

# HATTERAS CLASSIC CLUB

FALL 2017  
Edition

## From the President's Helm

Thrilled, motivated, and challenged are just some of my emotions as I embark on the presidency of the Hatteras Classic Club. Thank you for this new adventure on my HCC journey. I am confident that HCC will thrive with the continued service and knowledge of our leadership team: Phyllis Earnest, Vice-President; Brad Price, Treasurer; Betty Miles, Secretary; Ed Miles, Membership and a new Web Master, my son, Ronnie Ervin.

As your new president, it is my hope to develop a creative membership drive, identify subject matter experts from within the club, encourage member participation in various capacities as well as break rendezvous attendance records.

Kudos and gratitude to Tom and Phyllis Earnest, Fleet Captains, for planning and implementing the HCC annual rendezvous in Baltimore for two years consecutively. As the Fleet Captain for our winter/spring rendezvous 2018, I feel it will be difficult to beat, let alone match, the excellent agenda that Tom and Phyllis executed so effortlessly.

Here's the Ervin Family Story. Ron and I were married in 1982, a short 35 years ago. Ron is still my "knight in shining armor" and we both know when to use the oil can! We are blessed with two awesome sons, Ronnie, 30 and David, 26. In June 2009, our family experienced many changes. Ronnie graduated from college, David graduated from high school and I was diagnosed with a brain abscess. After the brain biopsy and subsequent year of recovery, I retired from a 25-year sales career with Verizon. Having an empty nest, I explored various activities and Ron continued with his career in administration at Virginia Commonwealth University.



During the 1970's, I had several opportunities to cruise on a 55-foot Trumpy, the "Sea Princess," owned by the president of my company. He shared his yacht as an incentive for performance. I was hooked. Although no one in our family had yachting experience, we took the plunge. In June 2012, we began our search for a boat. Some 31 years later, a dream became reality.

In January 2013, we purchased a 38-foot 1973 Hatteras fly bridge double cabin. "Chantilly Lace" is our pride and joy and has provided a common family interest. We love our Hatteras. Although we live in the Richmond, VA area, we have chosen the Charleston Harbor Resort and Marina in South Carolina as our home port.

As a family, since 2013 we have enjoyed the comradery, education and activities offered by HCC. For the past 5-years, Ron, Ronnie, and David have been consumed with their jobs and education and I attempted to handle matters concerning the boat. I have experienced and learned so much! Our son, Ronnie, drives the boat and docks her, aft in, with precision. Nevertheless, we hire a captain for support. We plan for Ron to retire and will learn to drive her ourselves and cruise more frequently to exotic places - another dream to become a reality. Fulfilling dreams is living!

I welcome suggestions, ideas and critiques from all members to ensure that the Hatteras Classic Club is a boating club with which you are proud and delighted to be associated. We all have different talents, so please share your thoughts and I know we will succeed. Thank you.

Bernadette "Bernie" Ervin, President

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## Another Great Rendezvous in Baltimore



The Hatteras Classic Club held its 17th National Rendezvous once again at Harbor East Marina in Baltimore with hotel accommodations and conference facilities at the Hilton Garden Inn just a few blocks away. As usual, the gathering began with a cocktail party Wednesday night, but with the windy conditions, it was moved from the dock to the Marina office where it was cool and calm and the snacks, drinks, and company were just as great.

Seminars began Thursday morning. The first speaker was Bill Brandon, a certified ABYC marine electrician, from Tidewater Yacht Service. Bill spoke about ELCI (electric leakage current interrupter) which is now required on new marina shore power pedestals, but should also be installed on boats to prevent current leakage into the water. He reviewed isolation transformers and MMSI and DSC calling systems and gave a very knowledgeable and informative presentation. There were many questions about installing these new systems on Hatteras 53's.

The morning's second speaker was particularly interesting. George Dunigan, of Pettit Paint, worked for the competition for years and was well aware of the pros and cons of all marine paints. He spoke about bottom paints, topside paints, barrier coats, caulk and a new product called "Prop Coat Barnacle Barrier," a product similar to Prop Speed. He emphasized the key factors in selecting paint were the type of boat, its location and speed, frequency of use and the budget.

The topic shifted to electronics with the third speaker, John Murch of Garmin. Marine electronic technology changes so fast that it is always interesting to hear about

the latest and greatest. Not only are the products better, but most all readouts can be shown on one screen and for less cost. CHIRP, Clear Vu and Side Vu Sonar systems as well as Fantom Radar with Doppler were demonstrated via power point and he stressed that if you are happy with your current equipment, there is no need to change systems.

At 3:00 members boarded two 53' classics, "City Girl" and "Size Matters," for a short cruise to Tidewater Yacht Service. Capable captains, Bob Brandon and Ben Fishel, gave everyone an enjoyable ride and a rare opportunity to be a guest aboard a 53' Hatteras. Along the way, "Size Matters" even hosted a Coast Guard boarding crew for a brief and successful inspection!

