

Aloha

Owners Manual

ALOHA YACHTS INTERNATIONAL

a division of Ouyang Boat Works Limited



1638 Charles Street • Whitby, Ontario • L1N 1B9 • Telephone (416) 686-2127

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ALOHA YACHTS PERSONNEL LIST

President	Ti Ouyang
Vice-President	Mao Ouyang
Secretary-Treasurer, Plant Manager	Stan Ouyang
National Sales & Service Co-ordinator	Spike Nagel
Accounts	Pat Adey
Secretary to V.P. & Sales Co-ordinator	Sandy Woodman

Literature, sail plans, dealer manuals, master carpenter builder's certificates are available through Sandy Woodman.

Advertising materials available through:

Darcy Magratten,
Magratten-Wooley,
304 Thames Street,
Newport, Rhode Island
U.S.A. 02840
PH: (401) 846-7126

Business Hours:

<u>Office:</u>	Monday thru Thursday	9 am - 5 pm
	Friday	9 am - 2 pm
<u>Plant:</u>	Monday thru Thursday	7:30 am - 5:30 pm
	Friday	7:30 am - 2:00 pm

CLOSED WEEKENDS

Plant Location:

Aloha Yachts International,
A Division of Ouyang Boat Works Limited
1638 Charles Street,
Whitby, Ontario
LIN 1B9
PH: (416) 686-2127 / Parts (416) 668-5528

WARRANTY PROCEDURE

The dual purpose form was structured to eliminate extensive paperwork and it also lets our Quality Control staff know what went wrong in the field.

As with most warranties, certain conditions must be met to fulfill the specified assurances. To understand what qualifies under the warranty, please refer to the Manufacturer's Warranty statement that is enclosed with each Owner's Manual.

We have adopted a policy whereby all parts needed in a hurry irregardless of whose fault it is, are shipped C.O.D. We accept Visa charge card. Upon receipt of the defective item and evaluation completed, we will process the claim appropriately.

ITEMS THAT ARE COVERED DIRECTLY BY THE VENDORS WILL BE REFUSED AT THE DOOR.

The Warranty Estimate and Claim Form is a simple effective process:

1. The Dealer or selected sublet repair center must complete all questionnaires in detail. A separate quotation form is acceptable BUT it must also accompany the Claim Form which must be completed.
2. Upon receipt of the Warranty Estimate and Claim Form, Aloha reviews the situation and replies by phone for rush requests and by Special Delivery mail for all others.
3. Once the owner confirms, the repair work is completed and we have evidence of its completion, a cheque is issued immediately to appropriate the party.

SHIPPING DAMAGE IS NOT ALOHA'S RESPONSIBILITY. It is the responsibility of the trucking firm. Claims should be noted on their Bill of Lading before unloading the boat. Settlement is between the trucking firm and the owner/dealer.

WARRANTY RETURN AUTHORIZATION POLICY

CATEGORY 1:

PARTS MANUFACTURED BY THE BUILDER

Items included in this category are:

- . Finished fibreglass products
- . Finished carpentry products
- . Rigging and halyards
- . Cradle
- . Master electrical panel

Only items relating to the above are to be returned to the factory for warranty claims. Upon receipt of the part(s) the replacement part(s) is then shipped. Any shipment of parts prior to the factory receiving evidence of damaged parts will be shipped C.O.D. Credit will be issued once the part(s) arrive(s) at the factory and is evaluated.

CATEGORY 2:

PARTS MANUFACTURED BY VENDORS

Items included in this category are:

Deck hardware, compass, instruments
Plumbing accessories
Lighting accessories
Mast and boom
Sails
Cushions
Engine and related accessories
Battery
Stove
Wheel Steering

These parts must be returned directly to the Vendor by the Dealer or customer, for claim. Make sure that the problem is not due to an installation error before sending the part(s). A list of vendors is provided for your convenience.

Aloha Yachts will not accept the above part(s). They will be refused by the Shipping/Receiving Department.

PARTS RETURN AUTHORIZATION POLICY

If a part is shipped in error, the customer and or dealer is to request a Return Authorization slip from the Parts Department.

A record is kept with the Parts Department on the date of issue, return date, returned article description, and reason for return. The item(s) must be returned within 30 days of the issued date. Credit will not be issued if no authorization slip accompanies the article, or if the 30 days have lapsed.

Only parts shipped in error by Aloha Yachts are returnable. Unwanted parts or parts ordered incorrectly are not returnable.

VENDORS WITH DIRECT WARRANTIES

Anchor, CQR:

Great Circle Trading,
90 Signet Drive, #20,
Weston, Ont. M9L 1T4
PH: (416) 749-0132

Battery:

Power Battery Sales,
2220 Midland Ave., #10,
Scarborough, Ont. MIP 3E6
PH: (416) 291-8905

Blocks:

Merriman Yacht/Specialties,
301 Olive Street,
Grand River, OH 44045
PH: (216) 352-8988

CNG Tank Refill:
Stoves:

Revol Agencies,
P.O. Box 520,
Newcastle, Ont. LOA IHO
PH: (416) 987-4620

Compass - Plastimo:

North Sailing Products,
2242 Lakeshore Blvd., W.,
Toronto, Ont. M8Z 1A5
PH: (416) 251-9985

Compass - Ritchie:

B. S. Ritchie & Sons, Inc.,
Oak Street,
Pembroke, MASS 02359
PH: (617) 826-5131

Control Cables:

