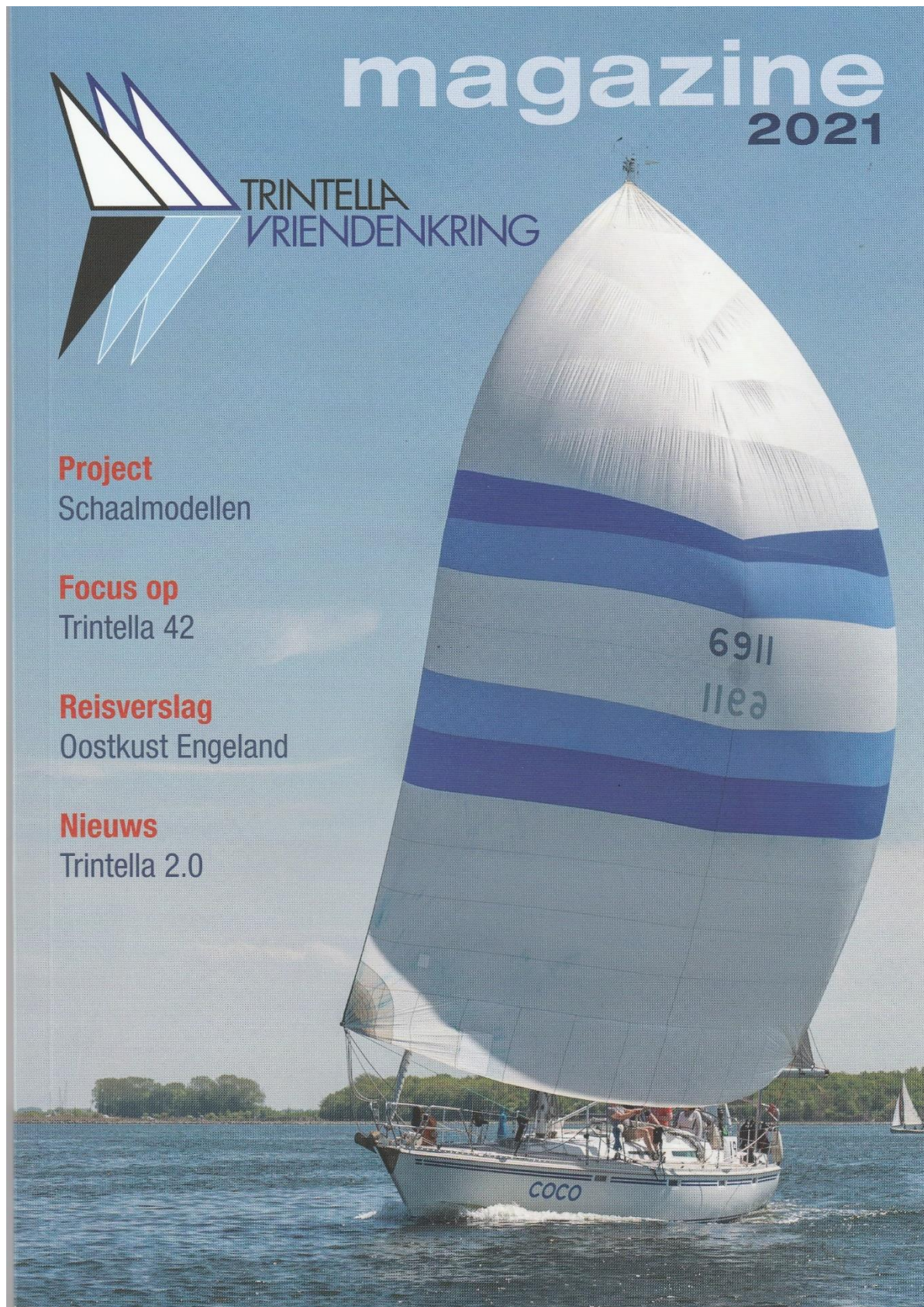


Compilation of 3 translated articles from TVK magazine – edition 2021



Column: PROJECTS

Peter van der Waa

Miniature Trintella world

Everything about scale models of our Trintel and Trintella fleet

In the book 'Trintella Yachts', published in 2014, we paid a little attention to the scale models created in the past during the chapter on the Trintella brand. When first exploring that world of Trintella miniatures, we quickly found there was a lot more to building scale models than we first believed. As newly minted Committee Member Projects, I decided to explore the different models, versions, builders, and owners. The end result: a beautiful only photo exhibition on these scale models.

