



5 Translated articles

By: TVK Board

Trintella Vriendenkring: 50 years old and ready for the next 50!

The Trintels and Trintellas are special boats with a great personality, like their owners. 'Like boat, like sailor', it creates a bond. In the second half of the sixties, 30 owners and other interested united to meet each other and share their experiences in a relaxed manner. In 1968, this was cause to found the 'Commissie van Trintel and Trintella zeilers' (Committee of Trintel and Trintella sailors), in which experienced members Jan Buijze, Jules Coppens, Joe Butzelaar and Ad van Gent formed the board. Anne Wever supported this and was closely involved. He saw that this initiative – always customer oriented as he was – was an extraordinary chance to stay in touch with his clientele.

The committee held their first meeting in the spring of 1969, on the lake at Veere. Back then, only Trintels and Trintella I and II were docked, but it was also the moment that Anne Wever presented the first – and very modern – Trintella III: the *Santa Maria*, a prototype sailed by Anne himself. Some of the participants loved this new model so much that Anne gained his first orders of this new 35-footer that weekend. During the seventies, the prime of the shipyard, no opportunity was let slip to celebrate successes with Trintella-friends. In 1977 the 25 year anniversary of the wharf was celebrated with a trip to London. Travels to foreign shows were organised as well, and Anne and his wife Riekie enjoyed the success and the fun that the Trintels and Trintellas offered.



During the eighties it became very apparent that the shipyard played a large part in the organisation of events when it was hit by recession. The Committee didn't want to burden the shipyard, considering the circumstances. In May 1984 they decided to continue building on the idea of (mostly) Jan Greve: an association in its own rights, separate from the shipyard. The Committee was renamed the Trintella Vriendenkring, and her goal was the same as the Committee's, to stimulate meetings of

her members, to have fun and to share sailing and maintenance experiences. The board was selected from and by the members, and the association started hosting her own events and took care of its finances. The first association board saw Bruno Wijnants as its chairman, Jan Greve as its secretary and had around 75 members, mainly from Germany, Belgium and the Netherlands. Anne and Riekie Wever remained the association's advisors and pater and mater familias. During the previous period a pattern had formed: a spring meeting on the water during the weekend of Ascension Day, where plans for the next sailing season were discussed, and a fall reunion on dry land in November, during which members could look back on the previous seasons. The association carried on with this tradition, alternatively hosting it in the south or the north of the Netherlands, and sometimes abroad. The first newsletter was published too. The ships were not the only thing getting larger, the association also grew in size.



The next years were a period of growth that continued in the nineties, during which Jan van Poppelen was chairman for almost a decade – from 1987 to 1997. Riekie Wever was his secretary. The members became more diverse, partly because the new members were often second or even third owners of a boat. The events were well-liked and the number of participants kept growing steadily. Destinations were, for example, Scheveningen, Brugge or even Hull and York. These were meetings that still hold many good memories. A yearly trip that was widely appreciated as well was a trip to the shipyard of BOOT Düsseldorf. By the end of this period there were nearly 175 members.

Yet even then stagnation in the interest in associations could be seen. In the years that followed, the interest in participation of associations even diminished, a trend that did not spare the TVK. In this period – from 1997 to 2004 – Herman van Hemeldonck was the renowned chairman. Part of his popularity was caused by how he managed a stable amount of members, always around the 175. The unofficial newsletter became a club magazine, which greatly improved the communication with and between members.

Eight years later, in 2004, Theo van Erp became chairman and would remain so until 2008. The disinterest in associations grew even further, while the ageing of the association became more apparent. The TVK created its own professional website and 'Smoelenboek' was designed to make meetings between members easier. In spite of this, the board had its doubts about the viability of the

association in the near future. It brought its doubts to the General Member Meeting in 2008, but they decided for a continued pursuit. A new enthusiastic board was formed.

Ben Verhaaf became chairman of this new board, which he remained until 2012. After nearly twenty years of contributing to the association as secretary / treasurer, Riekie Wever decided to pass the baton. In 2008 Anne and Riekie were nominated patron and patroness. The new board mainly focussed on continuing the activities, and the amount of members steadily grew to 185. The association also became co-founder and member of the Federatie PolyClassics and provided the first chairman: Ben.

