



Column: FOCUSED ON

Ben Verhaaf and Peter van der Waa

Trintella *Flush Deck* Series

Focused on a Trintella series of seaworthy sailing yachts with a Flush Deck and center cockpit.

Introduction

In the mid-seventies, the shipyard changed direction by introducing a series of sleek modern yachts that became the centerpieces of the yard's portfolio in the 80s. The first model of the series was a 38 feet Trintella, known as the Trintella 38. All Trintellas would, from this moment onward, be named after their lengths in feet. The series was later extended with a 44/45 feet and launched the Trintella 53. This Trintella 53 would go down in history as the largest ever polyester constructed Trintella.

The models in this series are characterized by the high freeboard, the center cockpit, and the flush deck. Since the modern deck lay-out with spacious indoor area resulted in a high freeboard, a deeper keel was necessary to compensate for the weight. For the first time, a salon with a magnificent round settee became part of the standard fittings. On top of that, all models could be delivered with a Bermudan ketch or sloop. In the year 2020, this Trintella will have been in the water for over 45 years. Her qualities make for a wonderful sailor's yacht.

DETAILS OF THE TRINTELLA FLUSH DECK SERIES			
Type	38	44/45	53
LOA, m	11,55	13,40/13,70	16,15
Waterline/LWL, m	9,00	10,80	13,2
Beam, m	3,70	4,10	4,70
Draught, m	1,90	2,20	2,20 Keel centerboard: 1,7 to 3,0
Wvpl, kg	10500	14500	23000
Ballast, kg	4400	6000	7000 Keel centerboard:7100
Sail area, m2	Main: 31,8/28,1 Genoa: 54,5/52,6 Mizzen: 11,5	Main: 39,5/35,0 Genoa: 72,7/72,7 Mizzen: 11,5	Main: 51,2/57,0 Genoa: 89,0/89,0 Mizzen: 18,8
Construction time	1976 until 1985	44: 1979 until 1983 45: 1983 until 1986	1982 until 1989

Amount produced	approx. 45	44:24 45:11	53: 9
Rigging	Sloop/Ketch	Sloop/Ketch	Sloop/Ketch
Type keel	Long	Long	Long

Trintella 38

The Trintella 38 was the 'start-up' model of the flush deck series. The high freeboard made for a spacious indoor area with plenty of headroom and allowed for all provisions that make a long and comfortable stay on board possible.

Quote from Waterkampioen 02/2011 (second-hand column)

The Trintella 38 is a classic apparition that emanates sophistication. This Trintella with a low coachroof appeared quite modern in the second half of the 70s. She is not sporty as the design is aimed at luxury, comfort and seaworthiness. The Trintella 38 is a ship to go on long journeys with and remain on board for longer periods of time.



Trintella 44/45

The Trintella 44 suited the growth of the portfolio of the shipyard. It would take about three years after the introduction of the 38-footer before the Trintella 44 came into existence in 1979. The extra space in the Trintella 44 was especially noticeable due to the larger cabin in the stern and extra berths with a second heads in the bow.

The 44-footer was later succeeded by the improved version: The Trintella 45, in 1983. Improvements that had already been introduced in the newly launched Trintella 53, were taken into account. By fitting it with a negative stern, it did not just receive a more modern and sleek look, but also created more space in the cabin. Besides that, the rudder was placed further back and the skeg was scaled-down. The round, modern shapes of German architect Dieter Sieger were applied to the interior,

which, combined with the adjustments made to the lay-out of the deck would sooner be reminiscent of a smaller version of the 53-footer rather than an extension of the Trintella 44.

Quote from *Yachting*, December 1984

Like her predecessors, the Trintella 45 is a masterpiece of yachtbuilding, constructed to the highest standards and finished to perfection by fine Dutch craftsmen.

In drawing the lines of the Trintella 45, Van de Stadt was not satisfied with merely scaling down the magnificent 53. In order to retain a substantial part of the larger yacht's belowdecks space, the designer gave her much fuller sections aft, to allow in particular for a magnificent after cabin in the Trintella tradition, and to enhance her power in a breeze.

Trintella 53

The Trintella 53, that was introduced in 1982, was one of the largest polyester built yachts on the market at the time. The national and International water sports press praised both the luxury and space below decks and the sailing capabilities. The Trintella 53 was delivered as a sloop as well as a ketch. She was not just the largest, but also the last model that the yard would ever build in polyester.