During the seventies, the first and foremost period of growth of the shipyard, the goal of scale models was to promote the Trintella yacht. In that time the shipyard gave the order to build a model of a ship that had yet to be built in real life. The new and original sketches by designer Van de Stadt were used to do this. The first generation of models were used on the international boat exhibitions to introduce customers to both new and existing Trintella yachts. When a new type of Trintella had then been launched onto the market, it was usually the owners, so proud of and charmed by their new boat, who wanted a model to have at home on the wall or in a display case. Slowly and steadily a market for scale models of luxury yachts grew, mainly dominated by scale models of maritime and historical ships (such as VOC ships). The bigger shipping companies were happy costumers of professional scale model builders.

To get better acquainted with the miniature Trintella world I wanted some answers on questions like: how many half and full Trintel and Trintella scale models were built, who built them, what versions are there, what is the quality and in what state are they, how do you come to own one of them and how many can we track down and photograph? The final goal was to make these Trintella mini's available for a general audience.

The best end goal could have been to host an exposition where we could bring together the models, their owners, and builders during a TVK event. While tracking everything down, we quickly learned that getting everything and everyone in the same location would be a logistical nightmare. There are also a lot of owners who believe their model is too fragile to be transported. We now chose to showcase the found models in a more permanent, online photo exhibition on our website. This way it will also be a lot easier to add new models and additional information.



Full model Trintella IIIa



Half model Trintella Ia

Where did they go...? The search

The first search in 2013 for a chapter in the book didn't get a lot of replies at the time, so I had to use the few pictures I managed to find in old archives for the book. That experience made that in the fall of 2020, I had rather negative expectations of stage 2.0 of the search for the missing Trintella models. Eventually, the messages on Facebook, our own website, the newspapers and magazines, and many requests through email resulted in a beautiful collection of Trintel and Trintella models in a variety of versions and conditions. We succeeded in finding one or more models of all different series of Trintellas: we found models ranging from the Trintel Ia to the modern Trintella 47C. By the end of December 2020, we had found over 25 models. We expect more owners of scale models will come forward in 2021, when we open the online exhibition and further promote the project. We hope to have around 30 models by the end of 2021.

Renovation

When collecting the first group of models from their owners, we quickly realised the models would need some special attention before we subjected them to a photoshoot in the studio. This a very specialist job, so I petitioned help from a model building boat club in Brabant (NL). Of course, it was in 's-Hertogenbosch, the berth of our Trintellas, that I met the club Titanic. They thought this would be a nice job for one of their members. Theo Neilen was happy to comply and professionally cleaned 4 models and fixed issues like stray swimming ladders and replacing stays and railing wires. Theo made sure the models were ready for the rotating 'catwalk' in our studio. We decided to photograph several models, that were in bad condition or were still being finished, as they were and not wait until the thorough renovation or finishing are done. This gives an accurate picture of reality, after all. Sometimes our older, full-sized Trintellas are not in the best state either. They are at the cusp of a refit that will make sure the boat is good to go for many years to go.



Trintella 57A for restoration

Photoshoot

The idea was to make high-quality pictures for our permanent online exhibition. This quality is best achieved in a suitable studio. One of our members, Peter Vincent van der Linden (Trintel IIa) is a professional photographer and owns a large studio in Almere (NL). He was willing help us with this project and took pictures of around 10 models.

For some models, transport was logistically difficult and so we found studios close to the owners. We reached out to several photography clubs in Zeeland and Brabant, asking them if they had a member with a (mobile) studio.



Photoshoot of Trintella IIIa in studio Peter Vincent van der Linden – Almere

A number of photographers came to our aid and we made arrangements with them to photograph the models. In some cases, the owners of the models took the pictures. The pictures may not have been taken in perfect studio conditions, but the models are worth viewing.

All models that were photographed in a studio, had pictures taken from several angles. We placed the model on a turntable to do so. For some models, photographs were taken from 36 different angles, so we can have a 360-degree video made! With the perfect light and the best cameras, we have a clear shot. No detail can be missed. This makes zooming in on the picture online extra fun, since you can see the finishing details perfectly.

