

## Windy #151

### The Beginning

My wife and I had never owned a boat prior to Windy. We had taken sailing lessons, chartered, and sailed with friends over a period of ten years. From that experience, we developed a list of desirable features for a sailboat in the 34 to 38 foot range. I maintained that the boat we purchased would be the first and hopefully only boat that we would buy... no “footitis”!

In December 98 I saw a 1981 Aloha 34 for sale in GAM. It was located in Bronte at the western end of Lake Ontario. Even though it did not meet all of the criteria on our “desirable features” list, she looked like a nice boat. We were pretty well sold on the first visit... After two more visits, on very cold windy January days, Aloha #151 became ours.



Sporting a freshly awlgripped white hull, with only the small recessed line and two boot stripes in dark blue, her registered name of “Charlie II” was no longer visible. We now had the option of renaming our new boat. We knew of the “superstitions” in renaming a boat but we wanted a name that was short and had some connection to sailing! One day, we were discussing how windy it had been every time we had gone to look at the boat. “Windy”, that would be a good name, but surely the name would already be in the registry. We were amazed and delighted when we received approval to use “Windy” as a registered boat name... the only one in Canada! “Charlie II”, hull #151, was re-launched as “Windy” in May of 1999. “Windy” attended her first in-water Aloha Rendezvous at Ashbridges Bay Yacht Club in June of 1999...

There is a little more to this story and why this Aloha ended up being repainted in Bronte... For those of you who were not part of the association in the fall of 1998, you might not know that hull #151 was damaged during haul out in Port Credit. The Aloha known as “Charlie II” suffered damage to her hull when the crane that was lifting her toppled over setting the boat down on its keel and rolling over onto her starboard side. The fibreglass hull sustained a large crack. When the boat was lifted, the hull popped back out leaving what looked like a BIG scratch! This is a testament to the strength of the Alohas. A surveyor, yacht broker and a marine storeowner got together and bought the boat, repaired, repainted, refitted and then advertised her in GAM. The interior was totally undamaged. The only way that you would know that any repair work was done is by the fresh paint on the inside of the starboard hull. Sadly, the boom of the crane crushed two J-boats as it toppled over.



### Since May 1999

“Windy’s” homeport has been Hamilton Harbour West, located at the western most end of Lake Ontario. Hamilton has a fabulous bay for sheltered sailing, when Lake Ontario is less comfortable (for the crew). As long as you keep looking toward the north, you will not notice the two huge waterfront steel mills. We have cruised the north shores of Lake Ontario from Niagara to Kingston.



“Windy” has experienced Lake Ontario in 30 to 40 knot winds, with steep eight-foot waves, under single reefed main and 100% jib, on several occasions. The boat handles rough weather far better than the crew and we have never felt unsafe in Windy’s well protected cockpit. There is a 140% on board but have not used it since 1999. With good sail trim & 15 degree heel, Windy can keep up to and pass boats of similar size (usually over-canvassed). All of the sails are original (1981)

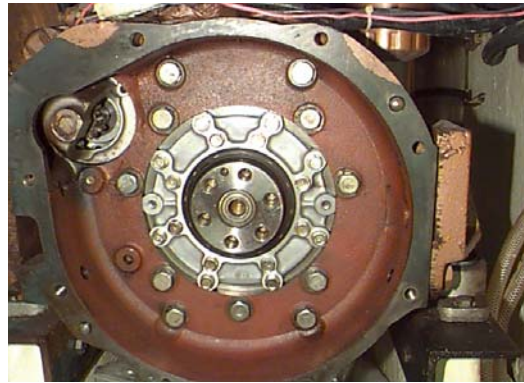


## **Main Features**

- All white hull with thin blue stripe and two blue stripes at the water line
- Hood Seafurl, Fully battened main with lazy jacks, Back stay adjuster
- Stainless U collar on deck at the base of the mast to accommodate multiple turning blocks for all lines leading aft.
- Manual Simpson Lawrence windlass, 35lb CQR, Fortress FX-16
- Three blade 15 x 12 prop (replaced two blade Gori)
- Below deck Navtec autohelm directly connected to the rudderpost.
- Full enclosure, Westcoast folding teak cockpit table
- SuperStore 6 gallon 110v/engine hot water heater, pressure water
- EZ-Kold water/air cooled holding plate refrigeration
- Flip-up table beside the sink
- Panasonic AM/FM/CD player
- Rule 2000 bilge pump connected to "bilge buddy" water sensor and three-way switch
- Groco sea water strainer on the engine intake
- Complete propane system (2002) when I converted from CNG  
(All but the first five have been since purchase in 1999)

## **Problems / Changes**

On the whole, the boat has been great. The Universal 5424 dripped oil from the flywheel housing from the day of purchase. In 2000, we experienced problems shifting from reverse into forward gear (very unnerving in tight quarters!). That winter, I removed the Hurth transmission and had it rebuilt by Anthony Keats (Wheatley, Ontario), pulled the flywheel and replaced the rear oil seal. Damper plate was also replaced. To date no more oil drips and shifting has been fine. I have written up the procedure along with pictures and tool list.



Windy was originally configured for CNG, when we bought her. It was a good safe system but became more difficult & expensive to have the tanks refilled. In the winter of 2001/2002, I replaced the CNG with a full propane system including the replacement of the orifices on the three-burner Seaward stove and oven. T-connector was also installed at the propane tank, which allows quick connection to the BBQ on the stern rail.

## **Future Upgrades / Plans:**

- Replace all of the original MOOR instruments with Raymarine ST60 series, Speed, Depth & Wind. Add ST4000+MKII autohelm.

After five seasons on Lake Ontario, 2004 will see Windy at a new home port, near Nanoose, on Vancouver Island.