Teleflex Incorporated,
P.O. Box 8068 1161,
Philadelphia, PA 19177
PH: (215) 495-7011

Cushions:

Ducan Industries,
514 NewBold St.,
London, Ont. N6E 1K6
PH: (519) 686-3400

J. R. C. Manufacturing,
544 King Street, West,
Toronto, Ont. MSV 1M3
PH: (416) 368-8164

Deck Plates,(i.e., fuel):

Atkins & Hoyle Ltd.,
69 - 71 Portland Street,
Toronto, Ont. M5V 2M9
PH: (416) 868-1806

Engines: Atomic

Medalist Universal Motors
123 Jackson Street,
Oshkosh, WI 54903
PH.: (414) 231-4100

Volvo

Atlas Polar Marine
135 Sunrise Avenue,
Toronto, Ont. M4A 2N3
PH: (416) 757-5131

OMC

OMC of Canada,
910 Monaghan Rd.,
Peterborough, Ont.

BMW

Intrepid Power Products,
6345 Netherhart Road,
Mississauga, Ont.
PH: (416) 677-1752

Westerbeke

G. H. Westerbeke Corp.,
Avon Industrial Park,
Avon, MASS 02322
PH: (617) 588-7700

Extinguishers:

Buchanan Products Ltd.,
38 West St., South,
Orillia, Ont. L3V 6K5
PH: (705) 326-6406

Fuel Separator:

Atlas Polar Marine,
135 Sunrise Ave.,
Toronto, Ont. M4A 2N3
PH: (416) 757-5131

<u>Gusher Pump:</u>	Aqua Marine Manufacturing, 250 St. Helens, Toronto, Ont. M6H 4A4 PH: (416) 535-1135
<u>Skylight:</u>	Atkins & Hoyle Ltd., 69 - 71 Portland Street, Toronto, Ont. M5V 2M9 PH: (416) 868-1806
<u>Lights, Navigation & Interior:</u>	Peter Igel Marine, 6 Lansing Square, Suite 125, Willowdale, Ont. PH: (416) 493-1721
<u>Lights, Fluorescent:</u>	Guest Corporation, 17 Culbro Drive, West Hartford, CT 06110 PH: (203) 525-5318
<u>Marine Head:</u>	Brydon Brass Manufacturing, Brydon Drive & Rexdale Blvd., Rexdale, Ont. M9W 1P6 PH: (416) 743-8671
<u>Mast & Boom:</u> <u>8.2, 8.5, & 32</u>	Cinkel Industries, 1608 Bonhill Road, Mississauga, Ont. L5T 1C7 PH: (416) 676-1234
<u>Mast & Boom:</u> <u>10.4</u>	Cinkel (as above) or Kenyon Marine, Guilford, CT 06437 PH: (203) 453-4374
<u>Opening Ports:</u>	Beckson Manufacturing, 165 Holland Avenue, Bridgeport, CT 06605 PH: (203) 333-1412
<u>Pressure & 12V Pumps:</u>	Brydon Brass Manufacturing, Brydon Drive & Rexdale Blvd., Rexdale, Ont. M9W 1P6 PH: (416) 743-8671
<u>Sails:</u>	Ulmer Sails (Canada) Ltd., 245 Queens Quay West, Pier #4, Harbourfront Toronto, Ont. M53 2K9 PH: (416) 364-2790

Stanchions, Pulpits:

Tops-In-Quality, Inc.,
P.O. Box 243,
Port Huron, MI 48060
PH: (313) 982-1900

Stop Cables:

Teleflex Incorporated,
P.O. Box 8068 1161,
Philadelphia, PA 19177
PH: (215) 495-7011

Stoves, Table Top Alcohol:

Seaward Products Inc.,
12423 E. Florence Avenue,
Santa Fe Springs, CA 90670
PH: (213) 944-9841

Kerosene:

Kenyon Marine,
Guilford, CT 06437
PH: (203) 453-4374

Kerosene:

Seaward (as listed above)

Stove/Oven LPG:

Seaward (as listed above)

Stove/Oven CNG:

Gas Systems Inc.,
5361 Production Drive,
Huntington Beach, CA 92649
PH: (714) 891-2411

Streamstay:

Triton Sails Ltd.,
229 Niagara Street, Toronto, Ont. M63 2L6
PH: (416) 363-0472

Tanks, Holding & Water:

Shirlon Plastics,
30 Wolseley Court, Cambridge, Ont.
PH: (519) 623-3180

Travellers:

Nicro-Fico,
2065 West Avenue 140th,
San Leandro, CA 94577
PH: (415) 788-8534

Kenyon Marine,
Guiliord, CT 06437
PH: (203) 453-4374

Findlay Imports,
101 1429 Dominion St.,
North Vancouver, BC V7J 1B3
PH: (604) 985-8747 (BC)
(416) 278-4221 (ONT.)