Builders of Trintella miniatures

Generally speaking, there are two categories of model builders: professional and amateur. The first category of builders works on assignments from companies or clients for a set quality and price ratio. A detailed and perfectly finished model will have a different price tag, and commercial prices also vary between so-called 'half' models, which can be mounted on walls, and 'full' models for display cases.

Amateur builders create a model as a one-time project, for example because they have their own Trintella and this is a fun way to spend your winter. The quality and execution in these models can vary massively. Some amateur builders have spent their entire lives creating a portfolio and come close (or even match) the quality and finishes from professional builders. Theo Neilen, who fixed up a few Trintella models for us, is one of those amateur builders who has simply perfected building model sailing yachts. We have an interview with him coming up in this Magazine.

Professional builders that have come up as Trintella model builders are:

- Roukema B.V. - Delfzijl (quit in 2000)
- Dubbelman B.V. - Ridderkerk (quit in 2020)
- Bootmodel.nl – Balkbrug
- Maritime Kunstobjekte - Schwanewede (GER)



Making of Trintel I by amateur builder Theo Neilen



Studio where the Pimpernel (Trintella la) is being finished

Interested? How can I get my very own model?

There are only two options, unless you are one of the lucky few who are gifted the model of their dreams: you can either buy or build.

- When you **build your own**, it's important to have some basic crafting skills in so you can create a nice end result. There are many books and online videos to use for inspiration and learn this skill for yourself. The TVK can also help in providing the desired drawings. There are also model building boat clubs you can join, so you can make the most of the expertise from your fellow members. Some clubs organise workshops and courses. You will have to learn to

navigate this world to learn what are the possibilities that best match your own skills, ambitions, and budget.

Several Technical Information Bulletins are being written, discussing three different building methods and types. It describes half and full models as well as the modern technique of 3D printing.



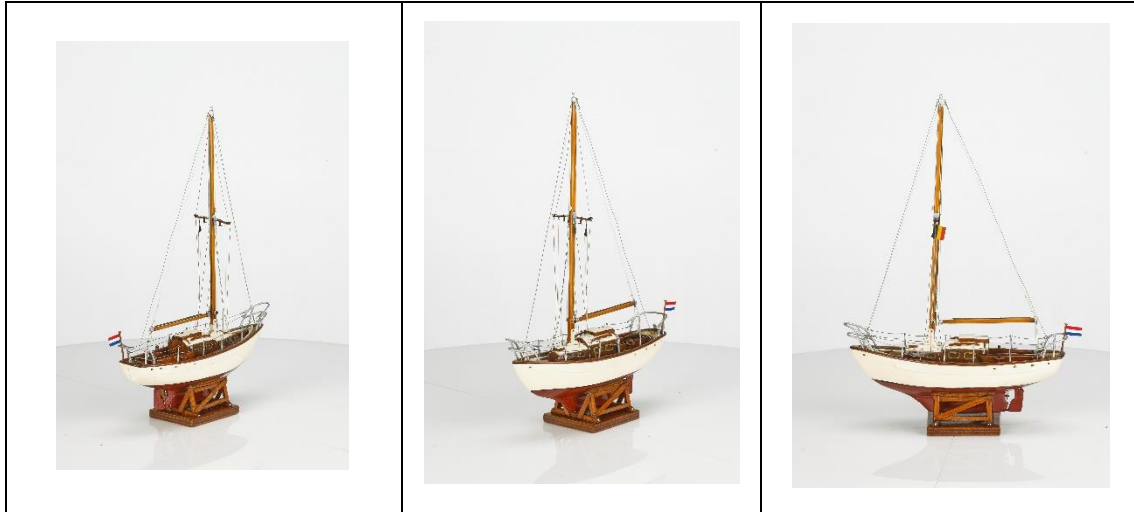
Example of Trintella III- 3D print

- If you want to **buy** a ready-made model, you will need to make a choice between **new or second-hand**. In 2018, one of our board members managed to get their hands on a beautiful and authentic Trintella IIIa model from Roukema. Depending on the state and version, prizes can be high. You will often see prices ranging from €500 to €1500 for a full scale model on display.

For a **new** model, you will have to look into current professional builders. We mentioned a few active builders above, but there might be more out there. You can then have the model of your dreams (half or full, quality, details), depending on your budget.