Anne Wever answered the demands and wishes of the clients on the foreign market in great detail. To prevent that he had to build a different china cabinet to store china safely during a voyage, he came up with a luxury Trintella china that perfectly fit the pantry and would become standard equipment.

Quote from *Yachting World*, December 1982.

The Trintella 53 is an impressive yacht combining an elegant exterior with an equally attractive interior and effortless, quick sailing performance. The whole production conveys an air of total commitment to quality and consideration for the owner's convenience and comfort. It is easy to see why Trintellas are so well regarded.



Column: UNIQUE YARD NUMBER

Peter van der Waa

The *Santa Maria*, a Trintella III with a special yard number.

Because we want to know what happened to all those lovely Trintel and Trintella yachts built by Shipyard Anne Wever, and what stories they can tell us, the Preservation Team has begun trying to uncover (sometimes literally) as many yard or construction numbers as possible. We have received many reactions to our plea on our website, from owners all over the world.

We also keep our eyes peeled for developments on the used goods boat market. Trintels and Trintellas often appear that are yet unknown to us, and even better: with yet unregistered construction numbers (or: CN). This is what happened in the spring of 2019, when a very beautiful Trintella III showed up at maritime broker De Schepenkring in Lelystad (NL). When we saw it bearing the name *Santa Maria*, we started paying extra close attention. The pictures confirmed we were dealing with a very authentic Trintella III. The photo of the shipyard tag showing CN 535 matched the shipyard's old CN list. Meaning: we had perhaps just found one of the most unique Trintellas the shipyard had ever built.

This Trintella III with CN 535 was one of the very first type III ships ever built by the shipyard, in 1969. As all of the shipyard's first new models, she was named *Santa Maria*, after the boat Anne Wever had sailed when he was younger.

The foundation to shipyard's success was made in the sixties, by building and selling Trintel and Trintella I and II sailing yachts, boats now better known as the Classics. The owners of the Classics, however, told Anne they would be interested in larger and more comfortable yachts. So it was time for the shipyard to develop a larger Trintella type. Trintella's own designer Ricus van de Stadt created plans for the type III, a 35-foot centre cockpit with a sleeping cabin behind it. This would mean the shipyard's debut in the 35-footer market, and the start of producing more modern lined yachts, completely built from polyester. This break with the period of the traditional models with sharp lines with wooden construction, meant entering an entirely new era.

The first template for type III serial construction was made in 1968. At the first Trintella Vriendenkring Spring Meeting in Veere, Anne Wever showed his new Trintella III model, CN 535, named *Santa Maria*.

The broker helped us track down the previous and current owners. Because the current owners, Mr. Van Leijden, is spending time abroad as we prepared for this article, we have not yet had the

opportunity to see the boat's many historical documents, that were thankfully preserved. We hope to publish about this later.

The previous owner, Mr. Hogestijn from Almere (NL), has been so kind to answer some of our questions. He didn't really know he owned such a unique Trintella. And, coincidence or not: he returned her to a nearly original state. He had a very special reason for doing so. Continue reading to find out more about what Mr. Hogestijn told us.

What sort of sailing experience did you have before the Santa Maria?

When I was young, I started with a dinghy and after that I sailed a lot (with boats I owned and boats owned by others) in open types, from Solo to Polyvalk. I loved to sail in the Friesian lakes. I sailed both polyester boats and wooden sailing yachts. The owners of the latter always pointed out that they weren't charmed by the many 'Tupperware' boats they saw sailing about. Of course, they also saw the downsides of wooden boats: they require a lot of maintenance. One of my friends bought a Trintella II in the eighties. I didn't have my own boat at the time, but regularly went on trips with him. My appreciation for the brand began and the feelings towards polyester boats became more nuanced. When I went looking for my own cabin sailing yacht, around 20 years ago, I avoided the polyester yachts. I was looking for a steel Trintel. During this search, I became more and more aware of the fact that steel hulls have their own maintenance issues. The best buy out there at that moment, was a steel Trintel IIa, and it had such a maintenance backlog that restoring it would be far too pricey. After over a year, I stopped searing for a Trintel, and it took me years to started looking again. I did, however, fall in love with the qualities of the Trintella brand and the boats built by Anne Wever.