Valve, ball: Atlas Alloys,
161 The West Mall,
Etobicoke, Ont.
PH: (416) 622-3100

Water Heater, 110V: Raritan Engineering Co.,
1025 North High Street,
P.O. Box 767,
Millville, NJ 08332
PH: (609) 825-4900

Water Heater, CNG: Revol Agencies,
P.O. Box 520,
Newcastle, Ont. L0A 1H0
PH: (416) 987-4620

Water Heater, LPG: Paloma Industries Inc.,
241 James Street,
Bensenville, IL 60106
PH: (312) 595-8778

Water Muffler: Unitech Manufacturing Inc
P.O. Box 986,
1055 Parkinson Road,
Woodstock, Ont. N4S 8A4
PH: (519) 539-6321

Wheel Steering: The Edson Corporation,
460 Industrial Park Rd.,
New Bedford, MASS 02745
PH: (617) 995-9711

Winches: Barient Barient Company,
4065 Campbell Avenue,
Menlo Park, CA 02745
PH: (415) 321-4961

Winches: Meissner: North Sailing Products,
2242 Lakeshore Rd., W.,
Toronto, Ont. M8Z 1A5
PH: (416) 251-9985

ENGINES FOR YOUR ALOHA

We have selected for standard factory installation the BMW and Atomic Diesel. On occasions we have used OMC and Volvo.

The models used are:

<u>Aloha 8.2:</u>	BMW D7, diesel 7 H.P. @ 3600 RPM, 1 cyl. 12V - 25 Amps. 150 lbs.	Prop: 11 x 9 RH Folding:
	Volvo MD5A/1105, Diesel Saildrive 7.5 H.P. @ 2500 RPM, 1 cylinder 12V - 35 Amps 282 lbs.	Prop: Folding: 14 x 6
	OMC gas saildrive 15 H.P. @ 3300 RPM, 2 cyl. 2 cycle 5 Amps, Optional 35 Amps 99 lbs.	Prop: 12 x 8 Folding: 12 x 8
<u>Aloha 8.5:</u>	Atomic 5416 diesel 16 H.P. @ 2800 RPM, 2 cyl. 12V - 55 Amps 365 lbs.	Prop: 12 x 12 RH Folding:
<u>Aloha 32:</u>	Atomic 5420 diesel; v-drive 20 H.P. 2 cyl. 12V - 55 Amps 365 lbs.	Prop: Folding
<u>Aloha 10.4:</u>	Atomic 5424, diesel 24 H.P. @ 2800 RPM, 3 cyl. 12V - 55 Amps 425 lbs.	Prop: 15 x 13RH Folding:

The Atomic 5416, 5420, and 5424 models have built-in heat exchangers, connection to the hot water system is OPTIONAL.

Heat exchangers are optional for Volvo diesels and available on some models only. Consult the local Volvo dealer for more information.

OMC offers a heavy duty 35 amp. alternator instead of the standard 5 amp. alternator. Contact your local OMC dealer for more information.

ENGINE DISTRIBUTOR'S ADDRESSES

ATOMIC UNIVERSAL:

1. Medalist
123 Jackson Street,
Oshkosh, Wisconsin 54903
PH: (414) 231-4100
Contact: Richard Mallory

CANADIAN DISTRIBUTOR:

Eastern Canada:

Ray Oliver Sales,
300 Steelcase Rd., W.,
Unit #30,
Markham, Ont.
PH: (416) 495-0477

For a complete list of your local Atomic dealers refer to the booklet provided for by Atomic and included in your owner's manual

BMW MARINE:

2. BMW Marine,
Montvale, NJ 07645
PH: (201) 573-7895
Contact: Griff Fenton

CANADIAN DISTRIBUTOR:

Eastern Canada:

Intrepid Power Products Canada Ltd.,
6345 Netherhart Road,
Mississauga, Ontario
(416) 677-1752

Western Canada:

Western Diesel,
666 Powell Street,
Vancouver, BC V6A 1H4
(604) 254-0818

VOLVO:

3. AB Volvo Penta,
F405 08,
Gothenburg, Sweden

CANADIAN DISTRIBUTOR:

Atlas Polar Marine,
135 Sunrise Avenue,
P. O. Box 160,
Toronto, Ont. M4A 2N3
PH: (416) 757-5131

U.S.A. DISTRIBUTOR:

Volvo Penta of America,
P. O. Box 174,
Rockleigh, NJ 07647
PH: (201) 768-7300

OMC CANADA:

Outboard Marine Corporation,
910 Monaghan Rd.,
Peterborough, Ont. K9J 756
PH: (705) 743-2261

WESTERBEKE:

G. H. Westerbeke Corporation,,
Avon Industrial Park,
Avon, MASS 02322

Parts: -
Marysville Marine,
1551 Michigan Avenue,
Marysville, MI
(313) 364-7653
Mr. Bob King

Toronto Service Dealers:

Lackies Marina,
4 South Kingsway,
Toronto, Ont.
PH: (416) 769-4176

Fgana Marine,
40 Stadium Road,
Toronto, Ont.
PH: (416) 368-6979

WARRANTY PROCEDURES FOR ENGINES

All service and warranty-related problems should be DIRECT with the distributor or their dealer(s). The manufacturer (Ouyang) is not an authorized service dealer for the engine manufacturer. Ouyang's responsibility is to install the engine only.

Installation, in this contract, means the assembling of finished components and making them function. BMW, for example, requires a pre-delivery service report to be sent to them before the warranty is acknowledged.

Results are much faster and efficient if you follow the following procedures:

1. DO NOT ATTEMPT TO FIX THE ENGINE YOURSELF. MANUFACTURERS PAINT THEIR ENGINES FOR A REASON, - TO TELL THEM IF SOMEONE HAS TAMPERED WITH THE ENGINE.
2. Contact your local dealer or the distributor before any repairs are started.
3. Have a clear understanding as to what is and what is not covered by warranty with the dealer and/or distributor.
4. Promptly return any defective parts for refunds.
5. Obtain and provide proof of payment for submission.

