

HATTERAS CLASSIC CLUB

SPRING 2017
Edition

President's Message

As winter comes to a close and the signs of spring begin to surface, we are reminded again that "I own a boat!" Now the race is on to get down to the boatyard, get on board and begin to make a list of things that need to get done so we can truly enjoy the boating season. Those of us who live north of the Carolinas know exactly what I mean.

Bob and I are looking forward to this boating season and hope to trim our hours at work to allow us to do some cruising on the Chesapeake. There are so many lovely places to visit and we haven't had the time in many years to do this. We hope to see many of our Hatteras Classic Club friends out and about. I will try to post on Facebook where and when we are going and hope that club members can cruise with us or meet us. The more the merrier!



Jackie and Bob

Many HCC members met in West Palm Beach last month for another memorable winter rendezvous. Thanks and applause to Cassandra Earle and crew for planning and executing this fun event. Although Bob and I were sidetracked on our way, we were there in spirit. Rumors have it that the rendezvous was a huge success. More about it will be shared in this newsletter.

The HCC 17th Annual Rendezvous will be held in September in Baltimore again this year and I am sure Tom and Phyllis Earnest have a great itinerary planned. I don't know how they're going to top last year's meeting but I hear they have a few surprises up their sleeves. Be on the lookout for upcoming information.

At that meeting, we will be looking for a few worker bees to volunteer to plan our 2018 Annual Rendezvous/Meeting and run for office vacancies. Please give these some serious thought. Please also put on your creative thinking caps and bring your ideas to the meeting. The club has several new members and we would like to continue to attract new members to the HCC while continuing to hold onto longtime faithful members.

Jackie Brandon
President

Inside This Issue:

<i>Letter from the President</i>	<i>Page 1</i>
<i>Florida Rendezvous</i>	<i>Page 2</i>
<i>Ain't Nothin' But a Hound Dog</i>	<i>Page 5</i>
<i>Honey, Let's Sell the Boat</i>	<i>Page 7</i>
<i>2017 National Rendezvous</i>	<i>Page 10</i>

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Florida Rendezvous—New Location, Same Great Time



The 2017 Hatteras Classic Club Winter Rendezvous moved 50 miles north to West Palm Beach. Cassandra and Gordon Earle planned a fun-filled 3 days and it began Thursday afternoon, March 2 with cocktails and snacks on the dock at Palm Harbor Marina. Twenty-two members attended along with 2 prospective members, friends of the Earles, Walt and Susan Kirkbride, owners of a 65' LRC at the marina. That night everyone went to dinner on their own at the many restaurants available near the marina.

Friday morning some of the ladies went shopping along famous Worth Avenue while other members went to a presentation by Brady Atwater at the Residents Inn on Seakeeper stabilizers. The stabilizers were impressive and by all reports performed well, but the cost for a retrofit was "out of sight." Everyone gathered for lunch at the famous Taboo Restaurant on Palm Beach Island. The meal was wonderful and we departed the island just before the bridges were closed for the president's arrival that afternoon.

At 2:30 all had a real treat, a ride on "Diva Duck," a vehicle that goes on the road and in the water. There were small craft advisories and Lake Worth was very rough; everyone wondered if the water part of the ride would be cancelled. Fortunately, this was a specially-built vehicle for road and water, not one of the original, unseaworthy Army models. This truck/boat took the 3 foot seas amazingly well, drier than a Hatteras, and no one got soaked. When "Diva Duck" approached the steep boat ramp, everyone was worried it wouldn't make it up to dry land, but the captain/driver increased speed and climbed the ramp just fine. That evening, members returned to Palm Harbor Marina, thankfully inside, for drinks, snacks and pizza.

