

# WINDY

## 43 TYPHOON

*The largest sports cruiser yet from a reliable Norwegian yard features a shaftdrive engine and two separate en-suite cabins, all wrapped up in a proven hull.*





At almost 43ft, the Typhoon is not only Windy's first performance cruiser with a shaftdrive installation but also their largest boat to date.

In fact it first saw the light of day several years back, when it was designated a 41, but it now sports a modified transom, incorporating one of the deeper bathing platforms that are currently in vogue.

We caught up with a boat

## Decks

Climbing from the cockpit to the side decks is simple and safe, thanks to the moulded steps to port and the grabrails fitted to the radar arch.

The decks themselves are 8in (20cm) wide and bordered with a guiding run of toerail. However the guardrail, although sturdily fabricated, with a solid

mid-rail, is a little on the low side. Mooring hardware comprises 10in (25cm) cleats forward, midships and aft, and a vertical electric windlass.

The latter is partially tucked beneath a pair of small hatches in the bow, which also give access to the chain locker. This would benefit from a partition, to allow warps to be stowed without the possibility of them interfering with the chain.



## Bathing platform

The bathing platform is largely tucked within the topsides, just a few inches being left proud to act as a footfall when boarding. If you have a dinghy slung on davits, this will be easiest achieved when port-side-to, as this is where the walk-through to the cockpit is located, although a set of treads is also built-in to starboard to help you climb over the transom.

The platform is teak-clad as standard, with a chunky bathing ladder tucked into its own enclosure, together with an underdeck locker. More major stowage comes by way of a pair of 'boot' lockers incorporated into the transom coaming. The larger one will cater for



fenders, while the smaller one would perhaps take a liferaft, although its gas-strut hinging mechanism does not allow it to open very

wide, which restricts what you can easily get in and out.

As you enter the cockpit the transom door closes behind you with a confident clunk, which sets the tone for the rest of the fit-out.

which was on its way from its home yard at Arendal in Norway to its intended cruising ground in Italy, via UK distributors Express Cruisers. Between April showers, we just managed to get its covers off, take it for a blast and get them on again.

## Design & layout

The Typhoon's layout is split more or less 50:50 between cockpit and accommodation, and both are given equal weight in terms of providing comfort for a potential complement of six crew.

The cockpit itself can entertain this number either

around the helm or further aft, while the two en-suite sleeping cabins are supplemented by a sizable convertible dinette in the comfortable setting of the saloon. Headroom of 6ft 2in (1.89m) is maintained throughout most of the interior.

All this accommodation is allowed to extend quite a way

also adjustable fore and aft. A simply but effectively laid-out console has engine instrumentation set furthest away, a perspex chart area immediately in front of the ready-use switches and wheel,

and an angled panel ahead of the co-driver for electronics. Standard fittings include a log, a depth-sounder, a GPS receiver, a compass and a VHF set.

Surrounds to gauges and switches are finished in a pseudo-veneered walnut moulding which looks smart but should not suffer the weathering problems associated with proper wood veneer.

The twin-lever engine controls fall easily to your right hand, with the trim-tab rockers located just ahead of them. Outboard is a handy 'bits' area fashioned into the coaming.

The screen is served by three single-arm wipers, although on a boat such as this we would have expected some heftier pantograph ones.

## Cockpit

The layout divides the cockpit in two, although there is really only a small step between what we would call the helm area and the entertaining area, and plenty of room to move to and fro. Socialising centres on a dinette and wet-bar.

The bar moulding to port incorporates a sink and drainer, with an in-built fridge below, although the adjacent cupboard could be better planned for accommodating associated bottles and glasses. A further cupboard, recessed in the coaming, holds the battery switches and shorepower hook-up, and between the two is a set of moulded steps which facilitates access to the side deck.

## Helm

The two individual helm seats are fashioned with lifting squabs, enabling their occupants to sit, squat or stand. The driver's one is



Dominating the rest of the after cockpit is a sizeable U-shaped dinette which, with the table lowered, can be converted into a sunbed. The table is nicely finished in teak, with fold-over flaps to make it easier to get around, but we were disappointed to see that it has no cut-outs or fiddles to stop glasses sliding off.

