

# Two Carats

## ALOHA 8.2 COMPLETE REFIT

*This story is about the refit of a 1986 Aloha 8.2 purchased on EBAY for \$2800.00 from a marina in Maryland.*

After three years of dreaming and research, I decided that the Aloha 8.2 would be the ideal boat for me. I am convinced that I have made the right decision. Here is how things happened. I hope this story to be informative to all other owners using this site. I owe a great deal of gratitude to those who posted their experience on the site prior to my purchase as I tapped into this rich resource to help manage through the challenges I faced when refitting my Aloha.



The boat was originally purchased new in 1987 for USD \$45,000 (CAD \$59,670) by a resident in Maryland. The 1987 exchange rate was 1.0326 at the time. I estimate this to be USD \$79,400 in today's dollars using 2.5% inflation rate. The boat had only the basic features.

I estimate that he used the boat until the late 90's and then it sat on the hard for many years neglected. The owner's son (hearsay) then started to work on the boat making many irreversible decisions that left the boat in very poor condition. The owner had deceased and his wife proceeded list the boat on Yachtworld for \$15,000 (I had seen it advertised on Yachtworld) and after being listed for more than a year decided to sell the boat for \$1500 to an Ebay auctioneer. He in turn sold it to me for \$2800.00. I originally lost the auction but the winning bidder did not come forth to pay for the boat. I called the seller and he agreed to remove the EBAY listing and sell it to me directly. I bought the boat site-unseen and had it shipped to Bayfield Marina in Ontario where I arrived to see exactly what I had got myself into.



In general, the boat looked decent on-line. However, I openly admit that I did not have any experience and thought that I could (with a little TLC) get her back into ship shape. I had some experience working on old cars and motorcycles growing up and thought that I could tackle this project in the same manner.

What I did not consider, was the relentless searching I would need to do to find the ultimate part or piece that was missing nor the huge expense to handle a project this size. I had set what I

thought was a generous budget however, I managed to double that due to the "discoveries" made in the process. I admit that I have no regret.



Of course, I was told that the engine turned over. I wanted an inboard diesel and from all that I read, I wanted the westerbeke. I had looked at another local Aloha 8.2 but it had a BMW engine and I had made the decision that I did not want the BMW based on a service stand point. The engine in this boat was seized and required a complete rebuild.

Structurally, the gel coat showed signs of being beat up by the sun and there were large cracks in the gel coat on the starboard side of the boat. I was worried that the boat had hit ground and been washed up at one point and ended up resting on the starboard side. I don't think this is the case. The boat yard indicated that the gel coat had been applied too thick in the mold and resulted in it becoming brittle with age.

I did find cracks inside the port side settee locker and repaired this with fiberglass.



In general, the boat looked decent on the web but up close, it had many cracks in the gel coat and the water line was uneven. There had been many coats of anti-foul applied to the hull. I expected to refinish the hull and topsides when I purchased the boat.



The gunwales were very damaged and cracked and I decided to have them repaired and painted with an off-white to match the decks as close as possible. The whole boat was stripped and the cracks were ground out of the topside and filled with epoxy. The topsides were sanded down enough to reduce the thickness of gelcoat and then sprayed with awgrip epoxy.



They used high-build epoxy so the topsides could be faired as smooth as possible. Since the colour was going to be flag blue, the preparation was more stringent so the imperfections were reduced to minimal. They used the carbon powder during the fairing process to ensure the surface was as smooth as it could be.



The hull was also stripped down to the original gel-coat and in some areas completely removed due to delamination or osmotic damage. The rudder was completely stripped down to the original finish. All small blisters were filled and then a high build immersion epoxy was used. (Interprotect 2000).

While the boat was in the shop, I took the opportunity to install a garboard plug in the keel.



I am impartial to flag blue and really liked the white stripe configuration. The bottom was done with VC-17 anti-foul.

I also arranged to have the deck and cockpit polished to get the shine back into the original gel-coat. There is some cracking in the gelcoat in the deck and cockpit and I intend to have that repaired.



These are some of the original shots given me prior to purchasing the boat. Some were also provided by the rigging company that I hired to lower the mast and secure everything within the boat prior to shipping. The serial number is ZUYOA163H586. This number determines that this boat hull was #163 of the 8.2 series built in May of 1986.



When I first entered the companion way, I saw immediate evidence that the interior had been full of water for an extended period of time. Likely a combination of water and diesel fuel. Some of the gel coat below the settees was bubbled from osmosis of water into the gel coat. I speculate that this was due to having wet cushions resting on the gel coat for an extended period. The floor was destroyed by water migration. It was stained and delaminating and not repairable.