Saturday morning's schedule had some at the nearby outlet mall and while others went to a class by Bob Stone of DRSA on LED lighting. The lights were of good quality and DRSA would custom make anything, however the selection in 32V was limited. After lunch "on your own," members met at the Flagler Museum on Palm Beach Island. The museum, home of oil tycoon and Florida developer, Henry Flagler, was a magnificent example of early 20th century opulence in architecture, furnishings and art. Flagler's private railroad car was on the grounds and was also included in the tour. Afterwards, it was on to the legendary Breakers Hotel for a drink or two.

A private room at Il Bellagio restaurant at City Place in West Palm Beach was the site of the Saturday group dinner. Sunday morning was the official end of the rendezvous, but the Earles had graciously invited anyone still in town to their home for dinner.

Many thanks to Gordon and Cassandra Earle for planning and hosting this event and also to Irv Kaufman for arranging the speakers. As usual, a great time was had by all!







“...Ain’t Nothin’ But a Hound Dog”



“Hound Dog”

I am married to a Saint. Her name is Karen. We have been married for thirty years, have two adult children and have owned seven boats, starting with a 1955 lap strake and progressing through six sportfishing boats ranging in size from 25 to 46 feet. They have included a Pacemaker, Post, Egg Harbor, a Luhrs, and two Hatteras sportfishing convertibles. As an aside, we also have an inflatable tender, a wood tender built by my wife and children at the Reedville Museum and two kayaks. This woman has spent a lot of time in boat yards, provided remodeling advice, taken me to boat schools, and acted enthusiastic in Lauderdale, Palm Beach, Tampa, Miami, Newport and Annapolis while supporting my addiction.

We bought our first Hatteras on Lake Oneida in New York State in 1999. I had liked all my other boats, but over the years had discovered that there was very little standardization of anything beyond the hull form. Everything from engines to electrical systems was different. When I started my 1999 search, I was looking for quality and standardization. Standardization was important to me from a parts availability stand point, but most importantly, I didn't want to have a giant learning curve when we moved up again. After much research I came to the conclusion that Hatteras was the way to go. I also like antiques and wood work. Most vintage Hatterases provide more than enough. I like convertibles, because I grew up with them. I also have a fantasy about being a fisherman, but that has rarely worked out even though I have a tremendous selection of fishing tackle and spend inordinate amounts of money on fuel while pursuing fish. Karen and I started looking at 50'- 60' boats, but for the

most part I fish alone and did not feel that I could manage a boat that large. We started searching in earnest and downsized to 35' – 40' boats. I believe the looking is more fun than owning or selling a boat and after much thought I came to the conclusion that the vintage 41 was the boat for me. I found one on Lake Oneida in western New York. It was a freshwater 1967 in “original condition”. It was original! It had an eight track tape player, a RDF, no sounder and no plotter. I had it brought through the barge canal to the Hudson, down the east coast to Coles Point, Virginia where it was painstakingly rebuilt to its original grandeur over thirteen years.

At this point, while I loved the boat, I decided that it was too big for me to operate alone and sold it. That was a



"...Ain't Nothin' But a Hound Dog" continued



terrible decision. Shortly thereafter I bought a newer, open express sportfish. Karen and I took it to the Outer Banks, brought it back and sold it. It was fast, fuel efficient, modern and dependable, but had several problems. The most minor was that traveling in it was like being in a tin can. The biggest problem was that it did NOT need electronics, maintenance, or refurbishment. After thirteen years of complaining about my old Hatteras and how I could never make it what I wanted, and the constant need for maintenance and upgrade, I finally realized that those were the things that made me happy and were the only things that took my mind off work.

So, in the spring of 2013, I met with broker Gigi Garcia (then with HMY in Lauderdale) and told her I wanted a 50'-53' Hatteras Convertible built after 1967. I told her I wanted it to be in bad condition cosmetically, with a dated interior and old electronics. Needless to say, I had to explain my experiences to make what I was asking for seem plausible.



