

Aida Fish

Before the economic downturn I was preparing the Whaler as my retirement boat. I wanted everything right to take to the Keys.

The 31 foot Whaler Express has 2 Peninsular “Beast” diesel engines with less than 100 hours since new. They are rated at 250 H.P. each which is probably closer to 400 HP, equivalent each in gas. As I understand the original set up for the Whalers this set up is about 10-15% above the power of the stock diesels available.



The engines are coupled with new ZF Marine Hurth transmissions. A great deal of time and care was taken in alignment and positioning. The captain on its one sea trial reportedly was impressed with the quickness and the smooth set up and no vibration.

I so wanted the set up correct that I opted to buy two new stainless shafts that were 2 inches longer than the stock shafts to get it exactly right rather than try to make the old work. The shafts and props were engineered for this boat by Admiral C&B Propeller & Machine Co in Tampa. Packing and cutlass bearings are new. A factory rebuilt air conditioning unit was installed. The boat does not have a generator and I declined to install one as a mid-sized Honda sitting on the back deck for overnight trips should be adequate and less noisy in the cabin.

The hydraulic steering was rebuilt. We attempted to address all minor details such as new toilet, new macerator pump, new stainless motor windshield wipers, new binnacle controls, rebuilt trim tabs and reworked fresh water heat exchangers.

A couple of things that are original are the on board charge and the refrigerator as both were working.

When parked about 8 years ago everything was working. I would expect little items will need attention but the bones of this lady should be quite good and need nothing major. Unfortunately some external upholstery degraded.

