

# HATTERAS CLASSIC CLUB

FALL 2016  
Edition

As the leaves begin to change color and fall from the trees it is a reminder that we need to think of our boats and either head South or get them ready for the winter. Last year we headed South but this year we will get her ready for the cold months here in Maryland. I hear rumors that there will be a few changes coming to City Girl while she is layed up. I will have to wait and see!

I would like to thank Tom and Phyllis Earnest for all their hard work organizing and arranging a wonderful Annual Rendezvous at Harbor East in downtown Baltimore. The rendezvous was a huge success. Thanks also to Bruce Mallinson and Debbie Coco for arranging speakers for the workshops. We had some awesome presentations. Our field trips to Baltimore's Museum of Industry and the Institute for Marine and Environmental Technology were very interesting and everyone enjoyed their time there.

Our Annual Meeting was very successful with Tom and Phyllis volunteering to be Fleet Captains again next year. Everyone enjoyed this year's rendezvous so much that we unanimously agreed to hold it at Harbor East again next year. There is so much to do in the immediate area and many nice restaurants within walking distance that it really is a great choice.

I am looking forward to our Winter Rendezvous in early March. Cassandra Earle will be heading that up and information for registering and the particulars are included in this newsletter. More information will be updated by emails and on our website.

Many thanks to Bernie Ervin for volunteering to take on the 2018 Winter Rendezvous in Charleston, SC. Bernie has also volunteered to assume the office of Vice President. Thank you Bernie! I would like to personally thank Cheryl Holt for her help and guidance. Since I am so new to the club, I can use all the help I can get and Cheryl you are greatly appreciated.



*Jackie and Bob*

Please remember to "like" us on Facebook. Feel free to share your cruising plans on Facebook, whether you are looking for another boat to travel with or would like to meet another boat. Your adventures are also helpful to our members. You may influence another friend's plans to cruise or not to cruise to certain destinations or events. Tips are always appreciated and please post photos! I have accepted friends on our page who are not members of the club yet but own a Hatteras yacht or have an interest in our club. If we actively post things, we may spark an interest and bring new members to the club.

I am looking forward to our adventure in March. Hope to see you all there!

Jackie Brandon, President

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# 2016 National Rendezvous in Baltimore



The Hatteras Classic Club held its 16<sup>th</sup> National Rendezvous September 7 – 11 at Harbor East Marina in Baltimore with hotel accommodations and conference facilities at the nearby Courtyard by Marriott. Fleet Captains Tom and Phyllis Earnest, with the help of new members Bruce Mallinson and Debbie Coco, headed a very enjoyable and informative event. The weather was hot for September, but fortunately there was no rain. 46 members and guests attended and 8 boats were at the docks. As usual, the event started with drinks on the dock, this year BYOB. Tom and Phyllis provided mixers and light hors d'oeuvres, all graciously sponsored by long-time friend of the HCC, Chuck Meyer, of Bluewater Yacht Sales.

Thursday morning a completely different class was offered: a stretching and yoga session led by Bruce Mallinson. Held in one of the hotel meeting rooms before other seminars began, it was so well attended and enjoyed that everyone asked for another session the next morning. Bruce was happy to accommodate! Continuing with the health theme at the 10 o'clock seminar, Pamela Stephens gave a presentation on the "Bemer", biotechnology that enhances blood flow. 10 minutes on the Bemer mat twice a day was promoted as a way to dramatically improve energy levels and healing. Several members took advantage of a chance to try one of the two mats that were provided.

Back to boating, long-time members Andy and Jeanne Dixon, who have been going to the Bahamas for the last 13 winters, gave a comprehensive presentation on what the trip involves. They covered such areas as cost, preparation, communications, destinations, clearing

customs, navigation, tipping, and the general hassles of making the trip. "Well worth it," say Andy and Jeanne.

That afternoon many members ventured to the Museum of Industry either by water taxi or Uber. Uber was cheaper, involved much less walking and impressed many who were unfamiliar with it. The museum mostly consisted of a collection of some fascinating old production machinery and tools used in local Baltimore industries such as oystering, textiles, and printing. It was a very informative tour with a knowledgeable guide. At 5 o'clock everyone again gathered for "docktails" followed by dinner at Bertha's Mussels, an old Fells Point restaurant featuring shellfish.