The cushions were throw away. They smelled like diesel and there was no way that they could be cleaned enough to get rid of the smell. I kept them long enough to have Genco Marine use them for templates for new cushions. I immediately proceeded to remove everything from the boat so I had an empty cabin to start working in.

In the V-berth, there was evidence of leaking from above. The port side of the V-berth was black and the wood was in poor condition. Behind the anchor locker access, I found heavy black mold covering the fiberglass.



The bulkheads were in decent shape with the exception of some staining at the floor level. This was likely due to standing water in the cabin for an extended period. I also discovered that the plexiglass companion way cover leaked like a sieve.

The previous owner has certainly made an attempt to do some work. He cut a large hole in the galley to access the top of the engine to do some rudimentary wiring. It was a disappointment to discover this and I am still working on ideas to resolve this in an innovative manner.



Nav Table Before



Nav Table After



Starboard Before



Starboard After



Galley Before



Galley After



Port Before



Port After  
(with new windows installed)

The floor was in very rough shape. After sitting on the hard for many years, I suspect that there was a great deal of standing water in the boat that mixed with diesel fuel and destroyed the floor. The initial intent was to remove the laminate, make a new template and fabricate a new floor by laying in a new piece of laminate.



I removed the damaged laminate using a chisel and it was very difficult to remove. Once the boat was moved to the boat yard for the major work to be done, I noticed that there was a convex curvature in the floor in the aft area near the engine compartment. I asked the boat yard to inspect and determine what the main issue was.

Although the hull is solid glass, there is nothing to reinforce (stiffen) the hull and so it is subject to oil canning or as some have mentioned, flattening out when on the hard. They discovered a layer of marine plywood between the inner liner and the hull. Due to extended immersion in standing water and diesel fuel, this liner had rotted out and no longer maintained any structural integrity. Not to mention that it smelled of diesel fuel that would likely never be eliminated had it not been removed.

We decided to cut out the whole floor area and reinforce the sump area with stringers from bow to stern. This resulted in a stiffer hull and I believe a better performing vessel on the water.

We enhanced the bilge opening so it extends almost the full length of the main cabin area. This allows easy access to cleaning and wet vac out any standing water prior to storing for the winter. The whole floor is made up of multiple pieces and can be removed easily at any time to perform maintenance or cleaning. I removed the whole floor area this spring to wash the liner with detergent and to wash out the shop dust from the refit process.



The bilge is deeper and can hold more water if it needs to however; I had a dripless seal installed this spring to eliminate as much water migration possible. And that nasty smell is gone!

The v-berth wood was in really poor condition. The wood had rotted right out at the bulk head and mold had proliferated all through the bow area.



I started to remove the wood and took pictures so I would have a record on how to re-assemble the area. On the port side, there was a wire coming through the deck from the bow pulpit. This wire is for the bow light and the hole had not been properly sealed when the wire was routed down below.

I proceeded to wash the whole area with industrial detergent and flushed with fresh water using a garden hose. This simply washed back into the bilge.

I removed the bow pulpit and filled the hole with marine sealant and proceeded to re-install the bow pulpit. I also repaired a broken locker hinge at the same time.



Once everything was cleaned out and repaired, I decided to replace the interior with teak laminate. I did not glue anything and simply used the teak wood battens to fasten the panelling to the v-berth walls using brass screws. I was able to source everything at Noah's Marine in Toronto and have it shipped to my house.

I made patterns for the walls and cut them at home before I brought them down to the boat. Every other component was templated from the original wood that was removed.

I used 1/4" round to trim up edges and hide any imperfections.



I had new cushions made by Genco Marine and installed new lights that I picked up at their Harbour Front store in Toronto. I was very impressed with their workmanship. They already had the patterns from previous work they had done for local Aloha owners. I had provided my old cushions for reference.

When I purchased the boat, there was no ladder mounted to the stern. The previous owner had welded a section across the stern pulpit to accept a ladder however, the one sent with the boat was damaged and not worth repair.



I researched various configurations and thought it would be a nice feature to have a swim deck on the stern that would allow you to sit in the back and drag your legs in the water or use it as a swim deck. I could not find anything that I liked.

When speaking to the boat yard, they were already working on a custom swim deck similar to something I had seen at the Toronto boat show. The first model was to be mounted on the stern of an Ontario 32. My deck was the second unit to be fabricated. The shop that manufactured the deck, invested in custom tube bending equipment that would allow the tube to be seamless.



When measuring, we had to ensure that the vents did not interfere with the mount. Final measurements were taken after the topsides were completed and the deck took three weeks from measurement to delivery. I get a lot of compliments from local boaters on the deck. They can be purchased through T&M Marine in Sarnia. (formerly Captain's Yachting Services)