



From the President's Helm

Dear Hatteras Classic Club Members,

Wow! What a great rendezvous we enjoyed in Solomon's a few weeks ago. Thanks, again, to our Fleet Captain, Jackie Brandon, for organizing a wonderful event. After two cancelled rendezvous (one due to a hurricane, the other to COVID), I think we all were so happy to reconnect and spend quality time with Hatteras friends. This issue of the newsletter has a wonderful re-cap of the event and many pictures of the group to help you relive those fun days.

As the boating season draws to a close for many of us, we still have much to look forward to as a Club. Thanks to Cassandra Earl for volunteering to host our Spring 2022 get-together in Jacksonville, to Donna Miller as Fleet Captain for our 22 Annual Rendezvous

in September 2022, and Jeanne Dixon for a Spring 2023 gathering in Ft. Lauderdale. The Club has never had so many things planned so early!! I think that shows how much we all enjoy each other and it is what makes our Club so great. To members who have not yet joined us for one of our gatherings, PLEASE try to schedule time to participate. The camaraderie, fun, and sharing of Hatteras and boating knowledge just cannot be beat.

I close with a wish for good health and safety to each of you and your families. Enjoy the upcoming holidays and I look forward to seeing you in Jacksonville soon.

Phyllis Earnest

President, Hatteras Classic Club

The 21st Annual Hatteras Classic Club Rendezvous

The 21st Annual Hatteras Classic Club Rendezvous was held September 8-11, 2021 at Calvert Marina in Solomon's, Maryland. After four unavoidable last minute cancellations, 34 members and 2 guests attended the gathering, the club's first "in person" event since its 20th anniversary Caribbean cruise in February, 2020.



Jackie Brandon, Fleet Captain, planned a fantastic 4-day rendezvous and provided ample time for members to relax, socialize, and simply catch up. There were three informative speakers and two fun excursions.

Members gathered on Wednesday for welcome "docktails" in the attractive condo association meeting space at the marina, The Harbours at Solomon's Island. Hors d'oeuvres and wine were plentiful, varied and delicious, and were supplied by Jackie with several members adding to the assortment. The evening held much excitement as members greeted each other with enthusiasm after a long time apart.



Thursday morning began with coffee and donuts in the meeting space before two speakers from the adjacent Washburn's Boatyard. First up was Eric Scow, Washburn President, whose presentation, "Maintaining Your Hatteras," reminded members to pay attention to and monitor many areas that can cause problems. Washburn's Vice President and ABYC certified technician, Bill Brandon, then spoke about the phase out of NMEA 0183 and the new NMEA2000. He had abundant technical knowledge about marine electronics and urged members to ensure all electronic devices are certified and compatible.



That evening, members shared rides to travel onto Solomon's Island proper to Carmen's Art Gallery where cocktails and heavy hors d'oeuvres were served around the pool in Carmen's lovely back garden, complete with decks and lush foliage. Carmen Gambrell kindly provided the space and opened the gallery for shopping as well. She is a good friend of member Jan Cober and HCC is grateful for her generosity. The delicious food was catered by Island Hideaway restaurant with libations furnished by the club.



A leisurely Friday morning was provided and in the afternoon many boarded a bus to travel across the Patuxent River to visit the Patuxent River Naval Air Museum. The museum opened in 1978 and now spans three buildings and has an interesting line up of retired aircraft, many unique to the Naval Test Center. A favorite was the recently donated Blue Angels jet.



Dinner was "on your own" on Friday evening and presented an opportunity to try one of the many restaurants in the area. Several chose the Ruddy Duck, Charles Street Brasserie or Island Hideaway.

The annual business meeting was held Saturday morning in the meeting space at Calvert Marina with HCC president, Phyllis Earnest, presiding. A moment of silence was held to mark the 20th anniversary of the September 11, 2001 attacks in New York, Washington, DC, and Pennsylvania.



Member participation at the meeting was energetic and FC volunteers for the 2022 and 2023 annual rendezvous as well as spring events in 2022 and 2023 were secured. Charlie Lamb accepted the nomination for vice president for 2022-24. The willingness to participate is the lifeblood of a club and all are grateful for these HCC volunteers.

Following the meeting, Dan Worrell, from Shell and Barrell on Maryland's eastern shore, provided samples of his delicious, salty raw oysters, Salt Buoy brand, for members to try. There was quite a line! This was after an earlier interesting and entertaining presentation on his journey to become an oyster farmer.



Saturday afternoon wrapped up with the traditional boat showings. Six boats were available to tour to view the most recent structural, aesthetic and mechanical upgrades.

The grand finale was a chicken barbeque dinner under a large rented tent on the grounds of the marina. The weather was perfect. HCC chef extraordinaire, Bob Brandon, was the grill master with several side dishes provided by the nearby Boomerangs Restaurant. The flavorful and tender chicken was gobbled up, along with most all of the food, as members gathered at picnic tables and enjoyed their last evening together.