Anne Wever passed away on January 11th 2009. During his memorial, former chairman and honorary TVK member, Herman Hemeldonck, spoke these words in Dutch:

'Many times we have seen our admiral set sail and leave: today will be the last time. In our memory, we will remember his openness, his blushing cheeks, his warm friendship, his unrelenting temper and his vibrant spirit. Anne has accomplished many things in his lifetime: not only for himself, but also for Riekie, their children and grandchildren, for the people on the shipyard, for his many friends, and also for his country, when his first-class Dutch workmanship gave him status in his own country and in others – Dutch Glory. We stand here, on this quay, to say our final goodbyes to our close and dear friend, who will be leaving us and our sights, but never our hearts. Rid of his worldly troubles, he will sail on behind the horizon, into God's silence.'

There is still an empty place inside the heart of our association. But the Trintella Vriendenkring is alive as never before. The current chairman is Loet Geldhoff, who was appointed in 2012 and is now in his second term. His board directs its attention to more than just having fun and also concentrates, more and more, on the preservation of what we can now call our sailing heritage: the Trintel and Trintella fleet, more than a thousand ships making their way across the globe. Next to registering ships and their history, it mostly means documenting technical questions and solutions per series or type, and assisting owners with keeping their boats sailing. An important inspiration for this focus on preservation is the book 'Trintella Yachts – Hollands Glorie uit Brabant' (Trintella Yachts – Dutch Glory from Brabant) by Peter van der Waa, the reference work about ships and shipyards, that our association has published for the 50 year anniversary of the Trintella brand, in 2014. Peter is also secretary of the board and an enthusiastic co-driver and co-creator of many of the innovations in the association.

The association now has around 240 members, many of them from the Netherlands, Belgium and Germany, but also from the United States, Chili and other countries around the world. Riekie Wever is still our patroness, and Bruno Wijnants, Jan van Poppelen and Herman Hemeldonck are honorary members. There are also nearly 20 members that have been decorated for their services as board of our association.

The aim and direction of the association are clear, the organisation and financial situation are robust and facilities such as the Shop, the website, the Vriendenboek, the Newsletter and the Magazine (the latter two also in translation) have been renewed and modernised. The membership numbers are growing, the ships are sound and their owners are enjoying sailing again and again.

So... here is to another 50 years of Trintella Vriendenkring!

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By: Liedeweijde Majoor

Interview with Riekie Wever

As patroness of the Trintella Vriendenkring and widow of Anne Wever, Riekie Wever-Van den Hoek has been very closely involved with the ups and downs of the association and the genesis of shipyard Anne Wever. The anniversary edition of our new Magazine perched a great opportunity to ask her some questions.

What were the key success factors of Shipyard Anne Wever?

After some thought: Yes, it is true that Anne had business instincts. He kept looking ahead. At shows he would poll people. That's how he found out what the people wanted and how he managed to develop his ideas. Anne sold his ships to the wives. He was very charming and used that to win over the wives of the potential owners.

Anne was quite the salesman. First contact was often made at shows. We always had open house at the shows. Everyone was welcome. To prevent too many people visiting the boat at once, we had six chairs with slippers set up. I would talk to the people, get them coffee and something to eat. Appointments to talk over details later were made. In his office at the shipyard in Den Bosch, Anne would have business meetings about these sales, outside of the office the conversations were continued with some coffee or tea. Anne could keep those apart very easily, and he had to.

The partnership with designer Van de Stadt was very important. Ricus van de Stadt had a great reputation among the sailors and working with a partner like that had a positive influence. Anne started out with winter storage. Ricus asked him to do building packages. It began with building the Delta and the Juno. I met him during the creation of his first Trintel, in 1960. That was the time that he started hiring his first staff, especially carpenters, because Anne couldn't put a screw in wood himself.

There was very little turnover among the staff. Employees worked for the shipyard between 12.5 and 25 years. During one of those anniversaries, the employee would get a watch, and his wife would get a pretty broche. Anne paid a lot of attention to these little things.

Anne was the salesman, he was very good at it. To organise the production he hired Tijbosch and later Van Etten. They were his right hand and managed the purchases of several parts. Anne himself took care of the sails, picked out the engines and the wood for the decks.