Friday morning after early yoga, HCC member, Bruce Mallinson, owner of Pittsburgh Power, gave a detailed presentation on diesel engine maintenance and repair. He provided many engine parts which served as visual aids and also distributed some helpful literature. Afterwards, the club got a special treat as Bob and Joan Gonsoulin and Dan and Jackie Billingsley, co-owners of Middle Ground Lighthouse in the Norfolk Harbor, gave an engaging power point presentation on their ten-year restoration of the lighthouse. All their efforts, a true family project, turned the 1891 lighthouse into a unique vacation home.

Friday afternoon another treat was in store as members were given a tour of the new Institute for Marine Environmental Technology by the director himself, Dr. Russell Hill. The institute researches marine environmental problems related to commercial interests. That evening, there was a group dinner at Gordon Biersch Brewery, a short walk from the hotel and marina.

## Baltimore Rendezvous continued

The speaker Saturday morning was Art Johnson, a marine surveyor, who spoke about trends in the brokerage business and the sales potential of various boats. The annual membership meeting followed (see minutes in this newsletter). An outstanding farewell dinner Saturday night was held at Roy's Asian Fusion Restaurant, a block away. The food and service were wonderful and the entire evening was an enjoyable finale for the event.

Members headed home Sunday morning after four fun-filled days in Baltimore. Many thanks go to Tom and Phyllis for planning and running a very enjoyable rendezvous and also to Bruce and Debbie for their help in arranging several seminars and classes.

Mark your calendars now for the next HCC National Rendezvous in Baltimore the weekend after Labor Day, 2017.





## Fog on Long Island Sound



Some years ago, we cruised the Ariel from the Miles River to Long Island Sound with our son and his family as our crew. One of the stops included our former Marina at the mouth of the Connecticut River, Harbor One, located near Old Saybrook, Connecticut. Through eighteen years of boating & many corporate relocations, a number of marinas became our home ports but Harbor One was more than a notch above them all, so it was a must stop.

Considering weather, July is the best boating on the sound: warm clear days, minimal rain, and slight breezes. Typically, interruptions are hurricanes which have a long lead time, as well as patchy fog which gives little or no warning-especially in the morning hours.

On this particular July morning, we awoke to clear skies with a great weather forecast, including, as they all do at that time of year, "possible patches of dense fog". At the time, all the fog was over land. This day, our destination was Mystic Seaport, another one of our absolutely favorite ports where we could dock alongside their wall to lay over. Although only about 30 miles by car, Mystic Seaport is about a five hour cruise due to the length of travel out of the Connecticut River, into the sound and then up the Mystic River to the Mystic Seaport Museum and Marina where we had reservations for several days. The Mystic River trip is picturesque as it winds in a lazy Z up through Noank, past the last working fishery on the Connecticut shore, through a large area of anchored boats, past a couple of marinas, through a swinging rail bridge and finally into the basin where the Seaport is located. It

is easy to spend several days wandering the grounds, scanning all the maritime artifacts, watching skilled workers plying their trades of yesteryear, and exploring the old ships, especially the whaling ship Charles W. Morgan.

About 2 hours out of the mouth of the Connecticut River, we cruised through Fishers Island Sound, which is shallow, but a course preferable to bouncing through The Race, located between Fishers Island and Montauk, Long Island, in difficult weather. The light SW breeze that was keeping the fog on shore died, so the already calm water became still and the fog moved in. Within a few minutes, I could not see the end of the bow pulpit from the bridge. We immediately cut our cruising speed to idle, set the hailer to fog horn, and put visual watch on the bow. Our radar gave us a clear picture of the shore line and the maritime markers on the water. It also gave us blips of boats nearby. Most were heading the same direction, some were idle but one was approaching on our direct course - out about 10 miles. Within a few minutes the radar alerted us that this boat was quickly closing; it was on the reciprocal of our course and heading directly for us. Since we were in the main shipping lane, his course did not surprise or concern us, but his closing speed did. This boat was moving considerably faster than the Ariel. We adjusted our course further to port, moving us out of the major shipping lane, figuring the oncoming boat would pass far to our starboard side. Within a few minutes we realized he had changed course and again was on a collision course with us so we turned even further to port. By this time,

## Fog on Long Island Sound *continued*

the oncoming boat had closed within 4 miles according to our radar. After several failed attempts to contact him on channel 16, we made a further evasive move to our port side which took us completely out of the main shipping channel. In all situations but this, we should have been in safe territory.