Many thanks go to Matt and Carmen Gambrell for generously allowing the HCC to use their facilities at Calvert Marina and Carmen's Art Gallery. Also thanks to Eric Scow and Bill Brandon for their time away from Washburn's Boatyard and to Dan Worrell for traveling with his oysters and enlightening all about oyster farming.

Most of all, the club is indebted to Jackie Brandon for planning and carrying out an especially nice rendezvous. It was evident that members had missed being together and in that regard, this event was one of the most special. Thank you, Jackie for making it happen!

"Some came by land..."



Replacing a Windlass

The Ideal vertical anchor windlass on Miles Away, a 1979 53' classic, had rusted to the point that the only thing holding it up was the shaft from the gearbox to the capstan. It still worked but I was afraid the gearbox would start spinning around when I raised or lowered the anchor. I had known about it for years but it was so heavy and hard to get to I just ignored it. It was also hidden in the anchor locker cabinet and "out of sight, out of mind." One day I am going to sell the boat and a surveyor is going to find it and require me to get it replaced professionally at great expense. I decided to replace it myself.

The first thing I had to do was get the old one out. I got detailed instructions from the factory and was able to remove all the hardware on deck. The parts came off rather easily considering how long they had been in place. The motor and gearbox were underneath in the anchor locker and harder to get to. I drained the oil and removed the motor which only involved taking out 4 bolts and disconnecting the wires. All this made the windless a bit lighter but it was still very heavy, 75 or 80 lbs. I built a frame of 4 X 4's, mounted it on the bow and planned to use it to lower the old gearbox and lift the new one.

At this point, I needed a little help from a friend, one man on deck and the other in the locker. I cut the nuts off of the 6 mounting bolts and removed them. I attached a rope from the frame to the vertical shaft but the gearbox wouldn't fall. It required some serious hammer blows to free it from the deck plate. Even after the gearbox was free it jammed between the hole in the bow pulpit and the V of the boat bow. I had to elongate the bow pulpit hole to get it free. I don't know how Hatteras got it in there in the first place! After that, it was simply a matter of dragging the gearbox out of the locker and off the boat.

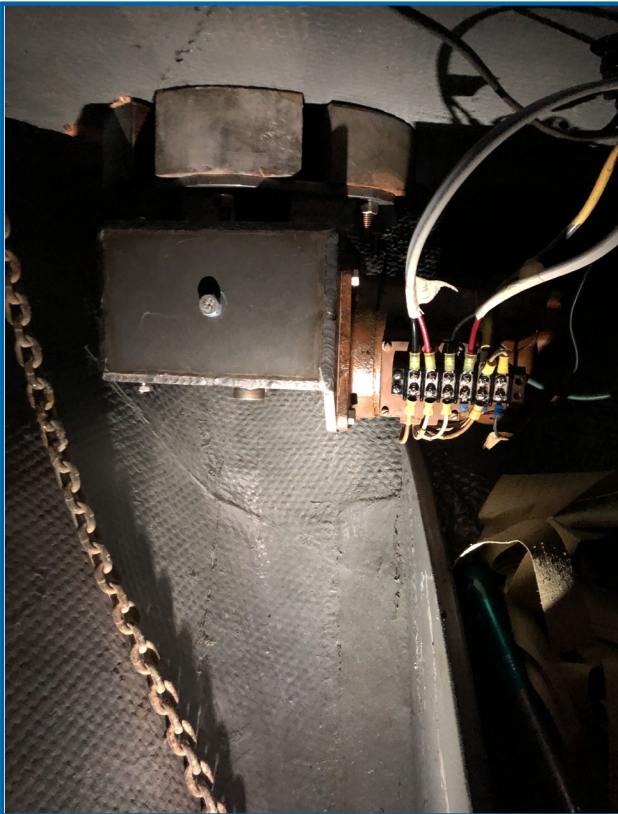
After I got it home I called Schaffer Marine, which had bought Ideal Windlass, to enquire about a new gearbox housing. I was able to order the housing only since the internal gears and shaft were in good shape, only the housing was rusted out. I then went about removing the shaft and gears from the old box. It took all morning and a lot of hammering and metal cutting, but finally all the parts were removed from the old rusted housing.

A couple of days later I got a call from an engineer at Schaffer. He said the new housings were not in production and had to be custom built. They often would require shimming and grinding to make the gearing line up properly. He strongly recommended that I send them the shaft and internal parts and have them installed at the factory. Even though it would add to the cost, I thought this was a good idea; I would hate to put it together and then have it not work. The shaft was 30" long and still had a large gear on it. I took it to a machine shop and had them press the gear off. All parts were boxed, I made a wood crate for the shaft and shipped it all to the factory in Massachusetts. Fortunately, by separating all the parts, I was able to ship via UPS, but it still was heavy and very expensive.