MISCELLANEOUS INSTRUCTIONS

- STOVES

- ENGINE

- HEAD

- WATER TANK

- PUMPS

- WINCHES

CLEANING YOUR WATER IN-LINE STRAINER

For pressure water systems:

Remove screw located on top of the plastic cover and lift cover off. Remove screen and wash.

When replacing screen and bowl, make sure seal ring is in place.

Strainer pump: Par Pumpguard Model 35400-Series

PARTS LIST:

Screw	35508—0000
Seal	36403—0000
Bowl	35998—0000
Screen	36 138—0000

U. S. A.

JABSCO Products, ITT,
1485 Dale Way,
Costa Mesa, CA 92626
PH: (714) 545-8251

CANADA

Brydon Brass Manufacturing,
Brydon Dr. & Rexdale Blvd.,
Rexdale, Ontario M9W 1P6
PH: (416) 743-8671

GUIDE TO CARE AND OPERATION OF YOUR ALOHA YACHT

I. INTRODUCTION

This guide presents a collection of instructions and ideas, intended to help you enjoy the ownership and operation of your new Aloha yacht. It is not a lesson in the techniques of sailing, nor an exhaustive record of sailboat maintenance. We have provided a number of checklists which we hope will serve as valuable advice to the novice, and as timely reminders to the experienced boat owner.

II. PREPARING TO LAUNCH

A. Preliminaries

1. Review your Insurance. Make sure you are not planning to launch earlier in the season than your policy will cover. Check your policy for correct types and amounts of coverage, and make sure you are insured for the waters in which you plan to sail this season.
2. Arrange your launch and docking facilities.
3. Review the repairs you planned to have done over the winter. Prepare the equipment you took home for storage in the fall. Charge your batteries.

B. Hull Preparation

1. Wash the hull, from the deck down. The most serious scrubbing of the antifouled area of your hull should have been done after haul-out the previous season. However, this area should be cleaned again carefully in the spring. When cleaning close to the waterline, take care not to smudge antifouling paint onto the unpainted area above. Even year-old antifouling paint will smudge easily.
2. Sand the antifouled area of your hull. We recommend you wear a breathing mask and goggles for this job, as antifouling paint dust can be a dangerous irritant to your eyes and throat.

Remove all loose or peeling paint, and roughen the entire surface with sandpaper - stripping antifouling paint completely is not necessary each season, provided you are using the same type of paint as is already on the hull.

II. PREPARING TO LAUNCH. Hull Preparation continued...

Both a power sander for large, regular surfaces, and manual sanding for curves and corners can be used.

3. Wash the sanded area again to remove paint dust.
4. Tape the waterline with masking tape. This will allow you to paint right up to the waterline, and will ensure a straight edge between the waterline and antifouling paint.
5. Follow painting instructions for the type of antifouling paint you choose. Some manufacturers recommend applying the antifouling just before your boat is launched, while others state that the paint will not lose its properties, even when applied long before launch.
6. Wax the freeboard area of your hull. There is no general rule for the number of coats one should apply, except that the more coats of wax you apply in the spring, the easier your job of keeping your hull clean and polished will be throughout the sailing season.
7. Check all through-hull fittings for deterioration. Re-caulk fittings whenever you suspect any wear or loosening of the original sealers.

C. Deck Preparation

If you have time, prepare the deck before launch. If you are anxious to get in the water, most deck preparations can be left until after launch.

1. Clean and wax the deck. Note - No wax in non-skid areas.
2. Check all fittings for wear. Tighten any bolts or screws which may have loosened over the winter. Lubricate all moving parts.
3. Sand and treat all exterior woodwork. (See section VI 17-B).
4. Secure fenders and docking lines for launch.

D. Interior Preparation (can also be left until after launch)

1. Ventilate the cabin well. While the cabin should not have been completely sealed during the winter, it will have been sitting without much air movement.
2. Clean all surfaces (other than wood) with a disinfectant/amonia based cleaner to kill mildew which may have accumulated. Check bilges and storage areas.
3. Check operation of all pumps. Make sure there are no blockages or leaks in hoses running to or from pumps.
4. Replace batteries and any electronic equipment removed in the fall. Reconnect equipment, checking all electrical connections, switch plates and wiring.
5. Flush out water and waste systems to remove any antifreeze which was put in over the winter (This step is usually left until after launch).

To purify the water system: i) Fill with a 10:1 solution of water and bleach, and allow the solution to remain in water tanks for roughly an hour; ii) Flush with clear water, then refill with a 10.1 solution of water and vinegar (to remove the chlorine taste left by the bleach), allowing this solution to remain in tanks for one hour; iii) Flush thoroughly and refill the system with clean water.

Prime the head according to manufacturer's instructions.

III. PREPARING THE MAST

A. Before Stepping the Mast

1. Support the mast off the ground - preferably on mast cradles (workhorses), and lay out all rigging in its proper position relative to the mast.
2. Check rigging carefully for wear, smooth operation and proper positioning, taking care not to tangle any sections as they are being attached to the mast. Repair or replace any worn rigging immediately.
3. Examine any rigging which was removed for the winter, and make sure no parts are missing. It is not necessary to remove all shrouds and stays for the winter, though shackles and turnbuckles are often removed to prevent loss.

