

# Action Action

## Midsummer Night's Dream Issue



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## Jr Camp 2023 – A Sunny Success!

From the desk of editor emeritus, Mike Stratton:  
HSA's 2023 version of Junior Camp was rain free and mostly windy. The bigger story is the sailing success of the twenty juniors who participated this year. With camp still in comeback mode from Covid 19, it was refreshing to see all fleets full and acquiring skill.

There was racing, of course, but a lot of learning about how sailboats work and how they can be mastered. Sailing backwards, sailing without rudders, tacking, gybing, fending off Spider Queens protecting their "eggs", capsizing - wet and dry, knot tying, and lots o' food. Tack!

It always goes fast but it is always fun. This year's fleets were headed by Jerry Brewster in A Fleet, Brianna Brewster in B Fleet, and Danielle Willson in C Fleet. Camp Director Amy Marks sent us the photos of the three groups at the awards dinner and, by the way, organized the whole shebang.

Congratulations to all who participated - working on boats, monitoring on the water, fixing boats, lifting boats, instructing, cooking and cleaning, and chaperoning at the campgrounds.

Volunteers who took part: Roger Henthorn (master and commander on shore and Rescue Boat captain), Bill Molleran, Brendan Draper, Jackie Guntle, JoAnn Callahan, Jerry Callahan, Darrilynn Brewster, Phil Robertson, Charlie DeArmon, Connor Snider, Ben Olenick, Julie Molleran (Spider Queen), Yolanda Kiser (parent), Brett Hart, Eric Anderson, and Dominiek Everaet. A special thank you goes to Dave Judy who swooped in Friday and patched the club's aging but majestic Rescue One boat.



## Jr Camp 2023, continued...



### A Fleet

Conner Snider (Fleet Helper)  
Landon Robertson  
Eric Anderson (Fleet Helper)  
Lauren Anderson  
Henry Lye  
William Lye  
Andrew (AJ) Grunenwald  
Jerry Brewster (Lead Instructor)  
Darrilynn Brewster (Fleet



### B Fleet

Mike Stratton  
(Instructor)  
Clemens (CJ) Aselage  
Nathan Kollmeyer  
Noah Everaet  
Wyatt Nilsson  
Lilly Anderson  
Elliot Simon  
Brianna Brewster (Lead Instructor)



### C Fleet

Charlie DeArmon  
(Fleet Helper)  
Logan Kollmeyer  
Tucker Knick  
Dominic Alessi  
Jacob McKnight  
Logan Kiser  
Flynn Aselage  
Sophie Botschner  
Skyler Everaet  
Kendall Cook  
Danielle Willson (Lead Instructor)



## Hueston Sailing Assoc's Ranks Swell with New Sailors!



Founded in 1956, HSA welcomes anyone interested in the fellowship of sailing and the fun of competitive one-design sailboat racing. There are enough activities to satisfy the most serious sailor/racer, yet not so many as to overwhelm the more casual sailor. A hearty HSA "ahoy!" to these good folks joining the fleet:

Josh Carlson – Aux Rescue Boat  
Anthony Pearce - Y-Flyer 2523  
Greg & Jacki Uhler - O-Day 22  
Ross & Dian Kelly – Cruiser  
Greg Waning – Club Capri 14.2  
Tracey Link - Daysailer  
Steve Robison - Sunfish



## Your Dry Moorage Privileges, and a New Boatyard Sign!

Have you accomplished your required volunteer duty this year? As part of our partnership with ODNR, HSA members enjoy dry moorage privileges, but these benefits come with new club responsibilities over and above race committee duty. New for 2023, dry moorage privileges require you:

1. Must be a full regular member of HSA
2. Must participate in two Public Programs such as Intro to Sailing, Sailing Experience, or Jr Sailing Camp
3. Abide by HSA Executive Committee rules



***Designated Area  
for our Partners:***

**Hueston Sailing  
Association**

**Miami University  
Rowing & Sailing  
Clubs**



## Latest News from our Park Manager, Kathryn Conner



HSA continuously checks in with the Park to keep members abreast of the latest news. This month we have three nuggets to share from Ms Conner:

**Bridge two-fer:** “The bridge project will still be taking place, but now it is also including a new bridge to replace the culverts at Butler Israel Rd. So, the project will be rebid to include this project as well. The timeline will be pushed back slightly, but I have not been informed on how far back.”

