

HATTERAS CLASSIC CLUB

SPRING 2016
Edition

From the President's Helm

Greetings from the galley table of "City Girl". I hope all of you "Northerners" have weathered the winter and are looking forward to a great boating season. For those of you in the South, I hope that you continue to enjoy the great weather and your beautiful boats. This year Bob and I have been able to see just what it is like to live in paradise for a while. No shoveling snow for us!

We began our journey south November 5th and slowly worked our way down the ICW, stopping every night to dock at interesting spots. I won't go into detail but I can tell you, if you have never made the trip, you should try it at least once. There are so many lovely towns along the way that it is well worth the trip. We had four goals: first, to make it to Charleston for Thanksgiving with our daughter Laura; second, to make it to Jacksonville Beach by December 14th so we could fly home for Christmas; third, to get to Ft Lauderdale for the winter rendezvous and fourth, to go wherever and whenever we wanted. We were able to meet those goals and I am writing this while we are docked in Marathon, Florida. The view is spectacular and so is the weather!

The Winter Rendezvous was wonderful. Many thanks to Jeanne and Andy Dixon, Brad Price and Stu Esack, and Caassandra and Gordon Earle for organizing, hosting and chauffeuring. You all did an excellent job and everyone had a great time - good food, friends and fun! What more can you ask for? This was our first winter event and I look forward to next year.

Another highlight of the trip south has been meeting friends and family along the way and we have plans to meet with more on the trip home. While in Islamorada, Bob and I were able to catch up with Jan and Tim Cober aboard "Tirija II." We were both staying at Plantation Key Marina at the same time for a few days. Tim looks the picture of health and Jan's ankle has healed up nicely. We were able to share meals and "docktails" with them while there. We may get lucky and meet them again on the way home.

Our only goal on the way north is to get home before our first grandchild arrives. He is due to make his grand appearance May 14th and Bob and I are so happy for our son Billy and his wife Vicki. They will make wonderful parents and we get to be grandparents!



Jackie and Bob

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After spending so much time on "City Girl", I am sure she will probably go back in the shop in Baltimore for a few improvements (IT NEVER ENDS) and also I will call our good friend John Gray for advice on a new washer/dryer since the old one needs to be replaced. All in all "City Girl" has been a great boat to cruise and live on. It's so comfortable and has plenty of room for all of our stuff! I hope you too get the chance to cruise. Bob and I certainly hope to do much more of it.

Happy Boating and I look forward to seeing everyone at the HCC 2016 Annual Rendezvous in Baltimore.

Jackie Brandon, President

Florida Rendezvous – A Great Success



The Hatteras Classic Club had a great long weekend rendezvous in Ft. Lauderdale February 11 – 14 thanks once again to the planning of our Ft. Lauderdale residents, Andy and Jeanne Dixon and Brad Price and Stu Esack. There was a record turnout of 28 people, with Jackie and Bob Brandon arriving by boat.

The event began Thursday night at The Quarterdeck Restaurant which was featuring “lobster night,” and many members enjoyed that special offering. The next day was free to enjoy the beach, go shopping or tour the city by water taxi. At 4:15 the group was shuttled by our hosts from hotels and marina to Brad and Stu’s beautiful ocean front condo for cocktails and a barbeque dinner. The condo was on Port Everglades inlet and all were thoroughly entertained by watching the departing cruise ships barely 200’ away.

On Saturday some of the men drove to Miami Beach for the Collins Avenue Boat Brokerage Show; the Miami Boat Show, which we were planning to attend (two members did), was very congested due to heavy traffic getting to its new location on Virginia Key. Unfortunately, all the accessories were at the Miami show and all the interesting bigger boats were at the Miami Beach show. Even so, the Collins Avenue show was so massive that all were worn out before they could see everything they wanted.

The same day, seven of the ladies went to the Wick Costume Museum in Boca Raton. They had an elegant lunch and viewed an extensive collection of costumes from famous Broadway productions. It was a great time after a very tedious drive north with many unexpected road closures. Jeanne Dixon deserves a gold medal for yet another difficult drive during a rendezvous!

Saturday evening we were again chauffeured to a local Cuban restaurant, Catalina. Everyone had a delicious dinner in the private dining area. The Sangria and wine flowed and many delightful offerings were sampled. Fond farewells, thank yous and hugs were given after dinner since Sunday we all went our separate ways.