III. PREPARING THE MAST - continued...

4. Check operation and secure fastening of all masthead equipment – radio antenna, masthead and spreader lights, anemometer, etc. to avoid having to make repairs from a bosun's chair once the mast has been stepped.
5. Make sure the mainsail track is clear.
6. If desired, the entire mast can be polished.
7. Replace any rigging which was removed for the winter. Turnbuckles should be attached (securely, but not tightened) to the shrouds and stays, ready to be attached to deck fittings as soon as the mast has been stepped.
8. Check all points of connection for rough protrusions. cotter pins, spreaders, and other connections should be taped or covered with plastic protectors to prevent chafing of your sails.

B. Stepping, and After Stepping the Mast

1. Arrange for the use of a mast crane if possible. Have 2 or 3 people to assist you in stepping the mast.
2. Place the foot of the mast in the step, and secure it.
3. Secure:
i) the forestay ii) the backstay
iii) upper shrouds iv) lower shrouds (in order).
Do not overtighten turnbuckles at this point. Take up tension on the turnbuckles until no shroud or stay appears slack.
4. Preliminary Tuning .At the dock:
i) Adjust the forestay and backstay until the mast is vertical from broadside.
ii) Sighting up the mainsail track from the foot of the mast, adjust lower, then upper shrouds until the mast does not lean or swerve to port or starboard.
5. Once preliminary tuning is complete, attach the boom and mainsail sheet and blocks.
6. Secondary Tuning .Under sail:
Alternate from port to starboard tack, adjusting shroud tension to keep the mast vertical on either tack. When properly tuned, leeward rigging will always be slightly slack.

IV. PREPARING THE ENGINE

A detailed Operation and Maintenance manual is provided with your engine. Please read it carefully, and review its maintenance checklists for spring and fall preparations.

In general, engine repairs should be left to authorized dealers. However, there a number of routine checks which should be made before using the engine each spring, and periodically throughout the sailing season.

A. Engine Alignment

Once in the water, your hull will assume its own shape, slightly different from its shape when supported by a cradle on land. Engine alignment, therefore, should always be checked once the boat has been launched.

The engine is connected to the propeller shaft by a coupling. To ensure the engine drives the propeller without “wobble” or distortion, the shaft must be perfectly straight. This is achieved by ensuring that coupling faces are absolutely parallel (See diagram IV-1).

If coupling faces are not parallel, correct the angle by altering the position of the engine in the engine bed. The engine is secured to a platform which can be raised or lowered at various points by the positioning of upper and lower nuts. (See diagram IV—2).

B. Other Routine Engine Maintenance

Note: Always consult your engine manual before undertaking any maintenance.

1. Check oil levels regularly. Change the oil and filters according to instructions in your engine manual.
2. Keep the batteries filled and fully charged.
3. Check fuel Lines to ensure all connections are tight and that lines are free of blockages and leaks.
4. Check all electrical connections. Make sure wiring is clean and connections are well protected.
5. Keep your engine clean and lubricated.

C Starting and Stopping the Engine

Again, please consult your engine manual for special preparations for starting your engine the first time.

1. Before starting your engine, allow the blower to run for approximately 5 minutes to clear the engine compartment of fumes. The blower can be shut off just before or just after starting the engine.
2. Keep the transmission lever in neutral while starting the engine, and the throttle in the 1/3 open position.
3. Reduce the throttle to idle, and allow the engine to warm up before shifting the transmission into forward or reverse.
4. To stop the engine, return the throttle to idle, and place the transmission in neutral
5. Allow the engine to cool down before stopping.
6. Make sure the boat is under manual control (i.e. someone on the dock has control of a line) and that you will not need further engine power to manoeuvre the boat, before turning the engine off. For example, a “too fast” approach to the dock can be brought into control by shifting the transmission into reverse momentarily. However, if the engine has been shut off before the boat comes to rest, only manual effort (or the dock itself) is available to slow the boat.

V. HOW TO TIE UP YOUR BOAT AT THE DOCK

As soon as your Aloha has been launched, attention must be paid to i) securing the boat to the dock and, ii) keeping the boat itself protected from the dock. For this reason, the pre-launch preparation of putting docking lines and bumpers in place should not be overlooked.

A. Docking Broadside

Requirements: 1 bow line, 1 stern line, 2 spring lines.

Bow and stern lines should be secured to the nearest cleats or bollards to the boat’s bow and stern respectively. Bow and stern lines should not be perfectly taught. They should allow some flex to accommodate changes in wind and weather conditions without placing excessive strain on the lines.

The purpose of spring lines is to prevent the boat from surging back and forth in the dock. Spring lines should be attached as close to the boat’s rail as possible, to prevent interference and chafing of the lines on the cabin trunk and hatches. Spring lines should be as closely parallel to the dock as possible. Therefore, the stern spring line should be secured to a cleat on the dock close to the bow, and the bow spring line secured to a cleat near the boat’s stern. (See diagram V- 1).

V. HOW TO TIE UP YOUR BOAT AT THE DOCK - continued...

B. Docking Bow-On

Requirements: 2 bow lines, 2 stern lines, 2 spring lines.

Bow lines should be run along the dock, one to port, one to starboard, to meet the dock at an angle less than 45 degrees (rather than directly off the bow, to meet the dock at 90 degrees). Stern lines are attached to pilings or mooring hooks to port and starboard. Spring lines, which will keep the bow off the dock, should be run from the bow to the pilings or mooring hooks at stern, on port and starboard. (See diagram V-2).