Online exhibition of Trintel and Trintella scale models

You can marvel at the beauty of the models on the Trintella Vriendenkring website (www.trintella.org/yachts/scalemodels). All models are provided with a profile, describing detailed information on the model, as well as a picture from the side. By following a link, you can view separate pictures from different angles per model. Zooming in will allow you to see the details.



Exhibition – Full model Trintella – photographs from different angles. Model is 50 years old and owned by Riekie Wever, the TVK's protectress. This Trintella was once the first step towards the shipyard's success.

The photo exhibition of the Trintella and Trintella scale models can be seen online from 15 April 2021.

Visit our TVK website: www.trintella.org/yachts/scalemodels

Column: FOCUSING ON

Peter van der Waa

Trintella 42

Focussing on an early modern cruiser racer.

The boat market was in recession in the early eighties. To better understand what his customers were looking for, Anne Wever enlisted the help of a market research agency. The results of their analysis showed that there was a desire for 40-foot, luxury touring yachts with a sportier twist than the Trintella 38. Van de Stadt designed the new Trintella 42: a luxurious and fast yacht with the modern lines of a semi-flush deck, the helm at the back, a finned keel, a saildrive and a minute wet area. To summarise: a complete departure from the previous Trintella designs. The Trintella 42, of which only one type was built, was a unique model in the shipyard's portfolio. For decades, this design would be the modern cruiser/racer for this segment. Between 1980 and 1989 forty boats were built, solidifying them as the most popular Trintellas from that period alongside the 38-footer.

DATA TRINTELLA 42	
LOA, m	12,90
Waterline, m	10,60
Width, m	4,00
Depth, m	1,95/2,15
Water displacement, kg	cc. 9000
Load, kg	4000
Sail area, m ²	Main: 38,0 Genoa: 68,5 Spinnaker: 143,0
Construction period	1980 until 1989
Number of yachts built	40
Rigging	Sloop
Type of keel	Fin

The Trintella 42 is marked by more modern and sporty lines than the 38-foot Trintella it is often compared with. Thanks to a lighter construction, the Trintella 42 might have been slightly longer than the Trintella 38, but it was 15% less heavy. The critical German water sports media was delighted by the sporty sailing performances. It compared the relationship between sail area and water displacement from both the Trintella 38 and 44. The Trintella 42 scored a 4.96, clearly outranking the 38-footer (4.24) and the 44-footer (4.11). The potential for speed that was hidden in the design, could be harnessed by applying a longer keel and bigger sail plan.

German quote from *Yacht*, April 1981

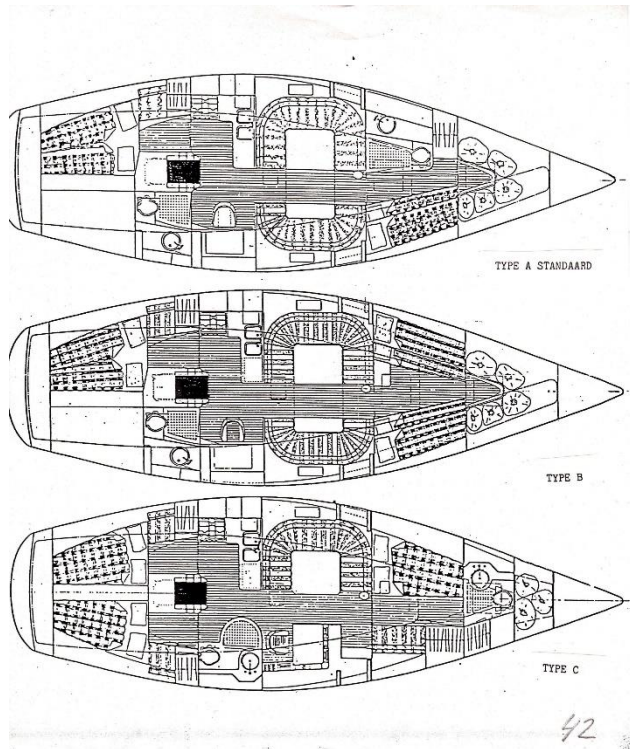
Die Trintella 42 ist ein Spitzenprodukt des niederländischen Serien-Yachtbaus, das insbesondere Skipper ansprechen dürfte, die sportliches Segeln bevorzugen. Die Trintella ist eine geglückte Mischung aus Komfort- und Hochleistungsboot.