It took 5 days to reach the factory. After 10 days I hadn't heard anything so I called to make sure they had received it and everything was OK. The engineer told me that none of the parts I sent were usable and I had to buy a whole new gearbox!. This more than doubled the cost and was now more than the cost a new windless from another manufacturer. Ideal no longer made production windlasses. After much research, I found that there were no production windlasses with a shaft long enough. Most vertical windlasses are mounted on the bow with the gearbox 4"– 5" below in the locker. Hatteras mounted windlasses on the bow pulpit 8" higher and I couldn't find one with a shaft long enough. I decided to go ahead and buy the new gearbox from Schaffer. It would fit in the old mounting holes avoiding additional drilling and filling.

Now the anchor locker was a real mess! It was full of rusted chunks of the old gearbox, oil from the gearbox, paint chips, and general trash. I had to remove most of it with a flat trowel, then I vacuumed the rest and washed the locker thoroughly. It was still stained and needed paint. I wiped all the surfaces with paint thinner, not easy since I had to crawl in to do it. After that prep, I painted all the surfaces with oil-based enamel using a paint brush taped to a stick so I could reach everywhere. It took several days and 2 quarts of paint, half of which ended up on me, but it turned out great and is the best looking anchor locker on the bay.



I ordered the original housing on January 20, the new complete box on February 2 and was told both times it would be 4- 6 weeks delivery. I called on March 2 and was told 5 more weeks. The delay was blamed on the virus, always a good excuse. I called on March 29 and was told it would ship in 1 week on April 5. On April 7, I got an email saying that the reducer was ready but the special shipping crate had not arrived. On April 12 I called and was told the crate had arrived but they needed someone to put the reducer in the crate and it would ship that day or the next. Since the crate had been built to a drawing and not around the reducer, I asked why the it had not been built several months ago? I did not get a good answer. The boat was being hauled for bottom paint on April 14, so I had to take down all the framing that was going to be used to install the new windlass and somehow figure out how to secure the anchor.

Finally the windlass shipped April 13 and arrived at the freight terminal in Chesapeake, VA that weekend. They could not deliver until the next Friday so I drove there and picked it up. Schaffer did a great job - all stainless steel housing. I installed it the next day and ran into trouble. I could not get the clutch

for the chain sprocket to tighten enough to engage the sprocket. After taking it apart several times, I finally realized that the threads on the main shaft were in bad shape due to the pounding it took to get the original windlass out. I bought a 1" die nut, cleaned the threads and that solved the last problem.

I will have to anchor a few times to made sure everything is OK, but it seems to work fine at the dock and I still have the best looking anchor locker on the bay!

Ed Miles
"Miles Away"

Another new boat for Charlie

Karen and I have had two Hatteras boats. We had a 1967 41C for almost fourteen years and then a 1977 46C for four years. In 2018, I decided we needed to go to a smaller express outboard. We bought a 31 foot Express with twin 350 outboards, diesel genset, satellite TV, and every available option. It was a really nice boat, but it was a bad decision for me. I realized that almost anything I have in my life needs to be aspirational and a work in progress. The boat market is very busy. I listed the boat in May and sold for near list price in one day. After seven sportfishing boats, I finally broke even (almost) on one.

I then started the search for my next Hatteras. I looked at big boats first, but then the realities of mostly operating alone and getting a little older came into focus. I decided 41' was the maximum and 34' was the minimum. Karen really liked our old 41. We used it primarily as a floating condominium in Deltaville, Virginia. It had a huge salon and we spent 90 percent of our time there. When we did travel, she was slow with the old GM 853's, but we found she was fuel efficient and comfortable. We wanted something like that in our new boat.

We thought about what we used and did not use on the 41. We never used the side stateroom with the crisscross bunks, nor did we use much of the galley. We did use the massive forward V berth. After much refinement, we decided we would look for a Hatteras 34. The 34 had most of what we were looking for with the exception of the galley. Not many of these boats were produced, and there were not many available.

There were two that I was interested in. One in Key West, FL that was beautiful, but she was rigged for serious fishing with a Tuna Tower and electric reels. I am not super serious about fishing and did not want the maintenance. The other boat was at Ocean Gate Yacht Basin in New Jersey. The advertisement sounded too good to be true. She was completely rebuilt, painted with Awlgrip, re-powered with Cummins 6BTA's, EZ2CY enclosure, new galley, and re-wired. I thought there is no way this is real. I went in June and literally could not believe what I saw. The owner of the yard had owned the boat for twenty-six years and had "lovingly" built, not re-built her from the stringers up. I made an offer immediately, only to be rejected as another person had already bid. I did something I never do. I paid what the owner wanted, and I still feel good about it!

What work still needs to be done will be by Bluewater Yacht Yard in Hampton. The pictures in this article don't do justice to the boat.

Karen and I really look forward to once again participating in the HCC aboard "Broom Ride."

Charlie Rice

"Broom Ride"



"Some came by sea..."



IN MEMORIAM
LONG-TIME HATTERAS CLASSIC CLUB MEMBERS
JOHN NORTHRUP
WILEY AND BET HARRELL