**Lodge make-over:** “The lodge is getting some remodeling done to the indoor pool area, so it is currently closed. The lodge is also beginning room renovations! This will include the living area and bathrooms of each room. The park has had an incredibly busy summer and it is not slowing down. Lots of great activities will be taking place in the fall! We hope to continue to see great visitation numbers!”

**Lot zombies:** “No updates on the dry storage area at this time, we cannot begin to plan until all the boats are removed from this area. There are boats that have been abandoned and our law enforcement is working to get them transferred to the state so we may dispose of them properly, but this is a lengthy process.”



# US Sailing's Adaptive Sailing & RYA's Sailability Programs

Have you ever wondered how accessible the sport of sailing is these days? US Sailing's **Adaptive Sailing\*** program provides unrestricted access to the water and experiential sailing for persons with disabilities. And, the UK's Royal Yachting Association has a similar program they call **Sailability**.

Sailing is one of the very few sports in which able-bodied sailors and disabled sailors can participate on equal terms. As the RYA says, "...imagine the thrill of sailing for people who can feel and hear but have no sight, or of sailing a boat at speed even though they can't walk, or of joining in a sport where deafness doesn't matter."

For instructors and volunteers there are workshops on how best to accommodate these sailors as well as sailors with say Downs Syndrome or Autism Spectrum disorders. An accreditation program also exists to recognize high-quality adaptive programs.

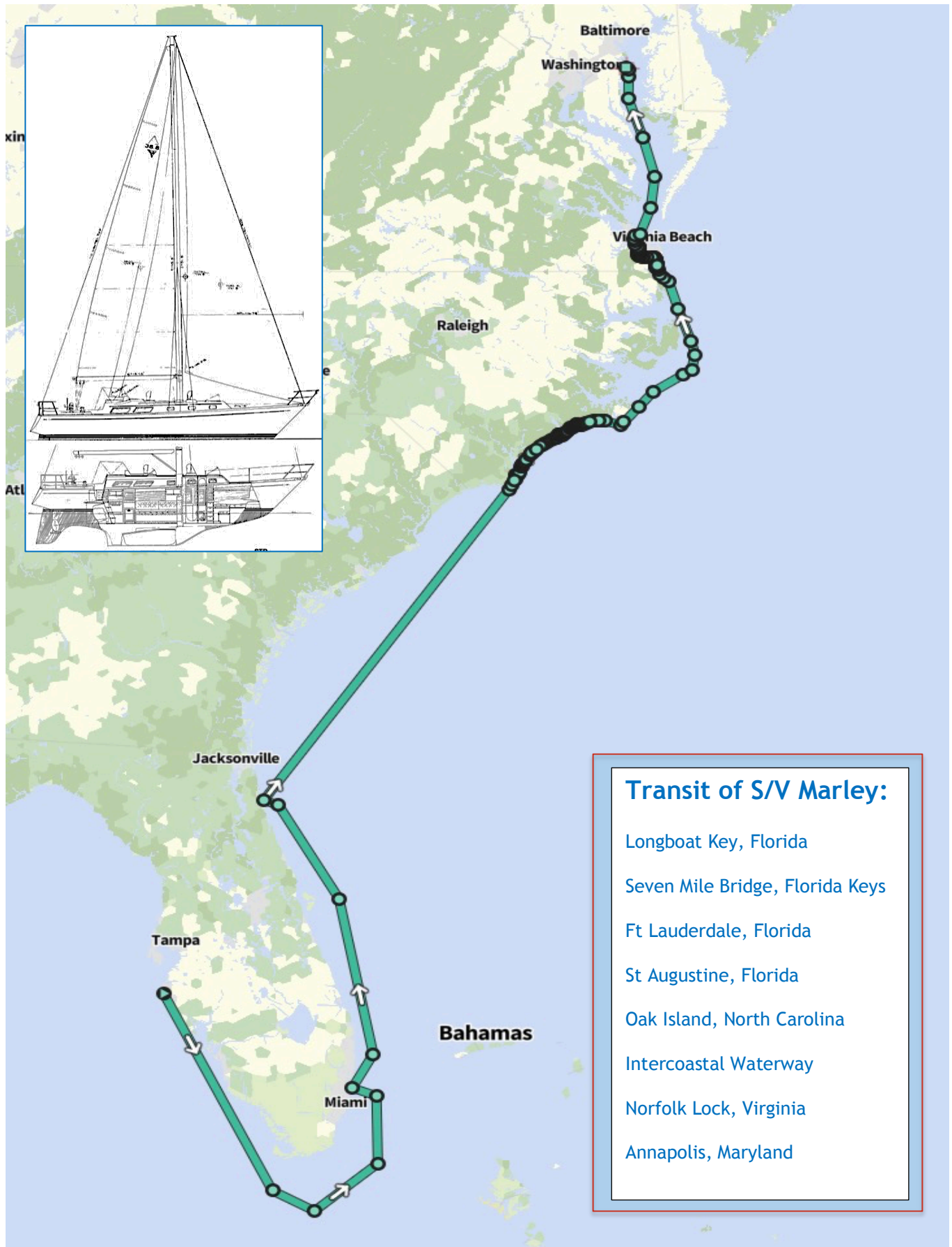
To maximize safety, US Sailing assesses and classifies the function of each disabled sailor on a scale of 1-7 (1 being severely disabled and 7 being minimally disabled). Instructors use these classification levels to tailor curriculum/boats. In addition, US Sailing's (free) Adaptive Sailing Resource Manual, made with the Para World Sailing Committee of World Sailing, provides helpful resources and suggestions. Fun, safe, and open is RYA's motto and it captures perfectly the spirit of these worldwide programs.

