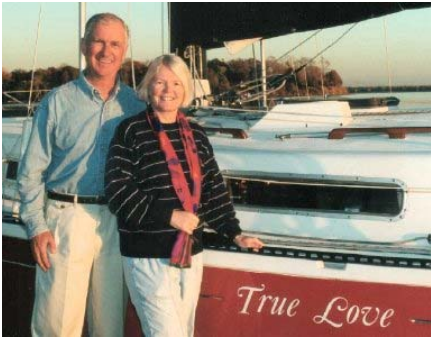


TRUE LOVE — #117

History

We've owned our *True Love* for 24 years, which I guess is about as long as anyone has owned an Aloha 34. She's kept at the Royal St. Lawrence Yacht Club in Montreal of which we are longstanding members and where Frank has been Commodore for the last two years. Before *True Love* we had a Lightning class boat for 15 years which we much enjoyed and actively campaigned. But by 1979 with our kids coming along we felt the need for something a bit bigger. We surprised ourselves by going from a 700 lb. boat to a 14,000 lb. yacht in one big step. At that time Aloha Yachts International had a Quebec dealer — Vallée — who was a member of our club, which made the purchase easier. That was many years ago.



How We Sail

We use *True Love* extensively for both racing and cruising. We like to put at least 1,000 nautical miles on the boat each year to consider we've had our money's worth, and we now have well over 30,000 miles under her keel. We generally race *True Love* twice a week at the club level, with plenty of easy pleasure sailing as well. Each year we take a cruise, usually up the St. Lawrence to the Thousand Islands and Lake Ontario, or down the river to Quebec City, the Charlevoix and Saguenay. We've also taken two long voyages — a three month cruise down to New York and all around the north-east seaboard returning through the Gulf and the St. Lawrence — and an eight month cruise to spend the winter in the Bahamas. Our Aloha 34 has handled all of this in fine fashion.

Main Features

True Love has a bright red hull with the tall rig and deep fin keel. Instead of the usual six side ports it has two large windows in the salon with two of the opening ports, which makes for a very bright interior. The quarter berth is made extra wide by foregoing the usual adjacent lockers. The engine is the original (once rebuilt) Volvo MD 11C with the 110S sail drive and a bronze folding prop. Seven years ago we had the hull professionally refinished in Awlgrip as the original red was fading. This attractive, new finish continues to be excellent.



Special Features — Racing



We have inboard genoa sheeting tracks to enhance pointing ability, together with over-size primary winches (Barient #28 self-tailing — about equivalent to Lewmar #45's). There are four Lewmar two-speed #40's (two secondaries for spinnaker sheets and two deck-mounted halyard winches), as well as a Lewmar two-speed #30 for the spinnaker halyard and pole, and Cunningham tension. We have an adjustable backstay tensioner to fine tune the headstay. Apart from two spinnakers *True Love* has five different headsails, two of which are just for racing, including a Mylar #1. The main is full-battened with slab reefing facilitated by line stoppers and a Barient #8 winch mounted on the boom.

Special Features — Cruising

True Love has the usual cruising gear such as a dodger and big, strong bimini (with quick on/off sun shade panels), a Garmin GPS, Autohelm 3000 and Harken roller furling (this with a split drum for fast removal when we want it off for racing). Creature comforts include electric refrigeration (Easy Kool, with a big cold plate) and an Espar thermostat-controlled diesel heater. We also have a powerful Lewmar electric anchor windlass (Concept 1) with 100 feet of 5/16 chain plus 200 feet of rope rode. This makes anchoring so much more pleasant. For night navigation and fog we have radar (Furuno model 821) with the display mounted in the nav station, but easily movable into the cockpit when it's needed using long cables installed.



The electrical system driving all of this consists of three large Surrette deep cycle batteries supplied by a high-output alternator with smart charger control, as well as a 40-amp three-stage shore power charger. We also have a big wind generator (Fourwinds II with 5-ft. diameter prop, voltage regulator and controls). This is only on the boat for long voyages.

Future Plans

We've had a great deal of pleasure and satisfaction from our *True Love*, and hope to be sailing her for many years to come. If all goes well we might like to take one or two more long voyages, perhaps back down to the islands and/or up to the North Channel in Lake Huron. We'll see. Meanwhile, we're grateful for all the fun and excitement our Aloha 34 has given us during these 24 years.



FRANK & EVE