Once again this boater adjusted course, was directly headed for our position and was within a mile of our bow. The fog was slowly lifting and I could now see the full bow pulpit with a glimpse of water ahead. We were still at idle and he was still closing fast. At this point, I was glued to the radar and my son was clutching the wheel. At about a half a mile out on a collision course direction, I told Brian to steer abruptly to port where we still had deep water and there were no channel markers to attract the on-comer's attention. Suddenly, about a quarter mile from us, a large, sleek, white object parted the ethereal mist and rocketed past us on our starboard side. It was piloted from the fly bridge by a single shadowy dark figure. We finally got a peek at a new sport fish traveling at a high rate of speed, passing close enough for us to clearly see that the name and numbers were missing as well as any sign of radar equipment. He continued to dismiss our attempted radio communications. While our crew was relieved to have this hazardous incident behind us, this Grim Reaper of the Sea seemed oblivious to his lack of common

courtesy as well as his horrendous seamanship.

The good news is that we avoided a collision, the bad news is that we did not get the name or the numbers of the boat that could have sunk not only us, but any one of the numerous smaller fishing & crabbing boats in the vicinity. We learned later that this is not an uncommon situation. Apparently, much like Charlemagne, some of the boaters have crowned themselves Kings of the Sea, or in this case, the Sound, assuming it is their private playground. Others enjoy a thrilling game of chicken, aware of the situation but deliberately choosing a collision course, enjoying the thrill of a near miss.

Regardless, it scared us and reminded us of the importance of keeping a watch, using collision avoidance tactics, and keeping a clear head when facing problems. The remainder of our trip to Mystic Seaport was in light fog and without incident.

Fortunately, during our many years of boating on the Great Lakes, Long Island Sound, the Ocean and the Chesapeake, never have we encountered a similar act of such flagrant human stupidity. Once was more than enough!

Don Butte  
"Ariel"



## 2017 National Rendezvous Back to Baltimore

Tom and Phyllis Earnest have again volunteered to be fleet captains for 2017 and bring the HCC back to Baltimore. Everyone at the rendezvous was very happy with this decision because not only is there a fleet captain for next year, but everyone attending had such a great time in Baltimore this year. As of now, they are planning to use the same marina, Harbor East Marina, and nearby hotel, Courtyard by Marriott, as this year. The date will be the usual weekend after Labor Day so mark your calendars and make plans to attend.

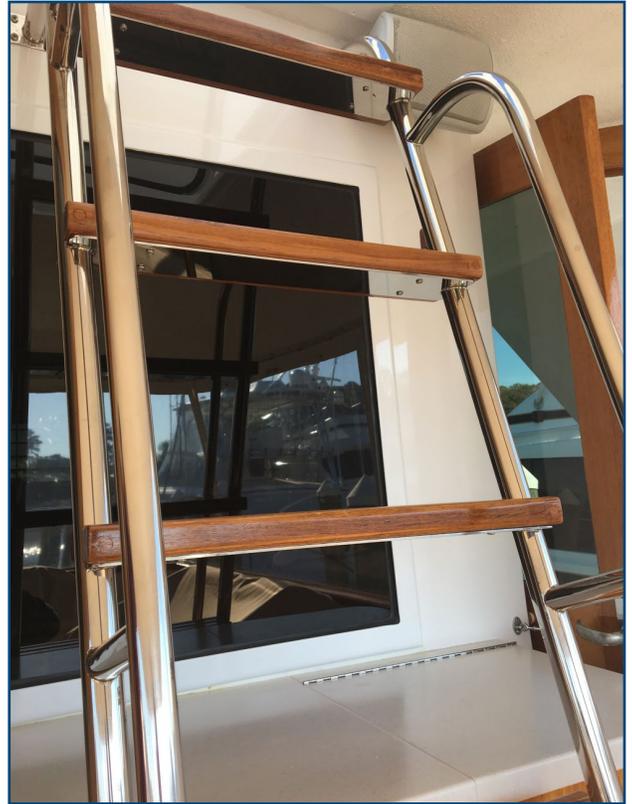
## New Ladders

Sometime in the early 80's Hatteras changed the structure of the bridge, transom and the swim ladders on the 53' motor yacht. I am not sure exactly which year the change was made, but I know the 1979 model had the old style and the 1984 had the new style.