Regarding sailboats, depending on the classification level of the student, suitable models range from the slightly adapted to the fully adapted. Martin 16's, RS Venture Connects, and Hansa 303's specialize in accommodations for all levels of sailor. At the Jacomo Sailing Club that Brett Hart sailed at near Kansas City, they use a Starwind 22, a Capri 25, an RS Venture, and a 23 ft Sonar. Over the summer, Joe Fulford observed disabled sailors at Blackwell Sailing on Lake Windemere in the Lake District. They had a couple of 17ft Lune Whammels and an RS Venture as well as the Hansa 303. Inspirational? Yes!

See Joe or Brett if you have questions about what they learned recently regarding sailing accessibility.



# Mark & Jerry's Excellent Adventure: An Epic Transit



## Mark & Jerry's Excellent Adventure: The Bristol 38.8

Mark Costandi (the new owner of Sailing Vessel “Marley”), Jerry Brewster, and Captain Josh (hired by Mark to help them move the boat quickly and safely) set out from Longboat Key, FL on the gulf coast on Saturday afternoon, July 22. The plan was to travel 24/7 (taking turns at the helm day and night) and make it to Annapolis, MD. That would be Marley’s new home in approximately ten days depending upon the weather and wind. Captain Josh is a character that combines Quint from the movie “Jaws”, with Fred Flintstone’s look and appetite.

S/V “Marley” is a 1996 Bristol 38.8 measuring 38 feet long x 12’-1” beam, and has a 4’-6” draft with an additional centerboard for performance extending the draft to 10’-0”. The mast clearance is 62’-0” which provides just a few feet of room under the lower fixed bridges of the intercoastal waterway. It has 100ga of water in two tanks, and one 36ga fuel tank. It was the last 38.8 hull ever made by Bristol, originally intended for one of the executives of Harkin Co. As a result, it was given some extras such as oversized primary Harkin 53 electric winches, and a much larger 50HP Volvo diesel engine. The mast was also upgraded to carbon fiber. Unfortunately, the client had health issues and was never able to receive the boat. It sat in storage for several years before finding an owner, then a second owner, and then finally Mark.