The lockers beneath the seat-bases are a good size, and have large hinged lids for easy access.

Further bulk stowage is to be found in a neat midships lazaret,

which you get at by lifting a hinged panel in the decking up near the helm. The hatch itself is a sensible size for hiking canopies and deflated dinghies out through, and is supported on a gas strut. Set against the aft bulkhead down here are the fuel shut-offs, as well as some of the domestic pumps; cut-outs in the false bottom give access to the bilge and to the

connections and inspection plate for the port-side fuel tank.

Opposite the helm position is an L-shaped settee, which can easily seat three, if not four, allowing most of the crew to get involved in the proceedings when underway. We like the way handholds have been incorporated into the seat backs, to make sure it is safe to move around, and a rail run right around the inboard side of the windscreen (a Windy hallmark), to serve as a handhold.





### Saloon

With both the stainless steel-framed companionway and the adjacent bulkhead fashioned in

smoked Plexiglass, the dinette beneath benefits from much more light than is usually the case in this style of craft. This effect is helped by the bird's-eye maple joinery and the buttermilk

colour of the leather upholstery. The table has hinged flaps, and drops to make a double berth. The lockers within the seat-bases are fully lined and varnished, as are all the other stowage areas

within the accommodation. Above the settee is a useful run of eye-height cupboards, and a television/video cabinet is set in one corner. Forward, on the way round to the galley, is a neat cocktail bar with plenty of cut-outs for bottles and glasses. Trimmed hatches in the sole give access to the tops of the water and holding tanks, as well as the bilge and seacocks.



towards the stern, even though the engine runs on shafts, by the fact that designer Hans Jorgen Johnsen has taken the powertrain through a vee-drive gearbox, so the engines can be sited well aft out the way.

Hull shape is a medium-to-deep vee, of 22° amidships and 20° at the transom. Tunnels incorporated for the propellers

take over a fair proportion of the stern sections, whilst the transom-hung rudders are on the small side.

This could not be said of the chines, which are a good 7in (18cm) in section, or the outer sprayrails, which are no less than 4in (10cm) in width. The latter run the full length of the hull, although the inner two pairs fade out quite

quickly, having done their job of knocking back any spray.

In general the Typhoon's lines are notably clean, with no incongruous lumps or over-flashy styling. The topsides, deckline and coachroof blend together very easily, and even the stern area blends into the curves without fuss for a cohesive look.

Windy will fit just about any

### Midships cabin

The midships cabin has two 6ft 2in (1.89m) by 2ft 2in (0.67m) single berths, with an infill that can be used to bridge the 10in (25cm) gap between them and convert them into a generous double.

Sitting headroom is quite limited, and stowage is down to just one decent-sized hanging locker and a

pair of lined lockers beneath one of the berths. A hatch in the other berth gives access to the starboard fuel tank.

This cabin's en-suite WC is also accessible from the saloon for day use. Although only moderate-sized, it is fine for basic ablutions and comes with ample stowage and an extractor. It does have a shower tray, but in all probability most guests would prefer to use the proper cubicle up forward.