Construction variants

In the original 1980 specs and brochure from the Trintella 42 little is mentioned about the different construction variants equipping the current fleet. These are varieties in lay-out, interior finishes, shapes of the keel and stern, the lay-out of the deck, the engines, and details in technical installations.

The many varieties have partially been realised at the shipyard, and other adjustments were later made by owners. Below a few examples of options and variants.

- The **interior** has been modernised after the first series of yachts. This was caused by a potential German buyer, dr. Sieger, who wanted the interior to have rounder shapes. Anne Wever saw the possibilities. The new interior turned out to be a success and it became the standard for later Trintellas.
- The **interior lay-out** existed in three different varieties. Bigger or smaller seating corner. One or two wet rooms. Double bunks in the back versus bigger/smaller lazarettes. Possibilities in the front for bunk beds and/or double bed combined with wet room or bigger sail storage.
- The 42 is popular amongst sporty sailors so both the shipyard and owners changed **sailing plan and rigging** to unleash the hidden potential for speed. The shipyard offered the possibility of a 'tall rig' (mast 1 m taller) with double spreaders and a deeper keel (2.15 m). Later owners themselves often fitted a cutter stay and/or a double forestay for a flexible and efficient performance.
- Depending on the sailing plan, the **keel** came in different variants. Two standard fixed keels 1.95/2.15 m. Several versions were also delivered with a retractable keel.
- To create a comfortable bathing platform there are some boats with a mirror that has been elongated for a few feet. The **extra negative mirror** that occurred in the process caused an even more modern look of the stern.
- The Trintella 42 was supplied with a Perkins or Volvo Penta MD 21B as a standard. Due to old age and wear, these **engines** have been repaired or replaced by more popular and modern types by Volvo Penta or Yanmar.



Extending mirror /bathing platform on the Onyx

Trintella 42 owners share.....

1.Hilde Snieders about the *COCO*

.....*it was love at first sight for Frans*

We bought a Wauquiez type Chance 37 from Mr. Stock in 1995. Fate would have it that we ran into Mr. Stock on the Waddenzee during one of our first trips, his newly bought Trintella 42 in full rigging. It was love at first sight for Frans. 'That will be my next ship.' Frans was very clear about it. We regularly checked the internet for Trintellas 42 for sale. We preferred a Trintella with an aft cabin and a double bed + bunk bed in the forward cabin. We wanted the bathroom in the back with a large lazarette. Another must was the tall rig variant with a deep keel.

Frans saw a Trintella 42 for sale in Greece that completely met our criteria. In the summer of 2010, we had docked our Chance 37 in the Muiderzand harbour when suddenly: 'our' Trintella 42 from Greece sailed in! The owner had brought the boat to the Netherlands to sell it here. After some negotiations we were the proud owners of a Trintella 42!

We've gone on a lot of beautiful journeys with our Trintella, which we named *COCO*. We've been to England around 12 times, and to Denmark, Belgium, and France. And of course, we also sailed Dutch waters, such as Zeeland, the IJsselmeer, and the Waddenzee. We love to compete in club regattas on the Oosterschelde from Sint Annaland, our berth. Our spot in the race depending on the crew and performance. But our 40-year-old Trintella can still compete with the often bigger and more modern design yachts.

Several years ago, we sailed into the port of Middelburg and saw people waving to us very happily from a motorboat named *Impala*. It turns out that our Trintella used to belong to Nicole and Peter and was then also named *Impala*.

The *COCO* is a quick sailor, especially in easy weather. He's a little heavily rigged and with wind force 4 we need to reef. Compared to the Chance 37, the Trintella 42 is a little more nervous and we often need to switch sails. The ship is very comfortable, spacious, and very suitable for bringing along kids and grandkids.

We've done a lot of work in the 10 years that we've now owned the ship: the fridge, water supply, navigational tools and steering column have all been replaced. The deck has been renovated and the structure and hull repainted by Thierry van der Zwan from Kerkdriel. Two years ago, we had the keel dismantled, removing the polyester, and coating it in an epoxy layer and fitting it into a new bedding. The keel bolts were still perfect. The next job will be a wastewater tank.

We are still incredibly happy with our *COCO*! And hope to enjoy many more years and beautiful journeys.