It was a wonderful weekend and kudos go to Jeanne and Andy and Brad and Stu for all their efforts and hospitality. Plan to attend the winter rendezvous next year and join the fun!





Florida Rendezvous continued



Jackie and Bob Brandon, the only members to come by boat, found an uninvited guest on their bow in Ft. Lauderdale!



Tom gets crackin'...

Single-handling "Still the One" through a Frozen February

My wife, Wendy, and I own a 1985 53' Hatteras motor yacht that we have taken down the ICW to Cocoa, Florida, for the past three winters. We usually start down the Chesapeake Bay in late November to avoid the mass migration of boats and then return in early April. This schedule has worked out very well for us, as there is plenty of space in marinas and very little boat traffic along the ICW at these times of the year.

This past year, however, we had to return home in February. During the trip south, Wendy's chronic knee pain had become so extreme that she called her surgeon to request a surgery date for a bilateral replacement. When she found out he had a cancellation in early March, we agreed she should take it. We departed Cocoa on February 4th and had an uneventful and delightfully warm, pleasant trip back up the IWC as far as Wrightsville Beach, eight days into our trip. When we arrived, the marina was abuzz with talk of an impending storm coming in the next few days, bringing freezing temperatures. The next morning, we checked the weather and saw that we would have another pleasant day on the ICW but that high winds were expected later that night at our next destination, Morehead City. About 30 minutes out from Morehead City, we got a call from the marina manager where we had planned to stay telling us the winds would be increasing throughout the night, and he recommended we stay at another marina that was more sheltered. We took his recommendation and went into the Morehead City Marina. When we checked in, we learned the marina was in the process of winterizing the docks, leaving us without water or pump-out capability. The impending storm now had our full attention, as we didn't want to be stuck someplace indefinitely without full facilities. The next morning, we headed to River Dunes, near Oriental, where the marina had not been winterized. We got pumped out, topped off our water tank, and had a pleasant overnight there. The next morning we got underway for Dowry Creek, near Belhaven, NC. It was a beautiful day, with light winds and temps in the low 40s, but when we entered the mouth of Goose Creek, we encountered our first ice. While it appeared to be just a light skim in a shaded area on the creek, we didn't want to take a chance, so erring on the side of caution, we turned around to return to River Dunes. After about 30 minutes, we decided to give the creek one more try, hoping the ice had melted, as we really wanted to get farther up the ICW. Almost immediately after we turned around, we saw a large tug and barge coming toward us out of the mouth of the creek. We hailed the tug captain, who told us it had broken up the ice in the creek and that the ICW the rest of the way north to Norfolk was clear of ice. There is a lesson we learned here and that was to use Vessel Finder or a similar product that would have made us aware sooner of a vessel coming our way.

We made it into Dowry Creek Marina without any further issues and planned to leave early the next morning, hoping to make it all the way to Great Bridge or Portsmouth. We planned to leave our boat at a Portsmouth marina near the hospital so that I could stay on the boat during Wendy's surgery and subsequent



hospitalization. The end of our trip was in sight... or so we thought.

The next morning, we awoke to stronger winds than were forecast or with which we were comfortable, so we elected to remain at Dowry Creek for another day, hoping to get underway the next morning for the last day of our trip. Although the winds abated the following day, freezing temps during the night had iced over the ICW between Coinjock and Great Bridge. The long-range weather forecast called for sub-freezing temps for the foreseeable future. With this in mind, we decided that Wendy and our two pups would head home in a rental car in time for her to keep her pre-surgical appointments. She got home safely after driving the last two hours through the first of several snowstorms to come. I elected to remain aboard to manage heat for the duration, as the boat was not winterized. At the time, I had no idea just how closely I'd have to manage that task.

The snowstorm that Wendy drove through in Virginia ended up being an ice storm in North Carolina. Back at Dowry Creek, I awoke the next morning to a sheet of ice on the dock and its surroundings. I also found that the Cruise Air systems were not working, as the water temperature was below 40 degrees. As I stepped out onto the dock, I skated a few feet before I could regain my footing. I spent the day aboard closing and sealing all vents throughout the boat. I then opened all interior doors and panels to allow warmer, interior air to circulate freely throughout the boat. Fortunately, just before leaving on our trip to Florida, we had installed block heaters on the engines. They were a godsend!! I would have been in big trouble without them. With them on, I cracked open one of the engine room doors forward and the other engine room doors aft to direct heat from the large DD 8V71s fore and aft. They performed like two large radiators. I also had three small ceramic heaters aboard and positioned one in the forward V berth, one in the aft stateroom and one in the salon. I quickly found that I maxed out on amps with all the heaters on when a circuit breaker tripped while heating a cup of tea in the microwave. From then on, I had to constantly monitor the amp meter on the electrical panel to the left of the helm station, turning off a heater before heating or cooking in the microwave or on the stovetop. With the outside