VI. PREPARING TO SAIL

Before leaving the dock, checks should be completed for

- i) Safety Equipment, ii) Operating Equipment and iii) Convenience and Comfort Items.

A. Safety Equipment

The Canada Shipping Act's Small Vessel Regulations must be observed when operating your boat in Canadian waters. A yearly review of the regulations and their amendments (available at government bookstores) is recommended. These regulations prescribe that any vessel between 26 feet and 40 feet in length must carry:

- i) one approved life jacket for each person on board
- ii) 1 approved lifebuoy, 762mm or 610mm in diameter
- iii) 1 buoyant heaving line of not less than 50 feet in length
- iv) one bailer and one manual bilge pump
- v) 6 pyrotechnic distress signals of any type and 6 pyrotechnic distress signals of Type A, B, & C
- vi) One anchor, with not less than 50 feet of cable, rope or chain
- vii) One Class B1 fire extinguisher
- viii) One white forward steaming light
- ix) One white stern light (higher than the white light forward)
- x) One green starboard light
- xi) One red port light
- xii) An efficient horn and an efficient bell

Note the term "approved" and other qualifying terms in this safety equipment list. Many life jackets, lifebuoys, flares, fire extinguishers, lights, etc., are manufactured for decorative or non-regulated safety uses. Make sure, if you purchase non-approved equipment, that you understand it does not replace the approved equipment you must carry.

Also, remember that these regulations are updated yearly. Last year's approved equipment does not necessarily meet this year's standards.

VI. PREPARING TO SAIL - continued...

B. Operating Equipment

Checking and preparing operating equipment before each sail will help prevent unforeseen problems. Before you leave the dock:

1. Inspect all blocks, cleats, halyards, and removable fittings to make sure they are in place securely.
2. Disconnect your shore power.
3. Check your fuel level.
4. Check that the head is pumped out and operating properly before leaving for any extended period, or if you have a number of people on board.
5. Make sure all sea cocks are open.
6. Check your radio and navigation equipment. Even if skies are clear and sunny when you leave the dock, you could have to rely on radio contact and/or instruments to guide you back to port in thick fog or storms.
7. Prepare the equipment you will need for the sail. Have ready your headsail, sheets, and blocks, winch handles, charts –if you are sailing in unfamiliar waters, anchor and anchor line, extra docking lines, boat hook, etc.

VI. PREPARING TO SAIL - continued...

C. Convenience and Comfort Items

Your personal equipment checklist will vary with such factors as the duration of your sail, the facilities at your home port and at your destination, the nature of your sail (pleasure, racing), and the number of people on board.

Regardless of the items you carry, one general rule should always be followed: Stow all loose equipment securely before leaving the dock.

Equipment Checklist:

- i) Tools: screw driver, pliers, wire cutters, hammer, marlin spike, rigging knife, electric insulating tape.
 - ii) First Aid Kit: antiseptic, bandages, sunburn cream, sea sickness pills, water sterilizer tablets, tweezers, scissors.
 - iii) Fittings: spare shackles, blocks, nuts, bolts, washers, cotter pins.
 - iv) Clothing: Foul weather gear, extra sweaters, complete change of clothing, spare shoes, sun hats, sailing gloves, winter mitts.
 - v) Portable heater
 - vi) Essential information: photocopies of your marine insurance policy, vessel license, owner's manual and operating instructions. (It is not recommended to carry the originals on board).
 - vii) Galley equipment: Stove fuel, dishes and cutlery, cooking utensils, can and bottle openers.
 - viii) Bug repellent, fly swatter
 - ix) Blankets
 - x) Flashlight, lighter and matches
 - xi) Large sewing needle and sail-maker's thread
 - xii) Locks and keys for boat cabin, lockers and laserettes
6. Cleaning equipment : soap, scrub brush, sponge, clean cloths, wax.

VII. CLEANING AND MAINTENANCE

A. Fiberglass Gelcoat - Hull, Deck, and Interior Surfaces

Fiberglass is an extremely resilient material. As long as certain precautions are taken against damaging the gelcoat, fiberglass surfaces can be renewed to their original gloss with a minimum of cleaning and maintenance effort.

1. Don't use abrasive cleaners. They will scratch and permanently dull gelcoat.
2. Don't allow hard soled shoes on your boat. Heels which are not rubber will scuff, leaving sometimes irremovable black marks.
3. Use a mild bio-degradable soap for washing the deck and hull. A scrub brush is best for working dirt out of non-skid surfaces, while a sponge or floor mop can be used for smooth surfaces.
4. Interior fiberglass is best cleaned with a non-abrasive ammonia-based cleaner (That's It, Windex, Fantastic), which will kill any mildew.
5. Wax and polish fiberglass as often as possible. Avoid getting wax on non-skid surfaces. Marine waxes and polishes are recommended, as they are not likely to yellow as quickly as household waxes.
6. Difficult stains, oil, varnishes, and wax which has yellowed, can be removed from fiberglass with acetone (sold as Fiberglass Cleaner in marine and hardware stores). Be sure to re-polish surfaces after cleaning with acetone.

VII. CLEANING AND MAINTENANCE - continued...

B. Exterior Wood

Teak grabrails, coaming and trim on the exterior of your Aloha can be maintained using one of three methods.