When we became more interested in owner our own yacht, it simply had to be a Trintella, but a bigger and more comfortable model. The Trintella III was just that and we started looking for one. We became its owners in 2007. The boat had a different name then, *Christel*, but the many documents found in the boat told us its original name was *Santa Maria*. We didn't even hesitate in restoring that name.

What do you know about the ship before you bought her?

For a long period of time, the yacht was owned by Mr. Lutz. He was probably the first owner after Anne Wever. [Note from editor: Anne sold his prototype, always named *Santa Maria*, within its first season.] I suspect Mr. Lutz owned the boat between 1970 and 2007, its anchorage being a harbour of the Bodensee. I don't know how much it was sailed, but I suspect the boat hadn't left that lake in all those years.

When Mr. Lutz wanted to sell the boat, he asked an acquaintance in the Netherlands to bring her there and sell her there.

Many of the original documents were passed down, unique for a second-hand yacht. They are now in possession of the new owner – it would be very interesting to look at the history of this construction number.

What state was the ship in when you bought her?

It was obvious that not a lot of attention had been paid to the *Santa Maria* in the last few years. I wanted to return her to her original state as much as possible, so I enlisted the help of an expert/appraiser to find out what I could expect when renovating the boat. Based on his report, I started renovating the boat step by step. Over time, not only the larger issues such as electrical wiring, teak deck and seams, engine overhaul, interior and exterior paint jobs, reversing gear, and window rubbers were taken care of, but we also took steps for the smaller matters, such as cushion covers, cabin doors, sails and sail bags.

But like with every restoration project, unplanned and difficult matters came to light. For this boat, it was the mast support. This came to light when an expert came aboard on behalf of the insurance company. The roof had lost its strength due to water damage to the structure and was no longer strong enough for safe and durable support. We took care of this by restoring and reinforcing the entire roof from the inside (see section). This observation by the insurance expert had a blowback, because it showed that the appraiser had not found this defect. After a lawsuit, he took responsibility and paid for a large part of the repairs.

How important was it to return the Trintella III to her original state?

I think my interest for the original state of things always drives me to take risks. It has been the case for several older homes I owned, where I had always been attracted to the authentic details in the building and the design, so I could restore things to their original state. Tearing something down and replacing it with something new does not often cross my mind. This attitude is why I restored this Trintella to its original state as well.

Reinforcing cabin roof

At the behest of yacht service company Kooistra in Akkrum (which took care of most activities), Poly Constructor from Bolsward restored the cabin roof. The cabin roof, with the mast support right in the middle, turned out to be seriously weakened as a result of water damage to the sandwich design. They decided on leaving the exterior intact and completing the reinforcement from the inside. The roof was completely removed, as well as all bad and rotten (wooden) materials. Then the first layer of fibre glass was attached to the roof with epoxy. After

that, around 20 mm of PVC foam was applied step by step, after which 3 layers of laminates were built with fibre glass and epoxy. (ca. 2000 gr/m²). The roof was finished with ceiling tiles.

Remark: CN (Construction number) = YN (Yard number) = BN (Build number)