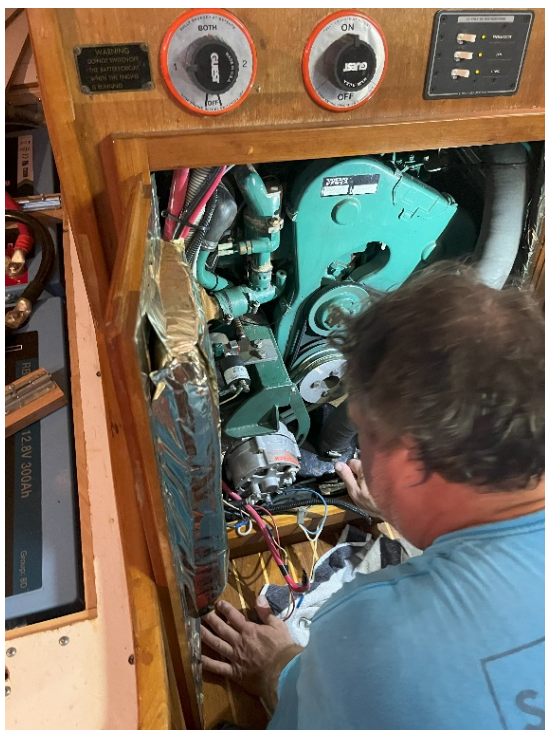


## Mark & Jerry's Excellent Adventure: Fingers & Batteries...

Jerry and Mark arrived several days prior to the voyage date to make some minor modifications and stock up for the trip including provisions, fuel and propane. In the course of said modifications, Mark crushed a finger which was remedied with a well-stocked medical aid kit. He will no doubt lose a fingernail. Jerry was heard to say, I think that is going to leave a mark, er ah Mark.

Although the Bristol 38.8 was built for and is capable of long voyages off-shore, the previous owner had mostly used it for day sailing, and evidence of that became apparent on the journey. From Longboat Key they traveled south through the Gulf of Mexico past the Everglades through the Florida Keys at Marathon (under Seven Mile Bridge) and east towards Miami. In the first day, they noticed that the in-house batteries were not charging and slowly drained under motor throughout the south-bound leg of Florida's west coast. The in-house batteries are responsible for all the AC/DC power on the boat including our navigation equipment, electronic charts, refrigerator, VHF radio, satellite communications, lights, etc.). They consist of three 300amp/hr lithium batteries (separate from the engine starter battery), and although that 900 amp/hr bank of power is substantial, it certainly would not last long. Solar or other regenerating power sources had not been installed on Marley yet so charging relied strictly on the engine alternator dedicated to those batteries when not connected to shore power.

They had to find a way to charge the lithium-ion in-house batteries or risk losing power altogether. Mark found a heavy piece of wire and he and Captain Josh came up with a plan to charge the in-house batteries thru the starter battery which had its own dedicated alternator. The only catch was the need to disconnect this solution when the lithium-ion batteries were nearly fully charged since they were by-passing the controller that maintains and monitors the lithium batteries. This concept would work until they got to a location where the alternator could be removed, tested and hopefully quickly repaired.



## Mark & Jerry's Excellent Adventure: Big Seas & Showers

They were carrying about 60 gallons of diesel fuel (36 gallons in the boat's fuel tank and another 24 gallons in Jerry cans mounted to stanchions on the deck, hoping this would have allowed for only one or two fuel stops if used conservatively. Unfortunately, with a burn rate at about 0.8 to 1.0 gallons per hour and uncooperating wind speed and direction, there would be a need to refuel more.

They refueled in Ft. Lauderdale on day 3, then headed out to the Gulf Stream to take advantage of the current. By now, they had moved the alternator charging wire at least twice. The captain recommended that they stop in St. Augustine (his home port) to have the alternator repaired or replaced. The repair shop, a rough environment of conspiracy theorists, confirmed that the alternator had a bad rotor, but they were able to fix it in less than two hours for a rather cheap sum. The crew ended up staying the night in a proper slip, which gave them a chance to shower, restock food which was a little short for the full voyage (perhaps due to "Fred's" appetite?), and refuel. The next day they headed out to the gulf stream again over 100 miles off shore where they encountered very rough seas and some terrible weather (rain and strong winds picking up to 30 knots at times). The current and winds did however provide decent boat speed of over 12 knots in cases.