temps in the teens and 20s, I was able to get the boat comfortably warm with interior temps in the low to mid 60's where I had a heater. In other areas, the temps were mid-30s to low 40s. By the next day, two of the ceramic heaters had failed. Fortunately, I was able to locate another heater at a nearby Dollar Store and put it on hold until the ice melted and I could get there to pick it up. I also ordered three additional heaters online to insure I'd have a spare or two. They arrived the same day I was able to get to the Dollar Store. I had a couple of pretty cold days aboard waiting for those new heaters to arrive! I have to say, the folks at Dowry Creek Marina could not have been more accommodating and were wonderful throughout my stay. They had a courtesy car that I was able to use to get into town to get the heater and other provisions. Without knowing when I'd be able to have fresh water aboard again, I found using paper plates, cups and plastic utensils was the way to go.

After five or six days at Dowry, the temps started to rise and I began making phone calls to marinas and bridge tenders to get daily icing reports. This became a daily ritual, and I soon was on a first-name basis with many of them. Some even called me to give me a report. The marina manager in Coinjock called just before closing one evening to say the ICW in his area was finally clear of ice, and it looked like the temps would stay above freezing during the night. Yay!! I settled up with the Dowry folks and planned to get underway before first light the next day. As I was preparing to get the lines in the following morning just before dawn, I noticed what looked like butterfly shapes forming in the water. As dawn broke and there was more light, I realized what I was seeing was ice forming around the boat. Within minutes, a sheet of ice had covered the creek for the first time since I had arrived. I secured the boat and settled in for at least another day in Dowry Creek with temps dropping into the teens. I made several calls up the ICW and learned ice had completely frozen over the Currituck and Albemarle Sounds, as well as the Alligator and North Landing Rivers. The VA Cut

from Great Bridge to the Currituck was also frozen over. All of this occurred in the early morning hours, as all but the VA Cut had been clear the day before. The weather forecast called for freezing nights for the next few days. One morning I awoke to a new weather phenomenon, at least for me--freezing fog!

After several more days of really cold weather, the winds shifted around from the southwest, bringing with them warmer temps during the day. Pier water was briefly turned on so boaters could refill their water tanks. I called dock masters and bridge tenders between Belhaven and Portsmouth and got good reports of open water ahead. The following morning I got underway at dawn and hoped to make it to Coinjock. The weather report was good, with temps in the upper thirties and only a chance of snow flurries around 8 AM in the vicinity of the Alligator River, through which I knew I would pass long after the forecasted flurries. I would be in good shape—so I thought.

It was a beautiful, bright, cloudless day as I transited the long 21-mile cut between the Pungo and the Alligator Rivers on this, the first day I had ever single-handed the boat. Getting underway and away from the dock had been no problem. I had rigged and laid out dock lines so I could quickly and easily get to them when docking again. I had fixed drinks and snacks and prepped lunch beforehand. I did a quick engine check after getting underway and again just before entering the cut. I planned to do the next engine check an hour and half later as I exited the cut. After exiting the cut, and back in open water, I went below and checked the engine rooms and all was well throughout the boat. Back at the helm, the weather still looked good, and because it was well past 8 AM, I figured that the predicted slight chance of snow flurries hadn't developed as forecast.

Shortly after turning to the North in the Alligator River, the winds started to quickly pick up. Soon, I was taking water over the bow! The skies darkened and the winds

continued to increase. Within what seemed like just few minutes, ice began to form on the bridge windows. I also had icicles hanging from the handrails. This was not a pretty sight! The wind continued to really pick up, and more dirty brown water from the waves and spray turned to ice, coating everything above the deck. I moved the heater from the salon deck and placed it behind the helm station to melt the ice that was rapidly obscuring my view through the windshield. I estimate I now had a 1/8-1/4" coating of ice over most of the boat. After passing through the Alligator River Bridge and just prior to entering the Albemarle Sound, I looked back to the Southeast and saw a snowstorm rapidly advancing toward my position. I hoped it would be just the flurries that had been forecast for earlier in the day, but I soon found I was enveloped in a full-blown blizzard, blowing snow sideways and almost completely obscuring my forward visibility. My RADAR was whited-out, as well, and was of no use.