What makes Trintella such a unique brand in the international sail yacht market?

The name Trintella is pronounced exactly the same in every language. We built high quality, used the best materials and provided great service. If there were problems with the ships, that had to do with construction, we sent our boys to fix the issue. A good name is the best advertisement there is.

We built luxurious sail boats with bigger masts, better stays and 100 percent teak-decks. That made us different from all other shipyards of comparable size. The ships were specifically designed for the customer, so that their specific wishes could be accounted for. Every boat was unique. Every cabin was placed on the spot.

Many yacht shipyards know lows and highs. What are your key memories of the shipyard?

The low point of course was the crisis in 1980. A Trintella 44 was in the shipyard, ready to be delivered, when the ship caught on fire. While repairing a leak in the water tank, something went wrong. It was especially awful for the owner, who had already prepared the boat for take-off, a holiday was planned. Soon after the fire, the man nevertheless asked Anne to build him a new Trintella 44, and he kept us in business like that. A blessing in disguise.

During that time, the shipyard was commissioned to build another Trintella 44. The client, however, had so many demands that Anne couldn't fit it all into a 44. They changed it to a 53. The 44 was sold at a show. The 53 turned out to be expensive, and the customer wanted the 44 back. Eventually this man resulted in 3 commissions, and he kept us busy during these hard times.

A definite highlight was the festive deliverance of construction number 1000 to Louisa van de Wallen. It is said that only one in a thousand boats sink, yet it was this ship that took water because of a bad valve.

In both cases the highs and lows find each other.

How did the Trintella Vriendenkring come to be?

The TVK actually started at the shipyard. Ever since the spring of 1969, Anne organised yearly meetings for Trintel and Trintella owners, as a PR-activity for his costumers. In those first few years we had about 70 boats together in the Brouwershaven, around Ascension Day. These meetings were

so much fun that the owners started asking for a meeting in the fall as well. Anne took care of that, with the assistance of Jan Hertman, and together they organised fun getaways. I remember the trip to the boat shows in England. In Rotterdam we boarded the ferry and during the passage there was a lot of liveliness at the bar. In England there were busses for travelling onwards. The men went to the boat show and the women had their own programme. We were one big family.

During the crisis of 1980, Anne shared he couldn't pay for these meetings anymore. Jan Greve rose to the challenge. He wanted to preserve the lively meetings. The TVK was born. Jan became treasurer and Bruno Wijnants the chair. Every Ascension Day we have a reunion with the boats. It's a deadline for the members to get their boats ready for the new sailing season. The feeling of family never left. That's what characterises the TVK. Even members that don't have a boat anymore are welcome at the reunion, we love that they still come.

How do you feel about the association in its current form?

Yes, it's still one big family. I can see that during the meetings. The board in its current form is very progressive and has a lot of passion. I love everything that is happening and appreciate it greatly. The board has managed to preserve that which was and added some more.

I can see that more young members are joining the association and I love that. It's a good thing when members can pass the baton.

You have travelled a lot with many different Trintellas. Many times they were prototypes, and always named 'Santa Maria'. How do you look back on this?

Yes, we've travelled a lot with the 'Santa Maria', mostly towards Denmark, Norway and Sweden. The weekend before our holiday started, we and some friends dropped off the boat. We then flew back to the Netherlands and a week later, with a stocked car, we would go aboard again. We have met many great and fun people. We have seen all of Scandinavia in this fashion. We both loved it. It was quiet back then. You moored near a rock, threw out your anchor, you had an entire island to yourself. Catch your own fish, put it on the barbeque, baguette, glass of wine... Perfect!

The best memories I have are from our travels with the 49A towards Mallorca. I enjoyed the sailing. I love the wind. In Mallorca Anne sold the boat. I didn't completely agree with it, but oh well... In a harbour there, Anne had seen a Super Van Craft for sale and he bought it. We sold the 49A on the spot and took the motor boat back, across the Rhone by Marseille.

Anne has written many journals. I often look at those travel reports in his handwriting. They are very dear, personal memories. You read who was with us on our journeys. It keeps the memories alive, and that is amazing. If you can enjoy your memories, you live it twice...