After docking at the fine facilities of TYS, the group walked to the adjacent new Sagamore Distillery for an interesting guided tour which included a tasting of their rye whiskeys.

Returning next door to the beautiful, lush picnic area of TYS, members were provided beer and wine and a wonderful picnic supper on a perfect September afternoon. The food was compliments of Jackie and Bob Brandon. Chef Bob, along with his great TYS crew, prepared delicious grilled chicken, bratwurst, fresh-picked corn and other yummy picnic accompaniments. It was hard to tear ourselves away for the twilight ride back to Harbor East.

Friday morning, the Hatteras senior customer care representative from the New Bern factory, Paul Hall, was the featured speaker. Paul had a power point presentation of the history of Hatteras Yachts with

many great old pictures. Needless to say, he took several questions about Hatteras in general and questions about member's individual boats. It was an invaluable morning with a very knowledgeable source. To date, he said the most popular and successful boat Hatteras ever made was the 53' Motor Yacht!

During this session, some attendees, mostly ladies with one loyal husband, chose to go across the harbor to the American Visual Arts Museum. This museum houses an eclectic collection of varied art pieces by self-taught artists using a wide variety of colorful media. Everyone reported enjoying the museum, its gift shop and its restaurant, The Starving Artist Café.

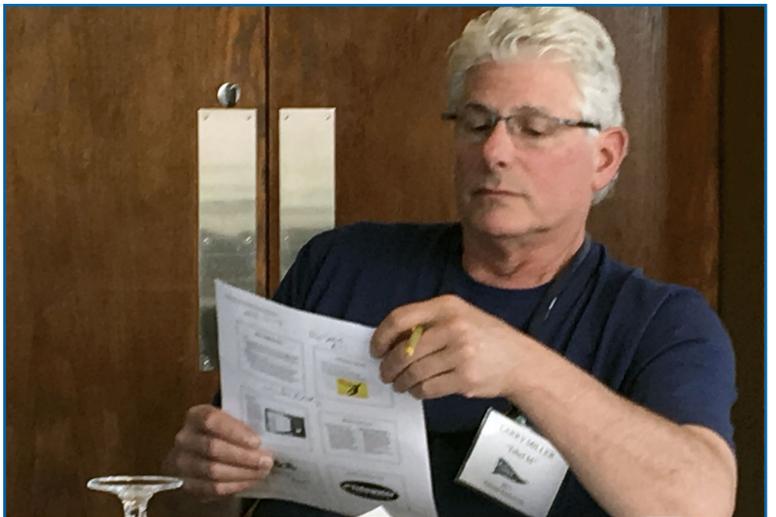
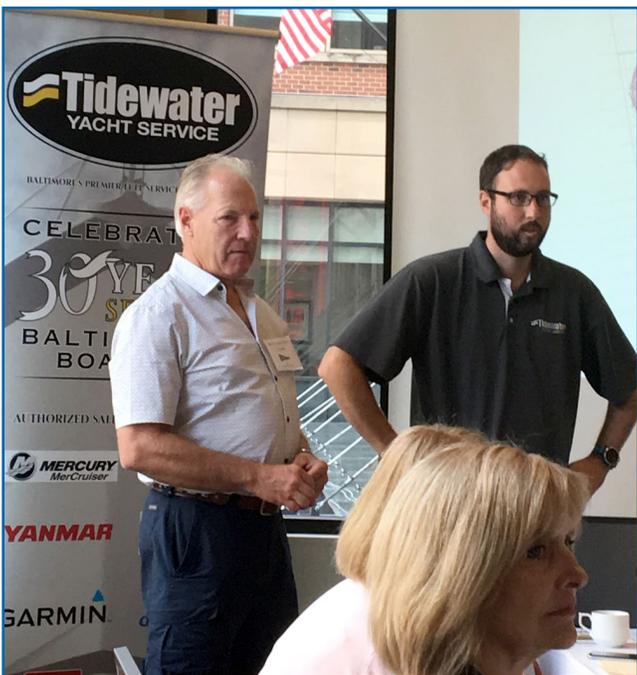
By 4:30 it was back to the dock for drinks, shrimp and snacks, with a steel drum performer providing music. Some stayed on into the evening, some left for a visit to the National Aquarium and others migrated to local restaurants.

Saturday morning started with the usual annual meeting and election of officers followed by lunch and an afternoon of visiting open boats, which never gets old. That night after the traditional group photo, a farewell dinner was again held at Roy's Asian Fusion Restaurant. A slide show of memorable moments of the weekend was produced by Ronnie Ervin and, along with the good food and service, greatly added to the festivities.