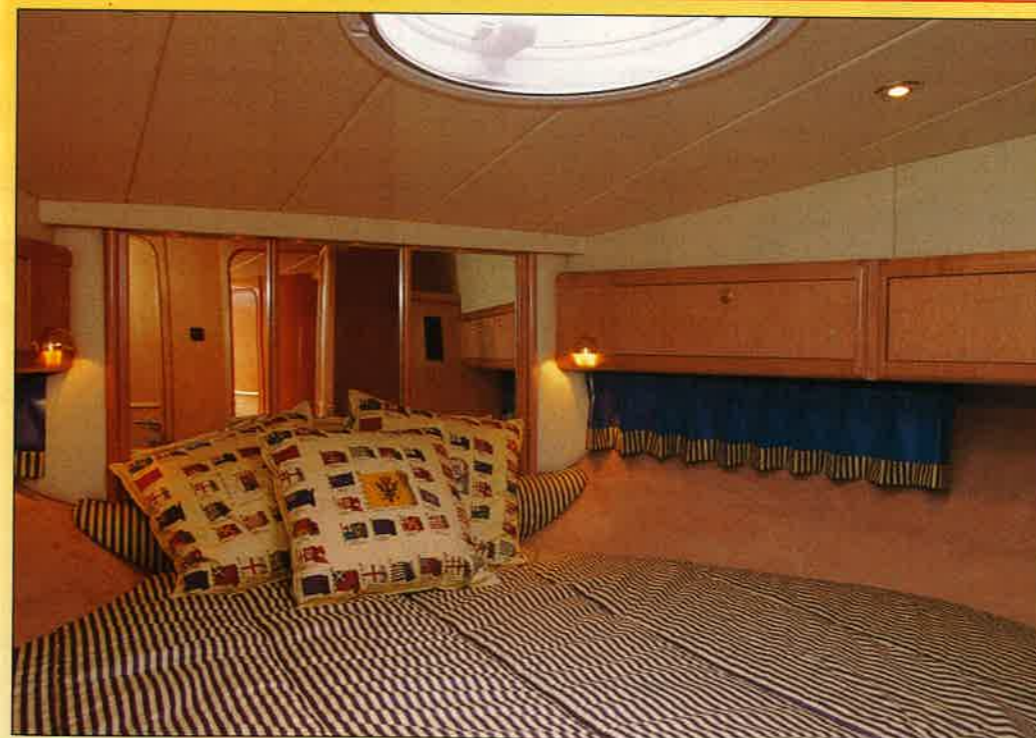
### Forward cabin

The forecabin's central berth is of a good size, some 6ft 3in (1.91m) long by 5ft 0in (1.52m) wide at the shoulder, although some of this width is lost right towards its head due to the curvature of the bow.

Where space allows on each side of the berth, about midway along, is a handy wooden bedside table with a bits tray and glass-holder.

Outboard are a number of useful-sized lockers at eye-height, and at the foot of the bed is a set of four drawers. With a pair of three-quarter-height hanging wardrobes too, clothes stowage is well catered for.

The nice-sized en-suite toilet compartment is equipped with an electric loo and a circular shower cubicle. Here, Windy have got away from the usual blandness of GRP mouldings by using a light bird's-eye Formica to clad the bulkheads, and



by dressing up the basin area with an inset Corian surround. And pukka maple has been used for the cabinets, and for the small hanging locker situated just inside the door.

The latter appears at first sight to be a handy wet-locker, but in fact is not much use for this purpose, being lined in wood and having no drain or vent. On the plus side, the compartment itself benefits from an extractor.

engines you want, but the most potent listed option is a pair of 430hp Volvo Penta TAMD 72Ps. Our test boat had what must be the most popular choice, TAMD 63Ps developing 370hp apiece.

### Performance & handling

There are few boats we enjoy taking for a spin more than Windys. Their build ensures there are no squeaks and rattles, while their deep-vee hulls can be expected to give a cushioned but exhilarating ride.

Their handling is usually sharp and well-mannered too, and sure enough the 43 responds quickly and precisely to the wheel, although we were surprised that it took a fair amount of time and space to complete a full turning circle; this is where the small rudders and tunnels take their toll, it seems.

The Typhoon responds smoothly to the throttles, elevating itself onto the plane without any nose-up fuss to give an effortless fast cruising speed of 28 knots at 2500rpm, and a top speed of 33.5 knots as measured by our radar gun.

Our test day could throw up very little by way of waves to tax 43ft of well-built Norwegian engineering. But handling and ride comfort in a seaway should be no problem, judging from our prior experience with the Windy 41, when we encountered a short swell that would ordinarily rattle



### Galley

Being tucked opposite and around the corner from the dinette gives the galley a slight remoteness from it, while still allowing the cook to remain sociable with those wining and dining.