By: Peter van der Waa and Loet Geldhoff

Trintella 'Classics' series

Focussing on the eldest and most successful Trintel and Trintella cabin yachts

In this and the upcoming editions of the TVK Magazine we would like to spend this heading on closely examining the different series Trintella yachts. Of course this endeavour will start with the first generation of boats as produced in the Anne Wever shipyard, located in 's-Hertogenbosch, in the late fifties. These first boats, with their steal hull, were known as Trintels, named after a sandbank in the IJsselmeer. Later, from 1964 onwards, the first polyester yachts were introduced and given the name Trintella. It's a brand name that would be used for all the yachts this shipyard would produce until it shut down in 2002. It was a brand name that would forever be connected to yachts of quality, luxury, comfort, seaworthiness and safe sailing.

The shipyard had produced nearly 35 Trintella models during its 40 active years. In 2012, on the occasion of the brand's fiftieth anniversary, the TVK has published the book 'Trintella Yachts, Hollands glorie uit Brabant' (Trintella Yachts, Dutch Glory from Brabant). In preparation of this book, the development of the product portfolio has been studied, and all models have been divided into series with the same design features. This is how the first nine models – that have been known as 'Classics' at TVK for a while already – ended up in the Classics series: the Trintel I, Ia, II and IIa/b and the Trintella I, Ia, II and IIa. This article is regarding those Classics.

Historical background

Anne Wever's first shipyard activities date back to the early fifties. In this period of rebuilding after the war, people grew richer in time and means. This richness was, among other things, spent on water sports. Democratisation of the water sports were a fact. Anne Wever, son of a skipper and interested in building boats, responded to this to the best of his abilities. He started out with outfitting packages or completely finished wooden sail boats in several models. But soon Anne grew more interested in the fine designs by Van de Stadt and started building these small wooden cabin yachts. They were the Juno, the Junior, the Victor Holiday and the Delta.

The Delta (7.8 metres) inspired Anne Wever to build his 'own' steel cabin cruiser series. He challenged Ricus van de Stadt to design a steel S-truss, around 8.5 metres, complete with a flat stern and outboard rudder. This established the Trintel and could therefore be seen as the very first Trintella. Because Anne had the ambition to build more and bigger models, he type designated this first Trintel 'I'.

The Trintel I and II

The design requirements that Anne Wever gave Ricus van de Stadt to design the **Trintel I** were very limited and basic, especially when compared to modern standards. She had to be suited for the spacious inner waterways like the IJsselmeer, Dutch coastal waters, Zeeland and the Waddenzee. Back then, the S-truss was the most common and tried type of barge bottom and became the

primary demand. In addition, she had to have headroom in the cabin, four sleeping places, a toilet, electrical lights, chart and coffee table, and a lot of storage space. With her 8.5 metres, she was a large one for her time.

The Trintel I got her features on the drawing table and, in the late fifties, Anne Wever had his first steel hulls welded and transported to his shipyard in Den Bosch. The craftsmen and carpenters on that shipyard finished up the Trintels, making it a true quality yacht, complete with teak-deck, bronze fall and brace winches, stainless steel sea rails, pulpit and pushpit and fittings.

This was the start of the quality standard that would give Trintella her amazing reputation. The Trintel I was displayed at national and international boat shows during the sixties and soon pleased all the buying sailors in the Netherlands, United Kingdom and Germany. A year later the Trintel Ia followed suit, equipped a transom stern and inserted rudder. The **Trintel II** is the longer version of the Trintel I. This Trintel II lived up to the standards of the R.O.R.C. The Trintel II was produced in three versions: the II with a flat stern, the IIa with transom stern, both with inserted rudder, or the IIb with the transom stern but ketch rigged.

Now in 2018 there are still many of the built Trintels out on the water, after more than 50 years. Numerous Trintels are still in very nice condition, thanks to their successive caring owners. Unfortunately, some of the boats are at the end of their rope and are in bad condition.



The Trintella I and II

Looking at the sales numbers (over 400), we can say that the cabin yachts Trintella I and II were a big success for the shipyard. During the sixties, the new material for the hull – polyester – had proven to be a great alternative to the steel used to produce Trintels.