1. Teak Oil:

While suitable for wood which is not exposed to the weather, oiling exterior wood is not recommended. Teak is an extremely porous wood, which therefore absorbs oil quickly, requiring constant attention. If neglected for even a day or two once your teak is dry, the wood will fade, blacken and lose its polished texture.

2. Varnish

Though more weather-resistant than oil, varnish may crack and peel when exposed to severe sun, wind or rain. If varnish is used on exterior wood, it should be carefully sanded and re-applied at least once per season to maintain the finish.

3. Teak treatments (oil/varnish compounds):

The most durable finish for exterior wood is the teak treatment (available as a number of products - Sun Shield, Teak Wonder, etc.). These oil/varnish compounds soak into the wood, as well as sealing the porous surface to protect wood from the weather. When applied properly to clean, sanded, wood (completely free of any oil or varnish used previously), the teak treatment will provide a natural, lasting, finish.

Note: Inspect your teak regularly. If any spots begin to fade or blacken - clean, sand, and refinish the wood carefully. Always use fine-grained sandpaper. For any of the above three methods of treating teak, we recommend you use a rag rather than a paint brush to apply the finish. A thinner coat of finish will be left by the rag, so you will need to apply more coats, but your chance of dripping the finish onto the fiberglass will be greatly reduced.

C. Interior Wood

Since interior wood is not exposed to weather, the more natural finish achieved with teak oil is usually preferred. New wood requires frequent oiling - at least once per week for the first month, and once per month thereafter. The more you rub the oil into the wood after applying, the more richer, smoother, finish you will achieve.

Oiled teak requires cleaning at least once per season. A number of teak cleaners (and strippers for more thorough refinishing) are available at marine stores. Sanding of interior teak should not be necessary unless the wood has been severely neglected or soiled. Do not simply re-oil dirty or mildewed teak. The oil will only help dirt work further into the wood.

The cabin sole of your Aloha has been finished with Hippo oil, a durable high gloss finish. Hippo oil can be wiped with a damp cloth, and even washed occasionally with a very mild soap solution, without losing its gloss. The surface may fade gradually with wear, but should not require refinishing more than once every one or two years.

VII CLEANING AND MAINTENANCE - continued...

D. Brightwork

Stainless steel and aluminum rigging and fittings require attention to maintenance more importantly than to cleaning.

All shrouds, stays, lifelines - metal cables of any sort - should be inspected regularly, preferably before each sail, for wear, broken strands, and smooth and secure connections.

A flat shiny spot on a cable indicates weakening of its strands. Such worn areas, or any cable with a broken strand, should be replaced (or the worn area removed and the cable spliced) immediately.

Broken strands, rough splices, and unprotected cable ends, aside from being dangerous to the operation of your boat, can cause serious damage to your sails. Make sure that all protruding metal fittings, including cotter pins, spreaders, and any hardware fastened to the mast, are smooth - preferably covered with plastic protectors or wrapped in weatherproof tape, to reduce sail wear and avoid catching and tearing of sails on the rigging.

Brightwork can be cleaned and polished with a metal polish, or even with a glass polish (Windex), whenever you clean the rest of your Aloha. After washing the boat, metal fittings should be dried and polished to prevent water spotting.

E. Bilges

Bilges should be checked regularly, and kept as clean and dry as possible. A quick sponge cleaning is recommended after every sail. Though bilges are designed to hold and drain-off water, damp and dirty bilges will affect the atmosphere of your cabin, particularly if your boat is left closed for any length of time. For a thorough cleaning (recommended 2 or 3 times per season), commercial bilge cleaners are available at marine stores.

VII CLEANING AND MAINTENANCE - continued...

F. Sails

1. We have emphasized repeatedly the need to cover all rough surfaces against which your sails could chafe or catch.
2. Always dry sails before putting them away. At the dock, re-hoist sails if there is little or no breeze, or find a clean, dry surface where sails can be spread out and allowed to dry.
3. Fold - don't stuff sails back into sailbags. While sailing, the fastest way to dispose of headsails is to stuff them into sail bags as you lower them. As soon as you have returned to your dock however, lay the sails out neatly across the top of the boom - don't simply bunch-up and hold the sail with shock cords. Replace your boom cover to protect the main sail as soon as you have finished sailing each day.
4. Do not use a ripped sail. Make temporary repairs if you must use the sail before you can have it re-sewn properly.
5. Excessive thrashing will stretch sails and decrease their lifespan. If the wind drops while you are sailing, lower sails until there is again enough wind to keep sails full. Similarly, do not hoist sails at the dock to dry them if the wind is strong enough to cause them to thrash violently.
6. Always store sails in a dry place particularly when you take them home for the winter.

G. Lines

1. Check the ends of all lines regularly. Heat seal or whip ends to prevent unraveling of braid.
2. Keep lines clean and dry. Use the gentle cycle on a clothes washing machine for a thorough cleaning once per year. When washing your boat, spread out lines occasionally and include them in your soap-and-scrub-brush cleaning. Be sure to rinse lines free of soap.
3. Coil, don't crumple lines, to prevent kinks and sharp bends in the line which will weaken strands.