Fortunately, I was now in the open waters of the Albemarle Sound. I reduced speed, strained to see the way ahead, and sounded the horn. After a few miles of this, I began to make out a darker shape ahead and soon could see a southbound tugboat off to port. I hailed the captain and asked for a weather report farther north, and he indicated that it was the same as in our current position. He further stated that I would never get through the bridge just south of Coinjock, as ice floes from farther up the North Landing River and Currituck Sound had broken loose and wedged themselves in and around the bridge fenders, blocking the canal. Being in the Sound with no place to go in this weather was not a good position in which to be. I had called the Alligator River Marina earlier in the trip and learned they were closed for the month of February. With no other nearby option, I reversed direction, followed the tug back through the narrow entrance into the Alligator River, and called Alligator River Marina again. Fortunately, the owner answered from her home and said I was welcome to try to get into the marina but that there wasn't much water in the marina basin, as a sustained north wind had blown about 18" of water out of it. I asked her for her estimate of the water depth—she said around 4 feet at the entrance with a bit more once inside. With a four-foot draft, it would be dicey, but without another option other than trying to anchor in high winds, I elected to take the chance. I made it through the entrance and, once inside, easily laid the boat alongside the dock and tied off. I now had a couple of inches of ice and snow on the boat that I needed to remove. As I was finishing cleaning off

the ice and snow, a freezing rain began to fall, leaving a fresh layer of ice on the boat. You just can't make this stuff up! At least I was 50 miles closer to home, and for the time being, safe in a sheltered marina! I remained at the marina for three nights before being able to proceed north to Coinjock, where I spent two nights waiting for ice in the Virginia Cut to melt before finally making it to Portsmouth on March 1st without further incident.

Needless to say, Mother Nature made this a very challenging trip. I found single-handing a boat this size to be surprisingly easy, but having said this, I was fortunate that the docking winds and currents were favorable for me at each stop. I would never want to attempt to handle and dock the boat alone in anything but light winds and currents. I was also fortunate not to have incurred a medical emergency or an engine or boat malfunction, as I would have been ill prepared to deal with either of those things alone on the boat. Perhaps the greatest lesson that came from this experience is the reminder that Mother Nature holds no regard for weather forecasts. I therefore feel very fortunate to have come through this experience, particularly the snowstorm, safely and without damage to the boat. I don't intend to press my luck by single handling the boat again, if I can possibly avoid it!



2016 National Rendezvous in Baltimore



Make plans now to attend the 16th HCC National Rendezvous Wednesday, September 7 – Sunday, September 11 Relocated to Harbor East Marina.

Reunite with friends for fun, education, good food and good times! Fleet Captains Tom and Phyllis Earnest along with new member Bruce Mallinson have arranged cocktail parties, lunches and seminars. Planned seminars include: Diesel Engine Maintenance and Repair, Repowering and Generator Replacement, Restoring and Maintaining a Hatteras Yacht.

Interested in an etching of your boat or house on wood or glass? A spokesman from Iconik will provide details. On Friday, owners of Middle Ground Lighthouse in Hampton Roads harbor will make a captivating presentation of the extraordinary renovation process they undertook to make it their unique family vacation home.

To keep us all healthy, members may participate in a stretching and yoga class and learn about the benefits of the Beamer DC Current Pad. Bruce will continue to add speakers to the schedule. Sign-up packets with dockage, hotel and detailed information will follow, but marina and hotel reservations should be made **right away**:

Harbor East Marina, Eric Bradley (mention HCC for \$2.50/ft.)	410-625-1700
Hilton Garden Inn, Inner Harbor	410-234-0065
Hyatt Place, Baltimore Inner Harbor	410-558-1840
Four Seasons, Baltimore	410-576-5800

Rotten Balsa – Another Bridge Deck Core Replacement

It was the end of the 2014 boating season and time to plan our winter projects. For the last few years I noticed while washing the boat that the aft deck roof flexed when stepping on it and the underside had brown stains coming through the paint. I knew that the balsa core was wet and deteriorated. It was determined that the repair couldn't be put off any longer, so Tina and I decided this would be our winter project.

We have owned our 1973 53' Classic, "Size Matters," since May 2003. Over the years we have restored or updated just about everything on the boat except engine rebuilds. Tina & I are very much "hands on" and rarely shy away from doing work ourselves, so replacement of coring seemed like something we could handle.