Midway the sixties, Anne Wever asked Van de Stadt to design a cabin yacht for polyester building, a series called the Trintella. The shipyard wanted to benefit from the financial perks of the polyester, but the design had to look as much like the Trintel as possible. The warm aura of the mahogany construction and the teak-deck could not be lost, as Anne did not see a market for 'plastic' looking yachts yet.

The first Trintellas date back to 1962. At first the production was very low and steel Trintels were produced regularly: Anne was careful and wanted to be sure that the market was ready for this new material. It isn't until 1964 that the transition from Trintel to Trintella is in full swing.

With the start of the polyester constructions, the brand name changed from Trintel to Trintella. This wasn't just to underline that the shipyard was changing its course, but also because foreign markets had problems pronouncing Trintel. The combination of Trintel and the type designation Ia resulted in the new and more recognisable name: Trintella.

The Trintella I and Ia look a lot like the Trintel I and Ia in shape, size and concept. The hull became a little broader with a less deep but wider truss. Water displacement went down and the ballast share went up because of this. The Trintella I had a flat stern and an outboard rudder, while the Trintella Ia had an overhanging transom stern and inserted rudder. Combining this with the bigger sailing plan, it resulted in a sporty sailing cabin yacht. It was clear the market loved it from the fact that the Trintella I and Ia would become, with its 260 built ships, the best sold Trintella models in history.



The Trintella II and IIa: inspired by the success of and experience with the new polyester design, a successor for the 33ft Trintel II did not take long. The design chosen had previously been created by Van de Stadt and Tyler Mouldings Ltd in England.

This new Trintella II, with a full S-truss and long keel, proved to need some grooming to make the weather helm more pleasant. The shipyard asked Van de Stadt to design a more modern bottom with a shorter keel and the rudder on a separate skeg. These changes resulted in highly improved sailing qualities, and the hull grew 55 centimetres – yet kept the same length across the waterline – and the stern and (smaller) transom were more elegant. This improved version was launched as the Trintella IIa.



Data Trintella Classics series

	Trintel I	Trintel Ia	Trintel II	Trintel IIa/b	Trintella I	Trintella Ia	Trintella II	Trintella IIa
L.O.A , m	8,45	8,90	9,75	10,35	8,50	8,80	9,45	10,00
Waterline, m	6,45	6,45	7,35	7,35	6,50	6,50	7,32	7,32
Width, m	2,42	2,42	2,84	2,84	2,52	2,52	2,80	2,80
Draught, m	1,30	1,30	1,40	1,40	1,30	1,30	1,41	1,41
Displacement, kg	4100	4100	6100	6100	3800	3800	4350	4350
Sail area, m2	36,5	36,5	58,4	58,4	42,9	42,9	51,00	51,00
Construction, year	1960/1965	1964/1967	1962/1967		1962/1976		1966/1974	
Numbers built	Ca. 120		Ca. 80		Ca. 260		Ca. 150	

Trintel IIb: ketch edition

Lastly: nearly half of the yachts built at Anne Wever's shipyard consists of this Classics series: the Trintels and the Trintella I and II series. These ships are, considering their age and the materials used, the most fragile and ask for more care and attention from their owners. The Trintella Vriendenkring supports them, by informing them about design, build and maintenance, but also with experience and advice about maintenance, comfort and sailing qualities, and when possible, with concrete support of these matters. When necessary we can help you search for new owners that will give her love, renovation and a new home.

Here's to our ships staying afloat and their owners having a great time!

By: Willem de Graaf

Preservation of the Trintel and Trintella fleet

The first steel Trintels were launched in 1960, the last in 1974. Exact numbers are not known, but in those 14 years around 200 steel Trintels were built. The seniors of this fleet, still on the water, are now 58 years old, the juniors 44.

The 400 classic polyester models were built from 1962 to 1976, which means they are nearly as old as their siblings from steel.

Many of these ships are kept in great condition by their owners. Unfortunately there are also ships that are so battered that it is not sure they can ever be repaired. These poor ships were what made the Trintella Vriendenkring realise, several years back, that the preservation of the fleet should have a much more prominent place in the association.

Frequent and proper maintenance will ensure that these classics with their beautiful shapes and finish will remain with us for many generations to come.

More attention for the fleet preservation, alright, but how do we handle such a thing?