Goodbyes and bon voyages were said until all meet again at the upcoming winter rendezvous in Charleston, where HCC boating enthusiasts will gather and enjoy time together. Phyllis and I would like to thank everyone who helped make this rendezvous a success, with particular appreciation to Bruce Mallinson and Debbie Coco for help in securing speakers and Jackie and Bob Brandon for their kind hospitality at TYS. We hope to see everyone in March.

Tom and Phyllis Earnest  
"Needs, Wants and Desires"





## Diesel Engine Tips from a Pro



Did you ever wonder why marine engines wear out so much faster than the same engine used in the class 8 semi-trucks? In the trucking world, we expect the engine to operate for 800,000 to 1,400,000 miles between rebuilds. If we have to rebuild the engine prior to 800,000 miles generally it's because of lack of maintenance, dirty air by-passing the air filter, or the engine has suffering hard abuse.

Let's talk about hard abuse. A diesel engine in a semi-truck runs at wide open throttle for about 15% of its life, the majority of the time cruising at very low horsepower power. The average semi-truck has 500 to 550 horsepower which translates to 30 to 32 pounds of turbo boost pressure. Turbo boost pressure is very easy to monitor. The boost gauge kit costs \$68.00 and can be an invaluable tool in operating and troubleshooting a turbocharged diesel engine. Why doesn't the marine industry install this valuable gauge when the yacht is being manufactured? I can't answer that question but what I can tell you is I have spent the last 40 years in the diesel engine business and during the late 1970's I introduced the turbo boost gauge to the truck and diesel engine manufactures for use on highway. This gauge, along with an exhaust gas temperature gauge ( EGT or Pyrometer) is invaluable for diesel engine diagnostics. If turbo boost is down and exhaust gas temperature is up, then the engine is not receiving the proper amount of compressed air from the turbocharger. The first places to look for the problem are a dirty air filter, a dirty compressor wheel or housing of the turbocharger, or a loose hose clamp on the compressor housing of the turbocharger to the supercharger. The problem could also be a blown intake manifold gasket under the supercharger. Any air leak from the turbocharger to the combustion chamber, which is where the diesel fuel is injected onto the piston, will cause a loss of power, a loss of fuel mileage, and high exhaust gas temperatures. What happens when the engine is operated with sustained high exhaust gas temperatures? The pistons can melt, since they are aluminum on the older engines and cast iron on engines 1995 and newer. The brittleness of the piston rings is lost because of high exhaust gas temperatures to the point where, upon removal, the rings can be tied

into a knot. Once the piston rings lose their tension they can no longer seal against the cylinder walls and high oil consumption results.

What happens to a diesel engine when the turbo boost decreases and the EGT (exhaust gas temperature) also decreases? It takes fuel to make turbo boost, and exhaust temperature, so when both turbo boost and EGT decrease, the resulting problems are a lack of diesel fuel, restricted fuel lines, clogged fuel filters, low fuel pressure from the fuel pump, worn valves and injectors, What does the captain of the yacht do when one of these problems exists? He pushes more on the throttles to give the engine more diesel fuel to try to bring up the speed. The engine is trying to tell you something is wrong, however all you have to go by is the water temperature, transmission drive oil pressure, engine oil pressure and tachometer. This is not enough instrumentation to properly operate a turbocharged diesel engine. The cost of an exhaust gas temperature gauge, \$178.00, can save you from catastrophic engine failures.

The ECM, ECU, or the computer on newer electronic diesel engines will inform the captain of the turbo boost and the amount of load being put on the engine, however



## Diesel Engine Tips from a Pro continued

the computer will NOT tell you the EGT of the engine. This is a mistake in my view. The engineers at Cummins, Caterpillar, Detroit, and Volvo are more interested in the temperature of the turbo boost and barometric pressure coming into the intake of the engine. They do this because of the air to fuel ratio. So if the turbo boost is low, the ECM or ECU will decrease the amount of diesel fuel being delivered to the combustion chamber.

There are many things pertaining to diesel engines to mention, but I do not want to take up the entire newsletter! I will finish this article with an extremely important aspect of the diesel engine, and that is clean intake air. The Walker Air Sep, which is on most of our marine engines, does a great job of removing the oil from the blow by and allowing it to drain back into the crankcase. However the K&N type motorcycle air filter used on the Walker Air Sep is terrible. This is an oil soaked gauze element which you can see through and it does NOT stop the fine dirt. In an oil analysis, this fine dirt is called silicone, which is similar to sand, used in sand paper and that is what it does to the cylinder walls of the engine. It sands them until there is no cross hatch left on the cylinder walls. The cross hatch holds the oil so the piston rings have a film of lubrication to ride on. When this cross hatch is gone and the cylinder walls look like chrome, high oil consumption results and the engine loses compression. This is called liner bore polish and the only cure is to rebuild the engine. So why does the marine industry use this poor type of air filtration? Back in the early 1980's, I contacted an engineer at Pleasure Craft Marine who marinized gasoline engines to be used in competition ski boats such as Ski Nautique, Master Craft, and Ski Supreme. I asked why do they not put air filters on marine engines? The engineer said the flame arrestor is enough since there is no dirt above water. I asked if he ever did an oil analysis on a ski boat engine and he said, "What is an oil analysis?" I knew at this time to cut the conversation and build myself an air filter for my Ski Nautique. An on highway semi-truck diesel engine will accumulate about 8 parts per million of silicone every 15,000 miles or 335 hours. The marine