This search took us to Florida three times, Beaufort, NC, Bald Head Island, New Bern and the Outer Banks before Gigi found my boat in Rock Hall, Maryland. It was perfect: dirty, packed with junk and dated! The only serious concerns I have about any boat are the mechanical conditions of the engines and genset and the electrical safety. With each purchase, and especially with this one, I sought out the best people to inspect the boat. I asked Tom Hug of MR Power in Baltimore and Peter Schacht to do the engine survey and hull survey, respectively. The hull survey came out okay with a few minor de-laminations and minor electrical problems. The engines were a different matter. They had been hopped up with oversized injectors and one of the starboard turbos and the port transmission were dying. I had made a low-ball offer and promised the owner the purchase of the boat would be accepted or declined with no further counters. I declined, and the owner came back and told me to make an offer based on the projected engine work. I did, he accepted, and the work started.



I won't go into too much detail as the pictures tell the story and some HCC members have seen the boat's progress since we first brought it to Annapolis in 2015 and then to Baltimore in 2016. So far between Gillie Boat Works, MR Power, Coastal Marine and me, we have:

- Reconfigured the saloon by removing an old washer dryer and converting it to a small bar; reconfigured the saloon with new soft goods, Led lighting, new headliner, dash replacement and bulkhead removal into the galley companionway.

- Replaced all engine room fittings with blue hose, cleaned up chafe points; replaced the charging system; replaced the starboard outer turbo; painted the engines white and the engine room navy grey. We also cut out the cockpit and replaced the old thirty-inch

"...Ain't Nothin' But a Hound Dog" continued

mufflers with sixty-inch dual stage mufflers.

- Removed the old sliding door and replaced it with a Styrofoam cored hinged door that is safer.
- Remodeled the master head with hard surface counter tops and paint.

The biggest remodel to date has been the galley. We tore out the bulkhead between the saloon and galley which allows natural light below. This is really nice for an old convertible. We replaced all the counters with hard surface material, recessed the cabinets to open the space, and put in a small stove top. The conventional oven was removed and an under-counter refrigerator and freezer were added.

The progress this year has slowed somewhat but we hope to get back to squandering perfectly good money on this boat and bring it to Baltimore in the fall. In the meantime, we plan to move the boat to Solomon's Island for the

summer and would welcome all to come and take a look. The boat is named "Hound Dog", which I know is odd. I have had several rescue dogs including my current rescue, Sammy. The boat is named in honor of my furry buddies, not Elvis.

Karen and I have been truly appreciative of having the opportunity to join the Hatteras Classic Club. We have learned an unbelievable amount about Hatteras boats and numerous other topics, but most importantly we have met some tremendously nice people.

We look forward to seeing you in Baltimore.

Charlie Rice
"Hound Dog"



Honey, Let's Sell the Boat

This past May, I decided that after more than 30 years of boating on the Chesapeake Bay, the last 17 years of which were on "Summer Place", Ann and I were ready for a change in our lives. After a lot of discussion and second guessing, I listed the boat with Bluewater Yacht Sales. Our plan was simple enough, or so I thought. We decided to continue cruising for the rest of the year while the boat was up for sale. If and when a buyer was found, we would then run off to our next adventure. My friends all cautioned me that our type of boat wasn't selling and the sale could take years!!

Two months later we had a prospective buyer. Imagine that! The market must not be as bad as I was led to believe. Obviously, my friends were wrong. Clearly, boats are selling. While the buyer had not seen the boat in person, he offered an acceptable amount of money. He flew to Baltimore for a full survey, which included a trip to the yard for a haul out. After a 4 hour satisfactory survey of the boat at my slip, we then traveled to the yard. During the trip, the buyer took lots of pictures of the inside of the

boat with his cell phone and forwarded them to his wife who was 500 miles away at their home. By the time we arrived at the yard, they had decided that this was not the boat for them! He and his broker left from the yard and flew home. There goes the sale, but at least we had had a buyer and another one would probably soon be found. On the way home, I accidentally ran over a patch of floating



"Summer Place"

Honey, Let's Sell the Boat *continued*



debris which consisted of wood, paper and plastic bags, as well as other unidentifiable objects. No one on the fly bridge noticed anything until it was too late. Suddenly, one of the engines started to overheat. We reduced our speed to idle and limped back home.