The *Santa Maria* in the harbour of Lelystad



The *Santa Maria* in the harbour of Lelystad



CN 535 in the foreground – during the first TVK meeting in Veere in 1969



The *Santa Maria* after being painted



After being painted and undergoing teak deck renovation



Reinforcement of the cabin roof from the inside



Centre cockpit with steering position



Entrance rear cabin



Steering position



Shipyard tag with CN 535



Rear cabin



Navigation table



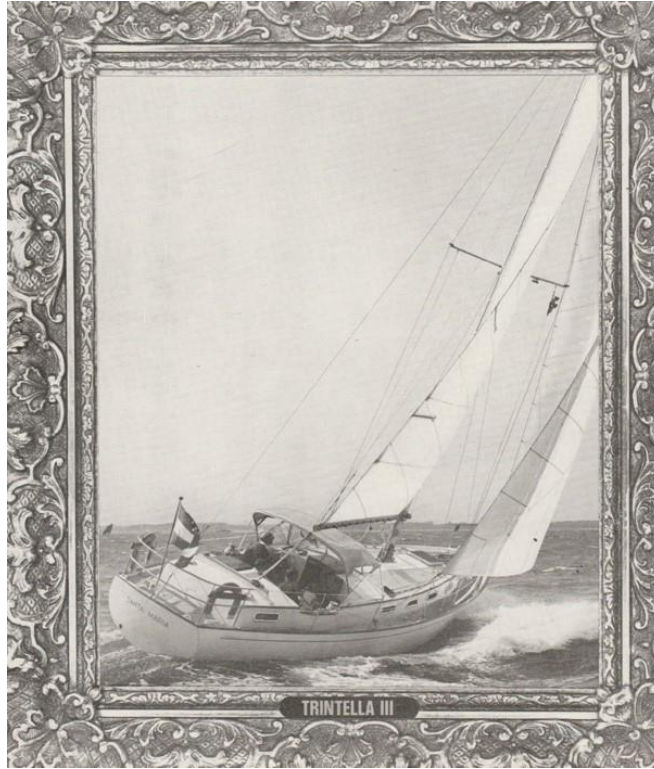
Turning sofa into bed



Pantry




Authentic interior



First brochure from III in 1969 with Anne Wever sailing

35' TRINTELLA III
 Ontwerp/Design: E. G. v. d. Stadt




De 35' Trintella III heeft een voor- en achterkajuit, gescheiden door een ruime cockpit. Daardoor is een ideale motorplaatsing mogelijk in een grote motorruimte. Romp en opbouw zijn van staalsterk gewapend polyester. Maar er is ruim gebruik gemaakt van teak. Men kan kiezen uit een sloep- en een kitsgetuigde Trintella III, terwijl er 2 ruimtebesparende indelingen mogelijk zijn. Alle uitrusting is aan boord. Daarom: met de Trintella III zult u veilig en plezierig varen. En daar is het toch om te doen.

Technische gegevens
 Afmetingen:
 10,4/8,60 x 3,20 x 1,40 m
 Waterverplaatsing 7,5 ton
 Zeilopp.: sloep 63,50 m²
 kits 61,50 m²

- aantal slaapplekken 5 - 7
- stahoogte salon 1,90 m
- toiletruimte met vaste wastafel
- watertank 400 liter
- ~~4~~ P.K. Perkins 4/100 met elektrische startinrichting
- ~~12~~ ^{150 liter} wisselstroomdynamo
- brandstoftank 400 liter
- eventueel ook als casco te leveren

Uitvoerige documentatie over onze jachten zenden wij u op aanvraag graag toe. U kunt ook een afspraak maken om op onze werf de schepen te bezichtigen.

Jachtwerf  anne wever

Reverse of brochure from 1969

Column: TRINTELLA BRAND

Peter van der Waa

Trintella's Brand History

A strong brand, in communications too

In 2014, the Trintella brand has celebrated her 50th anniversary. For this occasion, the Trintella Vriendenkring has given this brand of boats a historical face by publishing the book 'Trintella Yachts – Dutch Glory from Brabant'. This book pays special attention to the brand value and its displays, and puts all of it in historical perspective.

The brand is defined by a number of solid core values, such as luxury, freedom, seaworthiness, comfort, soundness and quality. Rational and emotional values are united in a single brand. A brand of sailing yachts with a clear signature, built at Anne Wever's shipyard in the Dutch 's-Hertogenbosch and sold to costumers all around the world. Several of the branch's yachts have sailed around the world dozens of times, and have scoured seas, rivers and oceans, from east to west and north to south.

The brand's origin traces back to 1959, when it had been some time since Anne Wever had given famous Dutch yacht architect Ricus van de Stadt the task to design a cabin cruiser for the Dutch inland and coastal waters. So, in 1958 the first steel hull had arrived at the shipyard and was skilfully and soundly finished by the best shipwrights. In 1959, the first yacht was launched and showed to a large audience at HISWA Amsterdam. Anne Wever had to come up with a name for his boat. He decided on Trintel type I, with the thought that more (and larger) types would soon follow. The boat was named after a sandbank near Enkhuizen, in the IJsselmeer. The name 'Breezand' was also considered, but the idea was soon discarded as it would be too hard to pronounce in other languages. What a fortunate foresight.

The market for cabin sailing yachts experienced significant growth in the sixties. The need for a material to build hulls from, which would be cheaper than steel, arose; polyester was introduced. Van de Stadt designed a polyester version of the Trintel. Anne Wever felt like he should give a different name to this entirely new and more modern generation of polyester sailing yachts, even though they still had their classic wooden framework. So the name Trintella was born. It must have been a lucky find: Trintel administration, texts and brochures often mentioned 'Trintel Ia'. This referred to a Trintel yacht, type Ia, the model with a spade rudder. Someone at the shipyard suddenly saw the name 'Trintella' in it. The name was presented to several people and turned out to be even better pronounceable than Trintel. This was important for the growing export market (e.g. to England).