Countertops hinge and slide open to reveal the moulded sink/drain and the twin-burner hob, as well as a secure arrangement for keeping crockery in situ. When everything is closed up again, the area appears to be little more than an extended sideboard.



Above and below are a good range of drawers and cupboards, one door hiding a good-sized fridge with a freezer compartment, and there is also a combined microwave/grill (our test boat being fitted with

a generator set). What is missing, however, is the simple expediency of an extractor in the standard specification, there being just an opening port to take away cooking smells.



## Engine room

Access to the engine installation could not be simpler. The major part of the sole in the rear cockpit,

including the table, lifts on an electrohydraulic ram, and a short ladder allows you to nip down onto a treadplate between the twin engines.

Here you benefit from full standing headroom, and there is

plenty of space to get right around both engines. This makes it easy to carry out day-to-day checks, service the water filters and fuel/water separators located on the forward bulkhead, and even get at the shaft logs which, due to the V-drive arrangement, are beneath the sumps.

Tucked further aft, but still easy to get right around, is the optional encapsulated genset, a 5kW model in the case of our test boat. There is room to scramble past this to get at the steering gear, and also outboard to the various auxiliaries, notably the calorifier.

The location of the batteries in the bilge between the engines makes sense at first glance, but leaves them vulnerable to water. And while this area is serviced by both a manual and an electric bilge pump, we were surprised to find no other electric unit specified for the rest of the boat.



### BUILD

glass-reinforced plastic

### DIMENSIONS

#### LOA

42ft 6in (12.95m)

#### BEAM

12ft 9in (3.90m)

#### DRAUGHT

3ft 6in (1.07m)

#### AIR DRAUGHT

11ft 0in (3.36m)

#### DISPLACEMENT

8.9 tonnes

#### FUEL CAPACITY

250gal (1150lt)

#### WATER CAPACITY

85gal (390lt)

#### ENGINES

twin Volvo Penta TAM63Ps

6cyl 5.46lt diesels

370hp at 2800rpm

#### PRICE

£205,854 ex VAT



the fillings out of your teeth, and carved through it with disdain.

The screen's single-arm wipers readily dealt with any light spray we encountered on the day, and we found the helm well laid-out and easy to work at. Our only

negative observation concerns the set-up of the dual-lever 'race type' throttle controls, which seemed to have very limited travel, making it difficult to set the preferred revs.

Noise levels are such that you

can socialise around the cockpit or the helm position without raising your voice above normal conversational tones.

## Conclusions

The 43 lives up to all the Windy traits that we, and many brand-loyal owners, have come to appreciate, including a wholesome seagoing specification, a sensible and uncramped layout, and well-mannered comfort underway. Add the usual high build quality coupled with unfussy styling, and the new flagship of the range does not disappoint.

What we particularly like is the boat's even balance between outdoor and below-decks living. And its design and fit-out, being less faddish than most, make it likely to stand the test of time in terms of looks, as well as use. □

## WINDY 43 TYPHOON

PERFORMANCE & CONSUMPTION							SOUND LEVELS dB(A)		
rpm	knots#	gph†	lph†	mpg†	range*	trim	saloon	helm	cockpit
1800	16.0	10.8	49	1.48	300	4.0	70	71	78
2000	19.2	14.8	67	1.29	261	5.0	72	72	78
2200	23.6	18.6	84	1.26	255	4.5	74	75	79
2500	28.0	24.3	110	1.15	233	4.5	77	76	80
2850	33.5	32.3	147	1.04	210	4.5	79	78	83

# Measured by radar gun. † Calculated from previous MBM engine tests. \* Allows 20% margin.

ACCELERATION ~ 0-20 knots, 12.5sec

CONDITIONS ~ wind southerly Force 3, sea slight

LOAD ~ fuel 35%, water 100%, crew 2

### SUPPLIERS

Express Cruisers,  
The Boat Yard, Bath Road,  
Lymington, Hampshire  
SO41 3ET.  
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### BUILDERS

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