Worried, I called the Baltimore area Detroit Diesel authorized repair facility and in a week a mechanic came out and confirmed my worst fears. I had sucked up a plastic bag into the starboard engine causing it to overheat and it was completely ruined. The starboard engine would have to be rebuilt and he estimated the repair at \$60,000! Now I am really in trouble because it is awfully difficult to sell a boat when an engine doesn't work. Their start date was at least 2 months out and the repair would take 2-3 months since they only had one mechanic and he would have to service other people while doing my job. That meant my 2016 boating season was over. The delay to begin repairing the boat was upsetting me even more than the expense. I called four independent mechanics who specialize in Detroit engines and their response was even worse; they wouldn't even look at the engine until Christmas and repairs would have to take place sometime NEXT YEAR! I had new reasons to worry. How can you sell a boat with a broken engine? Now I may not be able to use or sell the boat well into 2017. The plot kept thickening...

Friends filled my head with large \$\$ figures of why the rebuild would cost me even more and why it was unlikely that any insurance company would cover the damages. Their expense estimates increased each time we talked, much like the stories of the size of fish I'd caught over the years. That night I was up pacing and wringing my hands instead of sleeping. The next day, I called my insurance company, Chubb, to report the damage and haltingly waited for the turndown of my claim. I was immediately put at ease as they said that what I described

was a "sudden failure" and was completely covered by my insurance policy. I took Ann out to dinner that night to celebrate! Within two days, Chubb sent out a marine surveyor to check the facts and document everything. He even recommended that I try Carey Diesel, a dealer in Dover, Delaware. In 3 days, Chubb confirmed that the incident was covered under my policy and authorized repairs to the engine. Hallelujah! Another dinner out with Ann!

I then called Carey Diesel and was even more relieved. John Carey, the owner, said that he has been a factory authorized dealer for Detroit for 45 years. He said that he could fix my engine and start the repairs within a week. After checking out his references and finding them to be excellent, I started to see a plan that made sense to me. Another dinner out with Annie.

John Carey had someone drive him and an associate to my boat in Baltimore. The next day they tied off the starboard shaft, and took "Summer Place" back to Dover using only the port engine at idle speed. They left at 4:00 am and it took them almost 15 hours to get "Summer Place" to their yard. After they arrived in Dover, they lifted the boat out of the water to see the bottom and discovered plastic material had indeed been sucked into the intake of BOTH engines. In fact, the port engine had most of the plastic bag still in its cowling. A new worry!

The starboard engine repair took a little bit longer than their estimate because parts for Detroit engines are hard to come by. Eventually all the parts came in and the motor was repaired and tested satisfactorily. We then notified Chubb that the port engine was also damaged, and showed them the pictures of the bag hanging out of the intake, In a very short time Chubb authorized a full repair on the second engine. Now we are up to over \$100,000 worth of repairs-all covered by insurance. Another dinner out with Annie. Carey Marine ordered the parts again and when they arrived proceeded to rebuild the port engine.

During the time the boat was being repaired in Delaware, we had interest from several more prospective buyers. Wouldn't you know it? We had buyers and no boat to show! We had to keep them away from the repair mess. The floor had been removed in the saloon for access to the engines and all the furniture was scattered about the boat. So, during the prime selling season, with prospective buyers anxious to see her, we could not show the boat to anyone. And the fun continued....