On the old ladders, the wood steps were attached to a framework of 1" stainless steel tubing by a 5" length of ¼" threaded rod which ran through the edge of the step, passing through a hole in the tubing. The rod was secured on both ends with a special stainless steel C-shaped washer and an acorn nut. This made the steps a little wobbly and also did not allow them to be removed for refinishing without some cutting and re-welding. It was a real problem when the steps needed to be completely stripped and refinished.

The new ladders were a big improvement. They had a stainless steel plate supporting each step, slightly narrower than the wood step, which was welded between 1" tubing. The wood step was attached to the plate with wood screws up through the plate from the bottom. This made the overall width of the ladder narrower, but the distance between the rails was the same as the old style. The design resulted in a firm step which could easily be removed for finishing.

"Miles Away," is a 1979 model with the old ladders. After suffering with wobbly bridge steps for years, one side of



the 1" support tubing broke in half and this required a jerry-rigged fix to make it usable. It was time for new ladders. I soon learned that they could not be purchased; they had to be custom made. I did some research and found a welder who specialized in boat ladders and custom exhaust manifolds.

Betty and I decided to replace all 3 ladders at the same time. We also decided to make a few improvements over the standard Hatteras ladders. At the suggestion of the welder, we went with 1 ¼" support tubing for the bridge ladder with 1" hand rails. The original wood steps were cut down and mounted to the new welded plates. For the transom and swim ladders the welder used 1" tubing with welded plates, and we replaced the wood steps with Starboard. This looks good and doesn't require constant refinishing; the only maintenance required is rinsing with a hose.

All the pipe was replaced with 316 stainless steel and the only thing reused were the 6 wood bridge ladder steps. "Miles Away" now has sturdy new ladders which should last many years and require far less maintenance. In addition, they are great looking!

Ed Miles,  
"Miles Away"



## 2017 Florida Rendezvous

Cassandra Earle has planned the 2017 Hatteras Classic Club Winter Rendezvous to be held in West Palm Beach, Florida March 2 through March 5, 2017. Although the schedule of events has not yet been finalized, all activities will be centered around the wonderful area known as "City Place", once the home of Palm Beach residents' servants and the workers of oil and railroad tycoon, Henry Flagler. West Palm now acts as one of South Florida's premier cultural hubs. All sorts of museums and arts venues can be found here, including the Norton Museum of Art and the Kravis Center for the Performing Arts. With stunning Intracoastal Waterway views and constant sunshine, it's hardly surprising that West Palm residents also enjoy being one with nature. Sites such as the Palm Beach Zoo & Conservation Society and McCarthy's Wildlife Sanctuary offer visitors a chance to see various animals. Tranquil settings like Mounts Botanical Garden and Okeeheelee Park connect travelers to West Palm's beautiful surroundings. The city also boasts a buzzing night life and high-end retail scene thanks to popular areas like Clematis Street and City Place.

*There is a great deal to do in the Palm Beaches.  
Come early and stay late! Come for a great adventure! Come for fun!  
Come for warm weather!*

The complete schedule and cost should be out in January but hotel or slip reservations should be made right away.

Any questions, contact Cassardra Earle: (H) 561-508-3344, (C) 954-895-4444, (E) cassearle1@gmail.com

Palm Beach Marina – 561-655-4757, \$3.10/ft./day

Residence Inn – 455 Hibiscus, 561-653-8100, \$275/night

WPB Marriott – 1001 Okeechobee, 561-833-1234, 279/night

Hilton – 600 Okeechobee, 561-231-6000, \$309/night

Hyatt Place – 295 Lakeview Ave., 561-655-1454, 259/night

The Hyatt Place is the only hotel that will give a courtesy hold. We have a block of rooms being held there that will be released January 15th.

# Hatteras Classic Club Annual Meeting Minutes September 10, 2016

The Annual Meeting of the Hatteras Classic Club at the Courtyard by Marriott, Baltimore, MD was called to order at 10:45 a.m., September 10, 2016 by President Jackie Brandon.

The minutes of the 2015 meeting were approved as reviewed.

Treasurer, Brad Price, reported a 9/1/16 balance of \$25,645.13, with detailed records available for review.

Ed Miles, Membership and Newsletter chair, reported a current roll of 42 members, and mentioned roster changes indicating a loss of 5 and a gain of 4 new members. He reminded all that dues of \$125.00 are payable by January 1 and the Treasurer will accept payment at the meeting. He noted burgees are available for \$40.00 and urged members to submit articles and photos for the upcoming newsletter to his email address. He recognized and thanked many members who have previously contributed.