VOOR DE VERWENDE ZEILER.....

TRINTELLA

ONTWERP: E. G. VAN DE STADT SCHEEPSWERF N.V. ZAANDAM

L.O.A. 8,50 m
Br. 2,52 m
D. 1,31 m
Z. opp. 42,5 m²
W. verpl. 3,8 ton



- ROMP, DEK EN KUIP ÉÉN GEHEEL
- POLYESTER, GEEN ONDERHOUD
- OPBOUW FRAAI MAHONIE
- STAHOOGTE 1.90 M.
- 5 SLAAPPLAATSEN
- KOMBUIS, HANGKAST, TOILET
- 2-CYL 10 PK ALBIN
- GUNSTIGE METING, SNEL SCHIP

JACHTWERF ANNE WEVER

ORTHEN — 'S-HERTOGENBOSCH — TELEFOON (04100) 3 44 84

An advertisement from the 'early' period of the shipyard, with the sailing emblem prominently present



'n TRINTELLA HERKEN JE DIREKT...

weet u waaraan ?

Schoonheid en stijl • uitstekende zeil-eigenschappen • luxe en complete accommodatie • zwaar uitgevoerd beslag • rijke afwerking • zuiver teak anti-slip dek • ruimte en leefbaarheid zowel in de haven als op zee • gemakkelijk te bevaren ook met lichte bemanning • perfectie tot in de kleinste details, resultaat van een kwart eeuw samenwerking met trotse Trintella bezitters • goede en waardevaste investering • ontwerp E. G. van de Stadt •



TRINTELLA 3-3A

Fraai van lijn en geschikt voor lange zee-tochten. Accommodatie voor 5-7 personen. Comfortabele salon, toilet met vaste wastafel, professionele navigatieruimte, veilige beschermende kuit.
De Trintella 3a heeft een grotere achterkajuit met verhoogd achterdek voor plezierig zonnen. U kunt kiezen uit alu- of kitgeluid.
De afmetingen zijn 10,74 m. lang, 3,20 m. breed, waterverplaatsing 7,5 ton.

TRINTELLA 4

Een trotse verschijning op alle wereldzeën. Met alle comfort en ruimte voor lange tochten. Overal eishoogte, twee toiletruimtes, douche, pantry met warm en koud stromend water, perfecte lijn, uitstekende afwerking voor 6 personen. Lengte 12,20 m. breedte 3,60 m. Diepgang 1,50 m. waterverplaatsing 10,5 ton.

TRINTELLA 5

Een schip dat met zijn 14,70 meter lengte respect afdwingt... een majestueuze verschijning! Een schip dat - zelfs bij zeer slecht weer - zijn uiterst behaard en stabiel gedrag met interieur breed zonnedeck met meubels is om daarvan enkele punten te noemen. Dit is natuurlijk een elite jachtboot: u kunt zelfs elektrisch. Wanneer u denkt dat een vellet van deze klasse en grootte, komt u dan niet uit bij op onze werf of vraag vrijblijvend documentatie.



jachtwerf anne wever bv.

Ertveldweg 3 -'s-Hertogenbosch - Tel. 073-802455

Advertisement from 1976 with focus on unique characteristics

Introducing the polyester hull in 1964 meant introducing the Trintella brand name. This name would be forever linked to the brand of sailing yachts from Shipyard Anne Wever, later named Trintella Shipyard from 's-Hertogenbosch.

The shipyard was also one of the first to have a sailing emblem and a company logo. Anne had developed a nose for modern PR and communication early on. After all, in his youth he had already created a flag with his initials to give shape to his 'personal branding'.

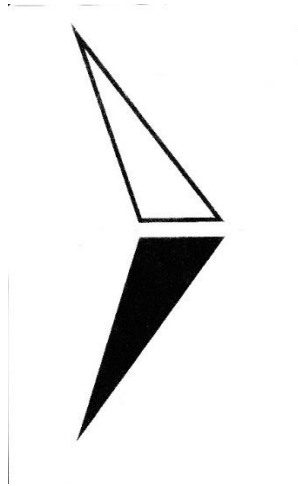


First flag by Anne Wever with his initials – ca. 1940

To strengthen the position of the Trintella brand, a company logo was used in the sixties and the mainsail was brandished with a sailing emblem. Using a sailing emblem was not entirely new but was almost exclusively used in One-Design. The main advantage of using it was being able to recognise the boat's brand and type from a large distance, even on the water.



