

AGRIPPINA, Hull # 228



I acquired Agrippina November 26, 2001. I had been madly in love for years with the Aloha 34 ever since I had seen a picture of one in a sailing magazine. In July of 2000, I was on another boat in Confederation Basin, in Kingston, Ont., when I saw this beautiful Aloha 34, named Fire Star pull in. I jumped on the dock and went to see the skipper to ask if could tour her. He gladly accepted. I could not believe my eyes. I had never seen a boat

so well finished and so roomy. That was it! I was in love head over heels and wanted to get an Aloha 34. In August, I ran an ad in Boat for Sale magazine...and waited, waited, waited for almost forever. No one replied until one day, someone called to tell me, although he did not own one, he thought he knew where there was one. Was it for sale? He could not tell. This particular boat was docked at Trident Yacht Club, in Bateaux Channel, in the Thousand Islands. I managed to find out who the owners were and where they lived (Ottawa). I phoned them to find out that Agrippina was not for sale. In July of 2001, again vacationing in the Thousand Islands, I learned through a friend of mine (having a boat at Trident) that Agrippina was for sale. I did not waste any time, sailed into TYC, went to the boat, told the skipper I had heard the boat was up for sale and requested permission to visit her. I was in a state of shock when he replied that No! Agrippina was not for sale. On the other hand, he was quite willing to show her to me. I touched the bow and said to myself: "One day, you will be mine". She was in exceptional condition and the owners had the reputation of maintaining her meticulously. I had the owner promise me that, should they decide to sell her, they would call me first and told him I was a serious buyer. We shook hands, I got back on the other boat and forgot about it. A few weeks later, he left a message on my answering machine saying that they were quitting sailing, that Agrippina was officially up for sale and to call him if I was still interested. So I did! That is how I acquired Agrippina.



What's in the name? Here's a bit of history.

Agrippina the Younger was one of three daughters of Germanicus and Agrippina the Elder. She was thirty-four years old when the Roman emperor Claudius married her in A. D. 49. Agrippina, being an ambitious and intelligent woman married to an emperor considered a weakling and somewhat of a dunce by those around him, naturally took the reins of power into her own hands. During the last five years of Claudius' reign, she grew more and more powerful. At the time of their marriage, Agrippina had a teenage son

named Nero. When Nero ascended the throne, he was only seventeen and could not legally rule in his own name. Agrippina acted as his regent and was a powerful influence. [Editor: the full history of Agrippina was provided however space was limited.]

I am the fourth owner, I don't know who the first two were. She was known before as "Sea Witch".

The third owners purchased her in Bath through Windjammer Sails. They renamed her and registered her with the Blue Book prior to spending a year in the Bahamas in 1997-1998. They built the cockpit grate, the louvered doors and the folding shelves. The "connectors" between the "fore" and "aft" cockpit seats were also built by the previous owners.

The vessel "Agrippina" has a shoal draft keel. I installed cockpit speakers that you can see in the picture (those two white round things at the back). This is about the best location to have them without interfering with the compass. The hot water heater is mounted on the port side of the stern pulpit. I installed the on demand propane water heater system pumping and filtering lake water. The water tanks can be kept empty, thus rendering the boat lighter. I can switch from lake water to water from the tanks at any time. Having an unlimited hot water supply is a very nice option. Drinking water comes out of containers.



Further to installing the "on demand propane hot water heater", I hooked a 12- foot hose with a shower head coming out to the center cockpit seat to either shower or wash the aft section of the boat. On top of that, I added another extension with a shower head coming out from the head/shower area that can be used to either shower on deck or simply wash the deck or coach roof. As you can see, my priorities are more comfort oriented than racing oriented.

I built the cockpit table and drink holder. I designed and built the three stern seats (out of cutting board material). That way, one can sit much higher with less limited visibility.

Next summer, if the stock markets recover, I plan to have the dodger and bimini replaced and having a full enclosure added. I saw a very well done job done by Hurricane Canvas of Toronto on "Room To Dance". Maybe I'll sail to Toronto. I will be retired within 12-15 months, and it is not excluded that I take her down South for some time.

The engine is a Westerbeke 27. It runs extremely well, does not burn any oil. I had some preventative maintenance done on the heat exchanger last September. Both end gaskets were changed and all components checked for signs of corrosion. No corrosion.



The anchor well was modified and reinforced in order to attach a baby stay that would convert the sloop version into a Bermudan cutter.



I installed a 2200 gallons per hour bilge pump to replace the original 800 hundred gallons per hour pump. The boat may sink just the same, but at least, I'll have more time to prepare to abandon her, should that eventuality ever arise.

I sail Agrippina out of Gananoque Municipal Marina to the Thousand Islands, the Forty Acre Patch or Lake Ontario. This past summer was my very first sailing experience with an Aloha 34 and she exceeded all my expectations. I sailed her singlehandedly on one tack to Waupoos Island heeling between at 20, 25 and sometimes 30 degrees. That was an unbelievable experience. Would you believe I bought a boat by just looking at it and never even getting off the dock? My rationale was that if a boat is beautiful all around inside and outside, it must sail well. **By George, I was right!**