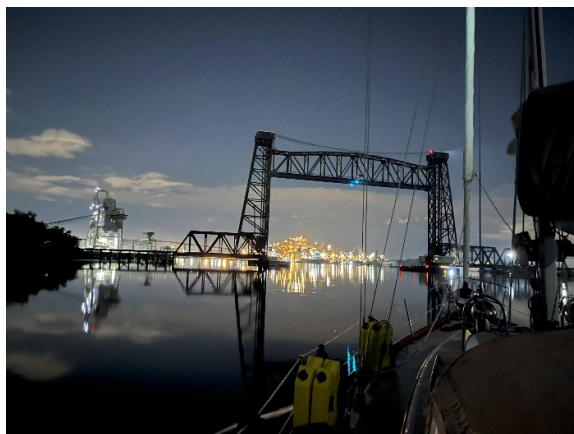


The autopilot had been intermittently flaking out or failing altogether which required manual steering (especially difficult at night with sleepiness and weather helm). Due to the rough seas, Jerry's unexpected sea sickness, and unreliable autopilot, the decision was made to move closer to the coast; this time near Oak Island, NC. Unfortunately, in those rough seas (probably while sailing downwind and repeatedly gybing), the old main sail tore along a seam about three feet below the head making it unusable for the remaining journey. This essentially left them with only one real option: to motor and/or sail with just the headsail (a very large 130 genoa) via the Intracoastal Waterway (ICW) to Annapolis, MD.



## Mark & Jerry's Excellent Adventure: The Intercoastal!

Leaving the ocean meant they probably wouldn't see any more dolphin, needle fish (which skipped across the water on their tailfin) or flying fish (one of which hit the captain in his back in the middle of the night). The ICW was interesting in its own way, but added at least an extra day or two because it was very circuitous and slow to navigate at night without moonlight. Without enough light, they found it necessary to anchor for 4-6 hours on three consecutive nights. While in the ICW they saw much more boat traffic, birds, wildlife, and MANY fixed and operable bridges. It was on this stretch that the furling line for the genoa frayed and jammed making the sail dangerous to use if needing to be furled in quickly. Fortunately, they were able to find a West Marine store along the route to purchase a new furling line. Unfortunately, the line purchased was about ten feet too short, however they were still able to make it work.



## Mark & Jerry's Excellent Adventure: Windward to Home!

The experienced captain knew that just a few miles before reaching Norfolk, VA there would be a lock to go through. What they later found out was that the lock was closed for repair during the day and there was no alternate route. Fortunately, the lock was still open from midnight to 6am and they were on schedule to reach the lock about 11:30pm for a minor wait time.

Their last challenge occurred when entering the Chesapeake Bay around Norfolk, VA on Monday, July 31. A 15 to 20 knot headwind and strong current prevented them from traveling at more than 3 or 4 knots for an entire day. The winds and current eventually subsided allowing for better than 8 knots of boat speed. Mark resolved the autopilot issues after contacting the P.O. (previous owner) to find out where the autopilot compass was located. It had occurred to him that something could be interfering with it. The compass, located in a hidden space within a cabinet, happened to be the same cabinet where tools had been stored. Once the excessive metal had been removed, the autopilot functioned flawlessly and just in time to handle the initial rough seas of the Chesapeake and final leg to reach Port Annapolis around 10:30am on Wednesday, August 2<sup>nd</sup>.

They encountered many other challenges along the way. Those and a surprise ending will be revealed in a feature film starring Tom Hanks and Stanley Tucci. Hanks will play the role of Mark. Tucci plays Hanks' handsome adventurous friend, Jerry, who knows his way around a galley and prepared pretty much every amazing meal they had. Captain Josh will be played by Fred Flintstone. The Coen brothers will produce and direct. Coming soon to a theater near you.



## Blue Moon Sailing? Wait, What?

Sailing by full moonlight can sure be enchantingly peaceful and fun. At the end of August we have an opportunity to get out on Acton Lake under a rare “Blue Supermoon.” Regarding blue moons... We all know the idiom “once in a blue moon” to mean essentially “rarely.” And we have all heard the famous 1934 song, “Blue Moon,” again alluding to a long wait. But lunar-wise what exactly is a Blue Moon and how did it get its name?

Since full moons occur a little less than monthly (every 29.5 days), every two and a half years or so the lunar calendar has 13 full moons instead of 12. And, if you are using the full moons like our forebearers did to know the seasons for planting, harvesting, hunting, or hunkering down, you gave each moon a nickname to keep everyone on the same page (no Apple watches back then).