We must begin with better mapping the fleet and trying to get in touch with as many of the owners as we can. Another and equally important task is motivating and supporting these owners as they repair and preserve their ships. This will obviously be a long term project. Many good and fun meetings have confirmed that there is a need for it.

The mapping of the fleet is moving along quite well, but there are many ships that have not yet been tracked down. Especially the first, steel Trintels are only partially known and mapped.

Part of this fleet has a horrid future ahead of it, particularly the ships that have spent many years outdoors without any maintenance.

Thankfully many of the Trintel and Trintella 'Classics' are sailing around in great condition, looking the same as they did when they were first launched all those years ago.

The steel Trintels with their elegant shapes and beautiful finish were brought to our attention again recently. An enthusiastic Chilean sailor was so impressed by these ships that he bought two of them in the Netherlands and shipped them to Chili. After a thorough check-up they have been given a new life in Chili. Both the steel hull and the wooden deck and frame require frequent and thorough maintenance.

Anne Wever has always focussed on the finishing of the ships, the hull of the ships were bought. The polyester Trintellas usually have a hull built by British Tyler. Because the characteristics and possibilities of polyester for building yachts were not as known in the sixties as they are now, the Tyler hulls were built extra heavily. This is still visible today, as the hulls of these ships are virtually indestructible.



The way Anne Wever finished the ships, with the standard teak-deck and the clear-lacquered mahogany constructions, was not just easy on the eyes, it was also very functional. Many ships today still have their original deck and construction. The wood, of course, needs more maintenance than the polyester and there will be a moment when the owners will have to decide to replace the teak-deck. But with proper maintenance of the rubber seams and teak this moment is somewhere in a distant future. This also goes for the engine. When this moment finally does arrive, the owners must choose between overhaul and replacement. Trintella Vriendenkring can help with these questions.

The website deals with many frequently asked questions, to be found under the header 'Technische Informatie' (Technical Information). It shows, where possible, the solutions of multiple owners, whether this is regarding the maintenance of teak-decks or the replacement of the engine. In answering these difficult questions, we must remember that most roads lead to Rome: one may choose to overhaul the engine, the other will replace it. A properly documented peer experience can help to make an informed decision.

In the upcoming years we can expand on Technical Information, thanks to the knowledge and experience of the many involved Trintella owners. We focus both on the type-specific information and the general technical information. This is why there is, for example, particular attention for the risks of biodiesel and the possibilities of the GTL-diesel. Many questions are not type-specific, after all repairing the seams of a teak-deck on a Trintella I isn't that much different from doing the same on a Trintella 53, if the time and amount of caulk are not taken into consideration. For now there is a lot of focus on the classics, but as the younger Trintellas are growing older, many questions regarding them arise, for example technical questions about the Centre Cockpits, such as the Trintella III, IIIa, the IV and the Trintella V.

Even the youngest Trintellas, made from aluminium or composite materials, were produced at least 18 years ago. These ships, too, are getting ready for their first big 'refit'. Because these are often produced in small series or even as 'one-offs', it is often difficult to answer specific technical questions about them.

Well-documented maintenance and renovation projects can help others decide to start theirs.

The book 'Trintella Yachts, Hollands glorie uit Brabant' (Trintella Yachts, Dutch Glory from Brabant), describes three of the larger refits:

The Trintella la 'Anne' gets an overall refit, from head to toe. This includes improving the sailing qualities by shortening the crosstrees and Copper Coating the bottom.

In Austria, the Trintella III, 'Ilva' has been completely stripped and rebuilt and renovated in the years between 2008 and 2013. It now prances proudly on the Mediterranean.



Finally, the 'Ami', a Trintella 38 built in 1976, spends its winters in a hangar and is growing more beautiful and efficient each year.

These projects can motivate Trintella owners to start the bigger projects. When these are documented as well and then posted on the website, this can help others get proactive and will expand the database.

It is evident that maintenance is pricy. An extensive questionnaire in the magazine *Zeilen* (nr. 2, February 2018) shows that owners of yachts spend around 39% of the total costs on maintenance. Doing the work yourself is an easy way to prevent costs, and it helps you to get to know your ship better. Depending on the time you have available and the skills you possess, it might be a good idea to ask the help of professionals for some of the harder tasks. There are companies that specialise in classic ships like the Trintella, and are up to date on the type-specific matters, like replacing a diesel engine.