The COCO competing in regatta on the Veerse Meer

2. Henny Op de Weegh about the *Onyx*

.....*from a Trintella 'platgatter' to a Trintella 42+*

After having enjoyed our trips with our Barracuda for 22 years, we started having more time to take longer journeys and so we started thinking about a different boat. In that 22 years we were sold on the qualities of our Trintella I, a fine sailor and nice ship with outboard rudder and plenty of space for a small crew.

We've gotten to know the Trintella fleet pretty well during the many TVK reunions and experiences of fellow members. So the chance that it would be another Trintella was large. For a longer stay aboard we were looking for a successor of around 40 feet. The Trintella flush deck type (35 to 53 feet) were good candidates, but as ex regatta sailors we were looking for a Trintella with more potential for speed. When Riekie Wever gave us a tip about the *Onyx*, a Trintella 42 for sale, we were head over heels. It was a very attractive ship because it has just been through a larger refit and had new rigging with a stowaway sail and was freshly coated in AWLGrip. We became the proud owners of *Onyx* in 2000.

Before we left for longer journeys, we sailed in the Netherlands for a few seasons to make multiple adjustments to the ship. We installed solar panels that would make sure we didn't have to depend on shore power. And because Lieke has her radio transmission amateur license we installed a transmitter for much-needed contact with the home office. We didn't know yet that Wi-Fi would develop so quickly that this would soon become redundant. After losing our propellor on the Oosterschelde, Van de Rest Nautic completely repaired the *Onyx's* engines. Our desire to have a comfortable bathing platform was met when the stern was elongated with around 2 feet, making our *Onyx* a Trintella 42+. Lieke had her doubts about this adjustment as she believed elongating the waterline would make the *Onyx* even faster. We will not go into the details of this discussion, but Lieke got her desired bow thruster to make for safer and more comfortable manoeuvring in harbours.

We were ready in 2004 and left for southern waters. Following Belgium, the French coasts, Bay of Biscay, and Spain, our first big stop was Nazare in Portugal. A nice harbour with plenty of facilities to replace the complete engine.

The second stop was Seville, where we made the call to follow the Mediterranean Sea to Greece. Mallorca was next and we stopped to visit Lieke's sister in her holiday home. Coincidentally, here we also met the *Mary Constance* (previously *Esmeralda*), *Onyx's* sister which had been finished at the shipyard with the unique round design by German dr. Sieger (construction number 1104 resp. 1105. Year of construction 1981). The *Mary Constance* and her crew were on route to Australia and were no stranger to the TVK. See www.maryconstance.info.

The third stop was Preveza, from where we sailed the entire west coast of Greece. In 2011 we sailed through the Canal of Corinth, a unique experience, and 48 years after I sailed my first KPM merchant ship there. Since then, we've been sailing the entire area between the Aegean Sea to Thessaloniki and Crete from Kilada Argolis.

Since her purchase the Trintella 42+ has brought us to many beautiful places in the Mediterranean. Safe, seaworthy, and comfortable. But like every older Trintella, the *Onyx* needs regular maintenance of smaller and bigger issues. We've replaced important parts that are subject to wear and tear. For instance: a new engine, rigging, sails, valves, the teak deck, as well as comfort improving adjustments such as modernising navigational tools, interior, bow thruster and many more.

(Editors: A man never knows to say goodbye, a woman never knows when to say it. This quote from Helen Rowland could possibly apply to the *Onyx* crew. The *Onyx* is for sale, for a new owner willing to sail new life into her with 'Tender Love and Care'.



3. Mike Huiskamp about *Mrs Jones*

.....*Mrs Jones is a great ship*

Our *Mrs Jones* (Trintella 42. 1981) is a fantastic ship and a fast sailor. We had to make a choice 18 years ago: buy a new ship or a ship that was renowned and built to last 'forever'. We chose the latter. Forever is quite different when it comes to boats, however. Though the design stays modern and the quality is amazing, 40 years of sea miles will lead to maintenance and refits.

The necessity to keep her 'forever' made us decide to do a large refit between the seasons of 2018 and 2019. Partially done by us and partially done by professionals for the very specialist jobs.

We gave her a new colour and replaced the rubbing strake. Inside the kitchen and bathrooms have been modernised. A new deck went on because *Mrs Jones* was given a 5 mm teak deck from the shipyard in order to save weight. After many years of maintenance, this had officially run out. We got new shutters and the windows, that were never quite waterproof, were given an aluminium frame. The valves were also recently replaced. The steering position was replaced because the pinion was old, and the autopilot has gotten new controls while preserving the solid engine. Partially soaking the sandwich construction of the helm and deck has led to drastic changes. Also see pictures and details of this refit in the Refit Document Nr. 5 that will be published on the TVK website in 2021.

