), moving the boat forward on the trailer (hard), or as a last resort, by moving the trailer wheels back on the trailer. (harder)

(From Snax as seen in F-27 News)

So you think we have had too much snow?



Soling One Meter sailor Rob Hill sent us this photo of his home near Cincinnati. OK, it isn't his house, but aren't you glad it isn't yours, too?