Whether you do the maintenance yourself or you ask a professional to do it for you, proper maintenance will ensure that the younger Trintellas will up as classics as well.

By: Peter Rotte

The story of construction number 603

The life cycle of a Trintella Ia

There are many things that can be said about me and I am glad that I can finally have my own say in it. Few people know that I am originally British. I was born, as they say it, in 1976. It just wasn't all that romantic. My polyester hull was easily pulled from the mould, at a Tyler firm shipyard.

If I had been finished up in England by Tyler, I probably would not have been as beautiful, but thankfully I was shipped to the Netherlands, where a mister and missus Wever from 's-Hertogenbosch took me in. Some skilled people they were! At their shipyard, some handsome craftsmen helped them fit me out and finished me off with some nice lacquer, and they gave me a mast and rigging.

I wasn't completely finished yet when a buyer already showed up. Mister and missus Pampus came all the way from Germany to see me. They were looking for a new boat, their current one, the Folkeboat, splashed too much during sailing. Other sailors told them about the Trintellas.

Well, these people were ready to go. They immediately asked for a bigger engine to be built in: a 28 hp Volvo. Mister Pampus had learned to sail in Scotland, where the winds were strong and the waters were large, and felt at ease with an engine like that. He gave me a Scottish name as well: Loch Earn. Helmtrud Pampus-Bartels, his wife, said that name would be understood in England, but would not be very popular, ha ha.

After the purchase, they sailed me all the way down the river Maas to Zeeland. After passing the Moerdijkbruggen, mister Pampus wanted to raise the mast straight away. Except that he hadn't learned much about that in Scotland, so it turned into a right mess. I was terrified that my most priced part would be launched overboard. The couple decided to sleep on it, sheltered by a barge. Thankfully, when the light of day arrived, they managed to get the mast up alright.

Anyway, for almost 20 years this family took me out for pleasant trips down the North Sea and the Canal, to places like Ramsgate and Boulogne. Many waters have passed my hull. Their regular place of berth was in Zeeland, and for some time in Kortgene and Bruinisse.

But it's the way of things that owners come and go. Mister and missus Pampus had barely put the 'for sale' sign on me when excited buyers started showing up. Mister and missus De Vries-Westendorp had come from the north side of the Netherlands, had sailed their share of open boats and were looking for something a bit more luxurious, and they liked themselves a classy ship.

Ineke and Jouwert De Vries-Westendorp usually roamed the Friesian and Zeelandish inland waterways, and often took me to the 'wadden'. I always really loved it out there. They also changed my name to something Friesian: Doarmer. I had to get used to the name, but then they told me it means 'someone who roams without target and trouble'.



These new owners took very good care of me, because even I was getting older. The teak-deck was touched up, the cabin construction was changed and I was re-lacquered. I spent a long time with these owners, nearly 15 years. They loved sailing on me so much that at one point, they decided to realise their dream and buy something bigger, that they could take out to the Baltic Sea. Live your dreams, as they say.

So it happened that in 2014 I was to be sold off again. It is always a very nerve-racking time, as you never know who will show up. To my surprise, this time it was two gentlemen who came to have a look. Ad Kamsma and Wouter Ernst became my owners shortly after. Ernst has a wife and kids so it's often a party in my cabin and cockpit. My new place of berth is Sneek now. Ad used to have a steel sailboat, so it makes sense he choose a Trintella now. One of those heavy iron things doesn't start moving till wind force 6!

Even my maintenance is fun, since Ad and Wouter do that together. It comforts me that more money goes into the piggy bank each month, so they can afford to pay for paint and parts. I was very sorry that at one very bad day one of my propeller blades broke off. It was quite a hassle: leakage from the shaft, lifting me from the water out onto the wharf, et cetera. Thankfully the insurance gave Ad and Wouter a hand.

Now I'm just hoping that the piggy bank is filled enough that they can afford to give me a new teak-deck, as it is worn down from the big and small feet that have walked it. The men are going to tear down the remainders, but a professional will come to put a new deck in. I really hope they will choose teak again. But, well, times change. Maybe it will be a fake-teak-deck. I'm sure that will last for many years as well.