After years of regular engine trouble, our Volvo Penta Indenor MD 21B (64 HP) had to make way for a Volvo Penta Turbo D2 (62 HP) in the fall of 2020. So, all in all: a good concept helps our diva survive forever.

Mrs Jones has some spreaders with headroom of 18.60 m. We had replaced the stays several years ago. With envy we watched the ships with a second headsail. We had a removable cutter stay that has so far come down twice. Metal fatigue is lurking whenever it's not tense. In the past year, we've had Neutmast moving the forestay as far to the front as it could go, and a second furl has been placed on the back hole of the front hardware. The 40 m² jib makes it easier to switch the headsails with long-haul courses and sailing close to the wind it provides speed and height. So it's ideal and the ship looks especially tough. A new Rocna anchor has, contrary to the CQR anchor we had before, never failed us, even though we've been mooring frequently in the past year.

Mrs Jones is berthed in Yerseke (NL). We enjoy sailing the waters in Zeeland, coastal waters and, every year, a week to England in April. In our four weeks of summer holiday, she has brought us to beautiful spots along the French and English coasts. L'Aberwrac'h (France) and the Isles of Scilly (England) have so far been the cream of the crop. We hope to extend this to include a bit of Scotland in the upcoming years. With retirement in the near future, we have plans to flip our living pattern. Living aboard, with a house ashore so we can still see our kids, grandkids, and friends. We are looking forward to it.



Charming name for a 40-year-old Trintella 42

4. Siem Poot about the *Double Dutch*

..... *The first buyer had many choices.*

Why would anybody want a Trintella 42? Very easy: anybody that wants a relatively modern yacht that isn't mass produced, with a foundation of good quality, speed and spaciousness, that is also affordable on the current market, will have themselves a winner in the Trintella 42.

There are, however, many different varieties. The hull is always the same, but the original buyer has many choices. He could choose from different lay-outs, two different keels, many different masts, riggings, and a dozen other choices. The most expensive versions would have costs over 600.000 DFL back in the eighties. But then you had yourself a proper ship.

The hull is modern, ignoring the modern trend to have a vertical bow and broad stern. For instance, it has an IOR keel and a balanced rudder without skeg. The deck has a sandwich construction that makes it both light and strong. If you look at the bottom, you can immediately see the attention to streamline in the design. There are Trintella 42's with a depth of 2.15 m and versions with a depth of 1.95 m. The deep keel is lighter, but because the weight is deeper, the righting moment is bigger.

The diesel and water tanks are found in the middle of the boat, ideal for balancing the weight.

Speed is also not an issue. The fastest Trintella 42 will have deep keels. The height of the mast, which also differs between the 42's, helps with speed as well. Realistically speaking, a 42 with a short keel and without tour rigging (just crosstrees) will often be faster than the new sailing yachts of equal length (or else we should be discussing the skills of Bavaria and Hanse sailors). The 42 was designed for speed at the time, but the comfort should not easily be dismissed.

The construction quality is good (polyester), but with Trintellas over 35-years-old, you will need to keep an eye on maintenance. Some have issues with osmosis. The sandwich deck can get water damage if you're not careful with the connections of the deck.

The equipment above deck is all fine quality. The stainless steel on deck, the winches and mast all adequately executed. There are 42's that still have their original teak deck. The 'fake' teak from back then must have been a great quality.

The interior is always done perfectly, paying attention to making things adequate but light. There are different lay outs, differing from more luxury to more living space. A small downside to the double bed in the back is that they are relatively narrow. You would have to get along with your bunkmate to be sharing a bed with two adults. This is compensated, however, by the gorgeous bed that can be found in the front in most versions.

The access from cockpit to cabin is spacious and easy. It doesn't require you to climb a long ladder or anything of the sort. From front to back, people under 1.85 m can easily stand.

On deck and in the cabin, comfort is high. The cabin is big enough and offers great protection from wind and rain. Some 42's have fixed windows at the front of the cabin, so they don't have to be made from plastic in the tent.