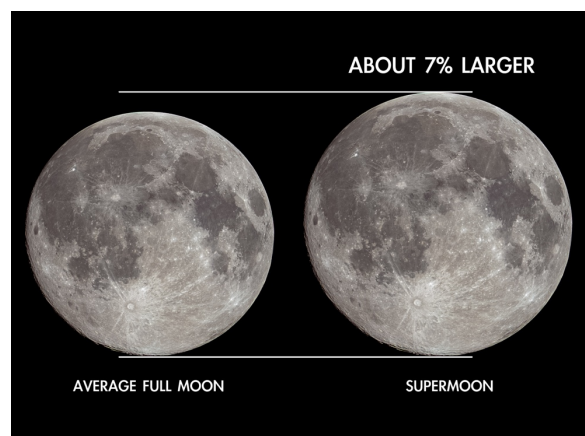
Looking back through the Old Farmer’s Almanacs to refresh our memories, we find each month’s full moon nickname. Earthsky.org lists these nicknames below with roots to those Native American or Old English sources:

*January:* Wolf Moon, Old Moon, Moon After Yule  
*February:* Snow Moon, Hunger Moon  
*March:* Worm Moon, Sap Moon, Crow Moon, Lenten Moon  
*April:* Grass Moon, Egg Moon, Pink Moon  
*May:* Flower Moon, Planting Moon, Milk Moon  
*June:* Rose Moon, Flower Moon, Strawberry Moon  
*July:* Buck Moon, Thunder Moon, Hay Moon  
*August:* Green Corn Moon, Grain Moon  
*September:* Fruit Moon, Harvest Moon  
*October:* Harvest Moon, Hunter’s Moon  
*November:* Hunter’s Moon, Frosty Moon, Beaver Moon  
*December:* Cold Moon, Moon Before Yule, Long Night Moon

Anyway, imagine the confusion if these sign posts shifted every couple years to make room for an extra full moon! Naming that extra full moon a Blue Moon keeps the other nicknamed full moons anchored to their respective calendar points. The Farmer’s Almanac defines a Blue Moon as “the third full moon in a season that has an extra fourth full moon.” It was employed so that fourth full moons in that particular season could retain its customary seasonal nickname. This extra full moon works its way, every several years, into another season so you can see the planting/harvesting nickname mayhem without a Blue Moon inserted every so often! Oh, and what about the color blue? Well, the short answer is don’t expect August 30<sup>th</sup>’s moon to be blue unless you have on your blue Ray-Bans.



Alert readers are probably now asking what the “super” part of late August might be. Well, besides the “super” sailing, August’s full moon is doubly rare because it is also a full moon that is exceptionally closer to the Earth than usual—a so-called supermoon. It will appear bigger and brighter and to give you an idea how rare it is, the next Blue Supermoon won’t make another appearance until August 2032!



Bottom line: keep an eye on the weather and calendar as HSA’s Executive Committee and others discuss. If you have twinkle lights from last time out, get them untangled now and find some fresh batteries. Sailboats under 23 ft in length require at a minimum a white light but “if practical,” green/red navigation lights also. Details are at ODNR’s website under “Required Boating Navigation Lights.”

## Boats for Sale... (Club Evaluation or Endorsement Not Implied. Caveat Emptor)

HSA, like all boat clubs, has a healthy community of sailors looking to either sell or buy a boat. Some sailors move up to more complex boats while others are simplifying their lives or changing fleets. Our webmaster is always happy to post a note on our "bulletin board" for you at this link: [www.huestonsailing.com/HSA\\_Bulletin.html](http://www.huestonsailing.com/HSA_Bulletin.html) but in this issue we bring the boats to you! Our FaceBook page also mentions boats for sale.



**Above: 1983 MacGregor 25D - \$2000**  
Complete with trailer (good tires) and Johnson 9.9 hp outboard motor. Contact Cindy Becknell at 513-289-9943 or via email at [cindylbecknell@gmail.com](mailto:cindylbecknell@gmail.com)



**Right: 1973 Schock Santana - \$2300**  
Good clean condition. Swing keel, main sail, jib and spinnaker, has been repainted, rebuilt tiller and rudder, has cushions for cabin, includes trailer, does not include motor. Contact Michele at 513-477-8510



**Above: 1982 Victoria 18 - \$2800**  
Three jibs, spinnaker, mainsail boom cover in good condition. All woodwork refinished in 2021. All new halyards and sheets and bottom paint also in 2021. Winches serviced in 2021. MagicTilt trailer included. Motor is 3.5 hp low-hour like-new Tohatsu. Contact Mike Stratton at 937-499-4343.  
**Right: For \$600, he will also sell a 1980's Wingsailer!**

