

BLACK PEARL SAVED ...

Eric Dahler of Vintage Yacht Share, who first brought the plight of BLACK PEARL to my attention, was able to confirm that the boat had, indeed, been sold. I quickly contacted said "energetic person" and Bone Yard Boats subscriber, Nick Alexander, owner of the 1936 Sam Crocker-designed 51-foot schooner LIBERTY & Liberty Excursions on Lake Ontario.

According to Nick, "When I ordered Bone Yard Boats, I was hoping to make up for the missed opportunity of not knowing the Schooner TRUANT was available – posted in Bone Yard Boats (Spring 2007 Issue), now lost to the rocks in RI. When the first issue arrived, my wife grabbed it and packed it with an early snack for the trip from Lockport NY to Marine City MI to look at an old Crocker ketch. When she read the information on the BLACK PEARL, I grabbed the phone and called. It never left my mind through the entire trip. The Crocker was beyond repair, other than building a new one (we have a fondness for Crocker boats). We have been looking to expand our sail charter business for the last two years and finding a boat that has History, proper lines, made of wood, and available for a fair price has been a struggle. We got a call back about the BLACK PEARL and set up to see it the following weekend.

"She is on the hard, and we are re-fastening the hull for a spring launch in March 2009 – other than that, lots of elbow grease, fitting, sanding, painting, and driving to Connecticut. Her new USCG Documentation will read: BLACK PEARL, Olcott, NY. Now western New Yorkers, among others, will be able to ride aboard her as we continue to rebuild her. To put aside any questions, BLACK PEARL is a Brigandine. A wooden Boat should have History; this one does. The BLACK PEARL has and will have much more History to come. Life is good." – Capt Nicholas & Amanda Alexander

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1959 WHIRLWIND RUNABOUT 14'. Owner says, "This boat has been in my extended family since new. Relatives I have never met bought her new in 1959. For some reason they got a new motor in 1964. This is the motor that is on there now. It is a Merc 50hp 4 cyl motor. Another cousin acquired the boat in the early 1980's. He and his family used the boat in the Ohio river for a couple of seasons. Then he got the "gotta have a bigger boat" syndrome and sold her to me in the late 80's. I used her in the Ohio and Lake Erie for about 5 years and due to divorce and a move south put her in storage. Now more than a decade has gone by, and it looks like I will not be putting her back in the water. Too many hobbies & not enough time to enjoy them all!

"Every time I would take her out people would come over and ask questions about the boat and give me compliments on her. They always said, "I never heard of Whirlwind before." It was always Chris Craft they knew. Only one or two people knew about Whirlwinds. One lady in another boat chased me down while we were cruising Lake Erie around Presque Isle and just had to see the boat. Her Dad had one when she was a kid, and it brought back some great memories for her.

"That old Merc motor always ran great for me. I wanted to modify for a 3 or 4 blade prop, but the local dealer talked me out of it. Told me the prop on there was actually better suited for the motor and boat. He did recommend I put a fin on the cav plate to help get out of the hole – best \$30 I ever spent! What a difference! Only thing I didn't like was the water pump design. You have to change the thing every year. Granted it is cheap and easy to replace, but you would think they would have made it out of something that lasted longer. Of course, this was made in 1964.

"This boat is not perfect but is in very good shape. The fiberglass on the bottom and transom is crack free. The wood is sound but could use a touch up with varnish in a few spots. I did replace the motor control cables just before I winterized the boat many moons ago. I also sprayed the Merc winterizing in the carbs. The windshield is fogged and has a crack in it. The fogging can be buffed out. I did replace the horn with an electric version but made an adapter plate that uses the factory mounting holes. I didn't want to drill any holes in that beautiful wood! I also ran some wiring up under the dash to power a fish finder or radio but everything is hidden. The trailer is a 1966 Holeslaw. I am not sure about the condition of the tires, but they are old. If you are going to tow any distance they should be changed. It has always been stored inside until recently. I moved it to work on my garage.

"My Dad always told me not to sell her because it is a "Model T on the water" but it is time for someone else to enjoy her. I really hope one of your readers falls in love with her and gives her a good home. The boat is currently in Jackson, SC, and I am asking \$5000 or best offer." Contact Dale at 803-471-3450 or grizeebear1956@yahoo.com

(See photo of this Whirlwind on page 11)



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The Bone Yard Boats newsletter was founded in 1996 when Ginger Martus tried to save a single boat from meeting the business end of a chainsaw. We remain true to that mission.

If you know of boats needing rescue, please let us know. If you have restored a boat, we would love to hear about it. Let your story be an inspiration to others.

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