VIII PREPARING FOR WINTER STORAGE

A. Preliminaries

1. Locate and inspect your cradle.
2. Arrange for haul-out and winter storage facilities.

B. Before and After Haul-Out

1. Pump out water and waste systems while your boat is still in the water. Pour a small amount of non-toxic anti-freeze into these systems to prevent freezing and expanding of any water which cannot be drained from the system.
2. Remove supplies (while in the water if your dock has convenient unloading facilities, or after haul-out, on land). In general, take home as much equipment as time and storage space allows. Definitely remove all textiled equipment - berth cushions, blankets, and life jackets.
3. Detach the main sheet and blocks, and remove the boom.
4. Remove batteries for storage in a dry place (once you have taken the boat to the haul-out facility, and will not need your engine again).
5. Remove electronic equipment if possible, inspecting and labelling all electrical connections to make your re-connecting job easier in the spring.
6. As the mast is unstepped, remove and label all the rigging you plan to take home such as turnbuckles. If you do not wish to take home removable parts, tape them securely to the rigging, or leave them inside the boat to prevent loss.

Clean and tape the ends of shrouds and stays. Tape or tie the rigging to the mast at several points to keep rigging from slapping against the mast.

Do not leave the foot of the mast uncovered .you may find birds nesting inside in the spring. Wrap a cloth or garage bag around the mast foot and tape it to the mast.

7. Inspect all rigging, equipment, fittings, hull and deck surfaces-inside and out. Make a checklist of repairs needed, and arrange to have as much work as possible done over the winter.

VIII PREPARING FOR WINTER STORAGE Before and After Haul-Out, continued...

8. If you do not have mast cradles or a mast shed, lay the mast across the boat lengthwise, tied securely and cushioned with foam pads or carpet on the bow and stern pulpits and cabin roof.
9. Thoroughly clean and dry all areas of the cabin. Leave interior wood well oiled, and make sure compartments such as bilges and the ice box are absolutely dry and left open.
10. Clean and lubricate your engine. Consult your engine manual for winter preparation instructions.
11. Clean and wax the deck and hull. Apply an extra coat of finish to all exterior wood. Make sure the cockpit drains are clear.
12. Close and lock all hatches, windows, and laserettes, leaving vents, drains and sea cocks open to maintain ventilation.

C. PROTECTING YOUR ALOHA

1. If you cover the boat with a tarpaulin, use only the proper size and shape of cover, tied securely over the length of the boat. A “patchwork” of tarps which are too small, or lines improperly secured, can work loose and cause serious gelcoat damage if left to slap against the hull in a winter storm.
2. Keep the tarpaulin as tent-shaped as possible, so rain and snow will run off - rather than sitting in pools in sags on the boat’s cover.
3. Allow for ventilation.

It is not necessary to cover your boat with a tarpaulin, though the cover will protect exterior wood and fittings from excessive wear over the winter.

IX MISCELLANEOUS SAILING TIPS

- I. Use common courtesy as well as “rules of the road” when sailing. By regulations, if two approaching boats are on different tacks, the vessel on port tack must give way to the one on starboard. If both boats are on the same tack, the boat to windward must give way to the boat to leeward.

However, most lakes are large enough to avoid having to enforce these rules (other than when racing). If you appear to be headed towards a collision, a slight alteration of your course, even if the other boat must technically give way, should be considered common courtesy.

2. Be cautious - and be prepared! Always check marine weather forecasts before leaving port. Plan your course direction to accommodate forecast wind direction changes, and to reach your destination comfortably. Watch for indicators of non-forecast weather conditions - a sudden change in wind direction, cloud cover approaching quickly, darkening of the sky, can all be signs of impending bad weather.
3. Carry up-to-date charts of all waters you plan to sail. If you have not entered a port previously the same season, do not trust navigation of the channel to memory - always consult a chart.
4. Know your equipment. Make sure everyone on board knows how to operate your two-way radio in case of emergency. Test electronic instruments regularly. Simple tests can be done by comparing readings with another boat which is sailing with you. If you notice irregularities in an instrument’s operation, have the instrument professionally tested and repaired.
5. Ensure clear communication on board. Make sure your crew understands your terminology. If giving instructions in strong winds or while your engine is running, make sure you can be heard.
6. Too little sail is better than too much. Don’t put up more sail than you are certain you can control.
7. Sail your Aloha as upright as possible. Healing slightly (up to 15 degrees off center) is the most efficient position for sailing. With a greater angle of heel, the boat will not track through the water with maximum efficiency.

CARE AND CLEANING INSTRUCTIONS:

1. The water tanks are manufactured from polyethylene resins, certified non-toxic by Canadian and U.S. government Health, Food, and Drug officials.
2. Because Roto-Molded tanks are formed in one piece, there is no human contact with tank interiors. All openings are sealed with plastic plugs prior to shipment.
3. Because of the possibility that contamination may occur during the normal process of installing the tank, we suggest that the system be sanitized by the dealer prior to delivery to the final user. It is also suggested that this sanitation (outlined below) be used when the system has not been used for some time, or on one that may have been contaminated.
4. **To Sanitize Tank:**
 - a) Prepare a chlorine solution using one gallon of water and 1/4 cup of Clorox or Purex household bleach (5% sodium hypochlorite solution). With tank empty, pour chlorine solution into tank. Use one gallon of solution for each 15 gallons of tank capacity.
 - b) Complete filling of tank with fresh water.
 - c) Allow to stand for three (3) hours.
 - d) Drain and flush with potable fresh water.
 - e) To remove excessive chlorine taste or odor which might remain, prepare a solution of one quart vinegar to five (5) gallons water and allow this solution to agitate in the tank for several days by vehicle motion.
 - f) Drain tank and again flush with potable water.