The boat is typically in the water at our marina in Baltimore year round and we work on it there but this was a big project and I could envision dropping tools, materials and any number of things overboard. For years, Anchor Bay Marina on Bear Creek in Dundalk has done our haul outs so we decided to have the boat pulled for the winter and work on it on the hard. Art Cox, the owner of the marina, is a friend of ours so I could count on him for advice and assistance.

We pulled the boat the end of October. It was a 70 degree fall day, making it very difficult to call it quits for the season. I had winterized most all the systems before heading to the yard. After the boat was pulled, all that was left was to winterize the motors, which we decided to do later, so we left for home. The following weekend we returned to winterize the motors only to see the first snow flurries of the season! For those of you in the northeast for the winter of 2014-15, you will recall how quickly the temperature dropped to freezing and stayed there until April. Needless to say, replacing coring under those conditions was nearly impossible. We didn't begin removing hardware and determining where the roof would be cut until the end of April.

By tapping the fiberglass and with the help of a moisture meter, we could tell there was very little good coring. Basically the entire area aft of the fly bridge, both sides of the roof outside of the fly bridge and most of the area in front of the fly bridge were suspect. The only way to be sure was to start cutting out sections and inspecting the core.

There are many opinions as to how to attempt this repair. Some will say to cut multiple holes using a hole saw, dig out the core, replace it and re-glass the holes. Others will say to just pump or vacuum epoxy into the existing core. Another option is simply to cut and pull up the deck, replace the core and close it back up; this is the procedure Tina and I chose.

The first cut was a large rectangular area behind the helm seat. The fiberglass skin pulled up fairly easy, which is a sign that the core had failed and separated from the skin. What I found was brown mush, the result of the balsa wood core becoming saturated with water. I removed all the old balsa, and allowed the entire area to dry.

Replacing the core material with balsa was an option, but I just couldn't bring myself to do that. After talking to a lot of folks who already had been through this, I took their advice and chose to use a foam coring called Divinycell. It comes in 30" by 30" sheets and is scored so it will easily fit the contour of the roof. Replacement is pretty straight forward. Once the area is clean and dry, the Divinycell core is saturated with epoxy and glued in place. With the new core in place, it can either be covered with new fiberglass or the old skin can be reinstalled and the seams filled and faired. I chose to do the latter.

From this point on, that was the technique used week after week. Once all the new coring was installed and the old skin was back in place, it was time to do the finish work. This involved fairing all the seams where the skin was cut so the repair couldn't be seen. Endless hours were spent sanding, feeling, applying more fairing compound, sanding and feeling ...

Once Tina and I were satisfied with the outcome of the fairing, we removed the remaining hardware and sanded the entire roof and fly bridge readying it



Rotten Balsa continued

for paint. We then handed the boat over to the crew at Anchor Bay to be put in the paint booth. They sprayed the entire roof and fly bridge and reapplied non-skid to the floor of the fly bridge area.

By now it was late August. When the boat came out of the paint shop all the hardware had to be reinstalled and, as many of you know, it takes twice as long to put items back than to remove them. As a side project, I had removed the teak handrails from the main deck and the teak swim platform and taken them home for stripping and refinishing. These needed to be reinstalled as well.

We are now celebrating Labor Day at the boatyard! The following weekend the boat hit the water and was back in its slip in Baltimore. Needless to say, the entire 2015 boating season was lost, so Tina and I are really looking forward to the 2016 season. Oh, and by the way, this past winter's project, the re-bedding of all hardware & fasteners and a master head remodel, are not yet completed, but at least we will be able to use the boat this summer.



Ben Fishel, "Size Matters"



Founding Members of the Hatteras 1510 Club

This picture of the founding members was probably taken in 2001 at the first rendezvous in Baltimore. They appear to be in front of "Illusion", the Feinstein's 53.

Left to right – Front row: John Gray, Elaine Kirkoff, Jack Koeber, Cammy Koeber, Mary Ann Feinstein, Esther Eisenhower, Stu Esack.

Middle row: Fred Wilton, Stan Klein, David Feinstein, Brad Price.

Back row: Russ Kirkoff, Warren Eisenhower.

Many thanks to Brad Price for the picture and to John Gray for identifying everyone.



Mini-Rendezvous in the Keys Post Ft. Lauderdale Two by Boat, One by Car



[HATTERAS CLASSIC CLUB NEWSLETTER]