With regards to engines: few Trintella 42's will still have their original engine. All of them have a diesel engine with saildrive with power between 40 and 55 HP. The engine space is easily accessible for small inspections (e.g., oil checks) through an engine hatch in one of the sleeping cabins. For bigger jobs, you can remove the ladder to the cockpit.

The technical equipment is very good, but a boat that is over 35 years old will have already been adapted to several owners' desires (some of it done perfectly, some of it... not so perfectly).

The sailing characteristics of the boat are great. The behaviour of the waves is easy and certainly better than modern bouncy ships. With proper trimming and some wind, it can sail at some height, again depending on the keel and sails. There is not one course that the boat excels at but is still faster than average on most. Most owners have had a lot of say in the sails, meaning that some 42's will require a lot of trimming, and some of them will be dominated by ease.



Shipyard plate

Part of the Trintella authenticity

During our mission to track down where our Trintel and Trintella sailing yachts have gone to and how many were built, the Preservation and Technique Team has started the construction number registration project several years ago. We have paid a lot of attention to this in our 2020 edition. When tracking down construction numbers, it's important that these numbers are punched into a shipyard plate. In this article we will share more about a recent idea to supply new plates

The use of a Construction Number (CN)

The presence of a construction or serial number on a product (be it boat, car or any other serial products) is important to check and establish the authenticity and originality. It can also be valuable to know this so that when faced with service questions, it can easily be found which components were used in the product. It can also help verify whether the product is a fake or an actual brand product. This construction or serial number is unique and is punched into a metal tag.

Trintella shipyard plate

For most Trintel and Trintella boats (up to the A and C series), the yard plate can be found in the cockpit. A clear example is the Classics – see picture.

These plates are parallelograms and are about 13x5 cm. As far as we know, there are three different versions. In the early period of the shipyard (the sixties) the words BOTEN ELDORADO were visible. This vanished in the later versions, where the company logo was visible (spinnaker with initials AW). The tags were made from cast bronze with a slot for the shipyard to manually punch in the unique construction number.



Shipyard plate with construction number on the back cockpit board in a Trintel Ila



Type 1: Boten Eldorado. Used until c. 1971



Type 2: Used in period 1967-1975



Type 3: Used from around 1974

Construction number registration

When, for instance, a new member registers but does not fill in the CN on the form, we start searching. After contacting the prospective member, we point out the importance of registering the CN and give them the following possibilities:

- There is a plate, but the number is illegible
- There is no plate

In case of the former, we are sure it's an original Trintella and we ask to further investigate with, for example, documents that came with the boat and often mention a CN. The CN was often written with marker on the backside of wooden panels, doors and/or decking. If the search is successful, we can check if there is a match with our list of CN or if this boat is, perhaps, a missing item.

In case of the latter, we ask for the above as well as pictures. Sometimes we find out that we are dealing with a 'lookalike'. This won't, of course, have an original CN. In most cases the number can still be tracked down, and then the question is: where do I get a new yard plate?

Where do I get a new shipyard plate?

The TVK has received this question several times over the past few years. In our previous 2020 article, we gave a supplier. Their version was, after further investigation, not close enough to the original. When our member Jan van Wijk (Trintella Ila – *Cloud Nine*) suggested in the fall of 2020 that he wanted to recreate the original, cast bronze plates in small batches, we were thrilled. For now, only Type 2 can be supplied, but if there is a desire for the other two types, we can reconsider this later.

If the original shipyard plate is no longer present or the old one can no longer be renovated, you can order a new original (Type 2) through the TVK shop for purchase price. After verifying the CN, it will be punched in for you. After delivery and installing it on the original site, you re-establish the authenticity of your Trintella.

Original shipyard plates can be ordered via the TVK shop. Email: shop@trintella.org

The making of....

Jan van Wijk from 's-Hertogenbosch is not only an avid Trintella IIa sailor, he also worked as a professional metal founder. When a TVK member asked for a new plate, Jan offered his services and went straight to work. He used the shipyard plate from his IIa, the *Cloud Nine*, as an example for casting a small batch. He asked for help from a bronze founder that he knew from casting bronze sculptures. Another one of Jan's passions. The newly casted tags were then sanded, polished, and painted by Jan in his own workshop. Jan used his skills and network to make sure our boats become even more authentic.

Interested in the process or casting bronze and how Jan continued from there? You can read all about it in the Technical Information Bulletin Nr. 22 (in dutch) on our website.



The bronze casting process