350 Chevrolet or the 351 Ford engine in the ski boats would accumulate 25 parts per million of silicone every 15 hours of operation because of there was no air filter. These are very expensive diesel engines in our yachts with a motorcycle racing air filter that does NOT stop the fine dirt! The gasoline engines in competition ski boats are strong for about 1,000 hours and then they start to lose power. They still run OK until they have to pull multiple skiers out of the water at the same time. 1000 marine hours is equivalent to about 70,000 highway miles, which is too soon to be tired.

I purchased my first yacht in December of 2014, a 61' cockpit Hatteras with twin 12V71 Detroits. There were 4 hours on the new oil when we did the sea trials and the oil analysis showed 10 parts per million of silicone. That was a huge red flag to me, so I knew I had to install truck-type air filters onto the Walker Air Seps. The best semi-truck air filter is manufactured by Fleet Air and is made up of 3 different densities of foam. The outer foam covering is coated with a thin film of baby oil for marine use. The oil helps to hold the dirt and the 3 layers of foam suspend the dirt and keep it from entering the engine. These filters are plentiful in the trucking industry, however I have the only yacht with the Fleet Air filters. Pittsburgh Power built these as a test to see how they worked and the result was fantastic. I ran the same oil all last year and the silicone never increased past the 10 parts per million. This summer there were 120 hours on the oil and you could still see through it to read the dip stick during the Rendezvous in Baltimore. Many who came into "Chillin's" engine room saw this. To date there are 160 hours on the oil and a sample is being taken and I will let you know the results in the next newsletter.

I also added 1 micron by-pass oil filters, and Filter Mags to the full flow oil filters to collect any iron that is present in the oil but this is for another newsletter..

Happy boating, and keep the oil clean!

Bruce Mallinson, Pittsburgh Power, Inc.  
"Chillin'"



# 2018 Winter Rendezvous Moves North



The HCC winter rendezvous has moved north to Charleston, South Carolina with new club president, Bernie Ervin, organizing the event at her home marina, Charleston Harbor Resort and Marina in Mt. Pleasant, just across the Cooper River from Charleston.

The rendezvous will begin on Wednesday, March 7 with a welcome reception at 4:30 and conclude on Sunday, March 11. Our agenda will offer a low country boil and/or oyster roast, games, tours, and

chill time to relax. Downtown Charleston is at your beck and call for historic charm and fine restaurants and is easily reached by water taxi, complimentary hotel trolley or private car.

The Hatteras Classic Club registration form will be sent via email with costs, agenda, and confirmed rates for hotels and dockage.

Contact Bernie Ervin for questions at: Bernadette.ervin@gmail.com or call 804-543-2806.



## Introducing the HCC Officers for 2017 - 2019

President . . . . .	Bernadette Ervin
Vice President . . . . .	Phyllis Earnest
Treasurer . . . . .	Brad Price
Secretary . . . . .	Betty Miles
Fleet Captain 2018 . . . . .	Debbie Coco
Webmaster . . . . .	Ronnie Ervin
Membership . . . . .	Ed Miles
Newsletter editors . . . . .	Ed and Betty Miles

## HCC Returns to St. Michaels



Debbie Coco has graciously volunteered to be Fleet Captain for the HCC 2018 National Rendezvous. By popular demand, the club is returning to the Harbour Inn in St. Michaels, Maryland. The Harbour Inn, site of many past rendezvous, has boat slips, hotel rooms, two restaurants, and meeting rooms all at one location. The date is the usual weekend after Labor Day, September 5-9, so save the date and make plans to attend. More details will follow as planning progresses.



### HCC Newsletters

You might notice that this issue is long on pictures and short on articles. There is a reason for that. No articles from the membership, other than the president's message, have been received since the last newsletter. Fortunately, Bruce's diesel article was left over from last winter.

*Come on everybody! We need some material. Everybody has boat stories.*



# A Funny Thing Happened on the Way to the Picnic...



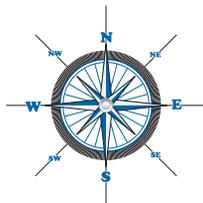
## ...at Tidewater



## Sagamore Next Door



# Couples and Friends



# Farewell at Roy's



# HCC ~ Boats, Friends and Comraderie



[ HATTERAS CLASSIC CLUB NEWSLETTER ]