Company logo of the Shipyard Anne Wever – sixties to ca. 1990



Sailing emblem for mainsail – First generation of Trintellas – 1965 to 1992

The core values of the brand and her boats have been re-established with every new series of boats, for decades. A brand with a clear signature, that managed to separate itself from the pack. Van de Stadt has played a large part in this as fixed architect and has contributed greatly to Trintella's brand core values.

That clear and recognisable signature stopped being used when the shipyard was sold in 1992, to a new owner who wanted to take the brand to the market of faster sailing yachts. For the first time in 35 years, a different yacht architect was hired. This resulted in a swifter design, and the company logo and sailing emblem were renewed as well. The new changes did not appeal to both the existing market of Trintella sailors and the newly discovered target audience. The famous core values of the brand were insufficiently present in the new designs.



Sailing emblem for mainsail – Second generation of Trintellas – 1992 to ca.2005



Company logo of the shipyard after new start – 1992 to 2002

During the shipyard's final phase, which lasted until her doors closed in 2002, the Trintella C was launched, based on the successful Trintella A series but based on the design of Ron Holland. After the closing of the yard in 2002, the brand rights and several unfinished projects were sold to an English shipyard. After several attempts by the English to get a new start, the curtains fell on the brand, at least for now. An Italian shipyard bought the brand rights, apparently seeing the value and perspective of building sailing yachts with the Trintella name.

From a historical perspective, it's interesting to see that several boat builders have wanted to build more Trintella sailing yachts based on Trintella's reputation and fame, even after Anne Wever's time. Yet they failed to give the brand a durable future. Or have they? The brand has been registered in the Netherlands since 2017, and during a Trintella Vriendenkring meeting in 2018, Doornik Yachts has presented the Trintella 2.0 concept. Will it work this time, to give a future to the DNA of the brand's founder?

What about the Trintella sailing emblem in your mainsail?

Earlier, we have already devoted an article in the TVK Club Magazine to using and 'abusing' the sailing emblem. The many, creative uses of the sailing emblem caused us to draw up guidelines for applying to original Trintella sailing emblem. During the preparation, we studied a lot of pictures made during the association's annual regattas during the Ascension Day weekend. The guidelines are stipulated in Technical Information Bulletin no. 1.



In these last few years, questions arose about the sailing emblem for the larger generation of Trintella A and C yachts, as the first guideline did not mention them. We also noticed the desire owners had to apply the original brand and type stickers on their hulls.

This is why we have recently published a new version of TIB no. 1, titled: *Applying and supplying Trintella sailing emblem and brand and type stickers*. This new publication entails guidelines for properly using the sailing mark for all Trintella ships as well as applying authentic brand and type stickers. It also suggests how these stickers and sailing emblems can be supplied.

To make it even easier: in the TVK shop, you can find the sailing emblems as vector graphics. This is ideal for supplying your sailmaker with the right shape and ratio, or creation a perfect sailing emblem yourself!

Wouldn't it be nice if the Trintella fleet would be clearly recognisable again, both on the water and in harbours, by using authentic Trintella brand communications?

Overview of creative application of the Trintella sailing emblem.

Example	Comments
	<p>Positioned too high on the sail. Too big. Right position on starboard side (tilted forwards) but wrong position (tilted backwards) on port side.</p> <p>Advantage is that this sailing emblem can be placed on the same position on both starboard and port side (arrow forward).</p>
	<p>Emblem is misshapen because of nearly equilateral triangle. Position opposite of previous example. Port side right tilt, starboard side wrong tilt. Centreline of emblem is parallel to boom and not abeam leech.</p>



This example uses TVK logo instead of Trintella Shipyard sailing emblem, as well as not using black bottom triangles.



Shape and position close to original.

Position abeam leech. Colour should be black. Lines of upper triangle bit too bold. Here too, port side arrow titled backwards.



Sailing emblem upside down, and horizontal instead of abeam leech.

NB. Compilation of three translated articles ex TVK Magazine – edition 2020