## Old Business

Jackie thanked Tom and Phyllis Earnest for their work as 2016 Fleet Captains and Bruce Mallinson and Debbie Coco for securing seminar speakers. She also thanked Jeanne and Andy Dixon, Brad Price, Stu Esack, and Cassandra and Gordon Earle for hosting, planning and chauffeuring everyone at the 2016 Winter Rendezvous in February in Ft. Lauderdale. Cheryl Holt was thanked for her efforts to include HCC plans in the Classic Yacht Club newsletter.

Comments were sought on the use and advantages of the HCC MarinaLife membership to determine whether this expense should be continued. Discussion revealed that some members found MarinaLife beneficial while others did not. The board will make a final determination before renewing in the spring.

The 2017 Winter Rendezvous was to be in St. Petersburg, FL but Fleet Captain Cassandra Earle is now moving to West Palm Beach, FL and would like to suggest changing the location to that city and having the event March 2-5. Comments from the members were invited and the idea was approved. Details will be coming in the fall newsletter. Thoughts and ideas for future winter events were discussed. Bernie Ervin volunteered to host a 2018 Winter Rendezvous in Charleston, SC.

## New Business

A request was made to investigate whether members could post cruising plans on the HCC website. Webmaster, Tom Madonna, said as the site is currently configured the process would be complicated. It was suggested that members consider posting cruising plans on the HCC Facebook page.

After John Gray led discussion of possible places for the next National Rendezvous, Tom and Phyllis Earnest graciously volunteered to again take charge as 2017 Fleet Captains for a Baltimore destination the weekend after Labor Day.

The challenge of leadership succession was discussed since current Vice-President, Cheryl Holt, is no longer able to serve. Bernie Ervin offered to assume the office for the 2017 year. This was then followed by a spirited discussion of how to sustain the club by attracting new members. Ideas ranged from lowering costs, more advertising, and emphasizing the education/information benefits of meetings and seminars. Jeanne Dixon moved to lower the 2017 dues to \$50.00 for all members. The motion failed.

## Announcements

Tom Earnest reviewed the timing and details for the remaining afternoon and evening activities.

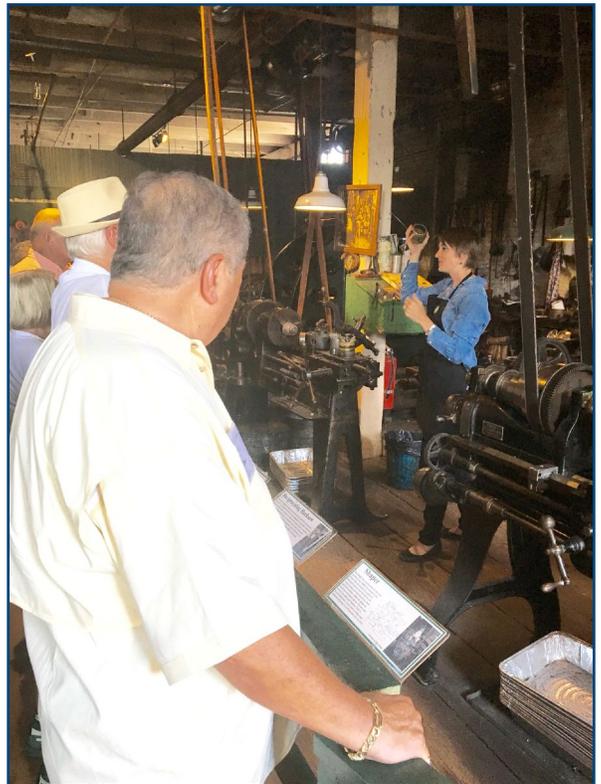
The meeting was adjourned at 12:30.

Betty Miles  
Secretary

## ***Alert!***

This could possibly be the last issue of the HCC Newsletter. No submissions, other than the President's Message and Winter Rendezvous information, were received and no go-to articles remain in "the vault". If this publication is to continue, articles must be submitted for the April issue. Everyone has a boat story! Email yours, with pictures, to: [edmiles1510@gmail.com](mailto:edmiles1510@gmail.com)





[ HATTERAS CLASSIC CLUB NEWSLETTER ]