All in all, with the delays for parts, the wait for the surveyor to examine the boat and Chubb to authorize repairs, the project took 2 1/2 months. I found that timeframe to be very reasonable and much better than I originally thought. By the way, it is now 3 months since originally contacting the Baltimore-area Detroit Diesel dealership

Honey, Let's Sell the Boat continued

and I am still waiting for their estimate on when they could start the job. I can also add that Carey's labor rate was 1/3 less than the Baltimore dealer's. Because the boat was stored in their yard in Delaware there were no travel time charges required, another savings as the local dealer would have charged for travel. I estimate that using Carey saved at least \$30,000-\$40,000 and months of time. In addition, I found John Carey and his staff and mechanics at Cary Diesel to be knowledgeable and excellent to work with. They brought "Summer Place" back to life again through care and hard work. When Mr. Carey called to say the boat was ready it was time for another night out with Ann!

Finally, Ann and I hired an Uber driver to take us to Dover to check out the boat. We stayed aboard overnight and the next morning, traveled at a leisurely pace from Dover to our yacht club back in Maryland. We cruised at different speeds on the way home as per Mr. Carey's instructions. He recommended that during the first 40 hours, we change the speed every 1/2 hour from 1300 rpm up to 1900 rpm and back again. We arrived home and celebrated her return to home port by enjoying another dinner out.

I can also add that through this ordeal, I have spoken to numerous boaters who have had similar catastrophic experiences. In each case they were denied coverage by their "lesser quality" insurance companies for similar type claims. Their companies always denied their claims by saying the damages were due to faults with the boat manufacturer, boat maintenance, or normal wear and tear.

From my experiences of 50 years in business and having gone through a catastrophic fire that destroyed 100% of my business in 2011, I cannot emphasize enough the importance of proper insurance. After my business fire, I reevaluated my personal insurance and moved it all to Chubb based on their full coverage, reputation and references. Most people only look at the premiums and dollar limits of the policies without ever considering the details in the policy or the reputation behind the company. Admittedly, Chubb's premiums were higher than other insurance companies, but does it matter if your

insurance company won't pay? I know that there are other insurance companies in Chubb's league and I strongly recommend that you all double check your insurance policies and make sure you are with a top flight firm. Your financial health may depend on it.

Now that the 2016 season is over, we will keep "Summer Place" on the market for next year and use her again next summer when we get back from Florida. Just think of the interesting situations we will get ourselves into next year. This retirement business is awfully exciting. We'll also hold on to Chubb. Then we have to decide what to do with our second chapter in retirement. Our follow-up report will be on restaurants in Baltimore!

From my experiences, I might also add that you try and prevent any potential buyer of your boat from showing it to their wives!! Secondly, take your spouse out to dinner often and celebrate life's pleasant surprises. Thirdly, develop a deep and lasting relationship with a good engine mechanic.



Irv Kaufman
"Summer Place"



2017 National Rendezvous ...Back to Baltimore

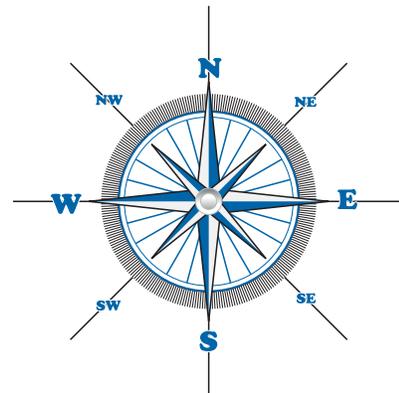


Tom and Phyllis Earnest have volunteered to be fleet captains for the second consecutive year and are taking the HCC to Baltimore the usual weekend after Labor Day, 2017. This is wonderful news since all who attended last year's rendezvous had a great time. Once again, boats will be docked at Harbor East Marina, convenient to the Inner Harbor and Fells Point, and the nearby Courtyard by Marriott will be the headquarters hotel for accommodations and meetings. Schedules and speakers have not yet been completed, but will be announced in the summer. Stay tuned...

For those who would like to make advance reservations:

Harbor East Marina 410-625-1700

Courtyard by Marriott – Downtown/Inner Harbor Reservations 443-923-4000





[HATTERAS CLASSIC CLUB NEWSLETTER]

