





*The **Trintella 59A** has been designed specifically for easy, short-handed cruising and comfortable on board living. **James Clarke** looks at how this yacht performs and whether she lives up to her owners' expectations. Photography by Bugsy Gedlek*

Trintella 59A

Main picture: the AeroRig makes tacking simple (right inset)

Above left inset: the twin wheels enable one to sit up to windward in order to steer by the jib telltales

Centre left inset: an innovative, hydraulic device stows the anchor back into the deck locker

Below left inset: many systems on board, including the twin wheels and radars, are duplicated for safety reasons

When an experienced cruising couple transform their ideals into reality, the result is bound to be individual and innovative. The new Trintella, *Mona Lisa* is no exception.

Mona Lisa could be loosely described as a stretched Trintella 58 and shares the style of the marque with its distinctive pilothouse and sleek, aluminium hull. Any resemblance to a standard yacht ends about there. The design brief called for a strong, comfortable, live-aboard yacht for two-handed cruising in high northern latitudes. One or two of the owner's primary requirements dictated the basic framework of the boat, however, sound engineering and the desire for reliability and ease of maintenance were also factors which were very much taken into account.

The stipulation for easy, short-handed sailing was met with a Carbospars AeroRig which compares favourably to the price of a conventional rig with in-mast furling. Other advantages include reliability and safety on deck, as well as less maintenance and the cost savings that come with it. Some people think that the AeroRig looks out of place while others are captivated by the clean decks that result from it.

The other major decision was to incorporate a dinghy garage in the stern which would be large enough to pull in a GRP dory on teflon rails without having to take off the outboard engine. Using up such a large space aft however, does limit the sleeping accommodation to a double master cabin and a double guest cabin.

Underwater, a stainless steel, lifting bulb keel gives a moderate draught when raised, ensuring access to the best anchorages. The dinghy garage influenced the design towards twin rudders, each with its own hydraulic ram driven by independent





autopilot. This duplication for safety reasons is echoed throughout the boat – you will see two radars, navigation lights in pairs, two separate heating and air-conditioning systems, and back-up for every eventuality. Other systems include a generator, a water-maker, 24V, 110V and 220V electrics, and even an ultrasonic barnacle deterrent.

The decks are delightfully clear of gear with not a speck of varnished woodwork to be seen. Beefy cleats are set into the toerail, so there is no need for fairleads with their attendant chafes. The large forepeak gives plenty of stowage space and is only accessible from the deck. An innovative, hydraulic device lifts the anchor in and out of the deck locker, thus keeping the foredeck clear, although this is one boat where that's not really necessary.

The double glazing in the pilothouse affords a terrific view forward, unobstructed by foresail or rigging. The comfortable, inside steering position at the gimbaled pilot chair is adorned with the full array of navigation instruments, so forays outside on a nasty night need only be occasional.

Down below the appearance changes from the white, high-tech image of the exterior to a softer, darker, more classical look. The small saloon with chart desk has the feel of a gentleman's club, with individual, leather-upholstered armchairs

Above: there is a good, unobstructed view forward from the pilothouse

Right: the dark teak and blue leather upholstery in the small saloon conveys the feel of a gentleman's club

Below right: the galley, equipped with all the latest mod cons and finished with dark green Corian worktops, is conducive to gourmet cooking

Below: the teak-clad beams in the owner's cabin create a den-like charm





and dark teak.

The galley is in the same vein, although is naturally equipped with all the mod cons. The dark green Corian worktops with cream accents and the excellent lighting create a charming ambience which is conducive to producing good food. One impressive gadget is the hot water recycler, to be found in the galley and both heads. A loop in the hot water feed allows you to run the water back into the tank until it is hot, therefore reducing waste.

Aft of the galley there is a small workshop which leads into the guest cabin with its own heads. Functional and well-styled, the en suite boasts a stainless steel



Above: the dinghy garage in the transom is spacious enough to accommodate a GRP dory without even having to remove the outboard

hand-hold on the deckhead which doubles up as the shower curtain track. The cabin features an unusually low double berth extending below the forward end of the dinghy garage. This produces a curved, teak-clad bulkhead which gives a strong sculptured feel to the cabin.

The master cabin too, is a fanciful space situated around the mast. Massive wooden beams arch over the double berth, which, along with the teak that encases the mast, create the den-like atmosphere of a forest arbour. However the tone changes again in the forward head, which has a clean, white decor. It is bestowed with a circular shower enclosure, the back of which is actually the structural, watertight bulkhead between the forepeak and accommodation. There is a deck hatch over this shower, providing light as well as an escape route, with the fiddles on the soap and shampoo racks doubling up as rungs for the exit ladder!

The quality, thought and ingenuity that has gone into fitting out the interior is evident throughout. One shallow locker in the saloon conceals a flat television screen that hinges out for viewing. The bookshelves have innovative, adjustable bookends which slide along teak bars. These are simple and effective. All the scuttles have condensation trays that drain to the bilge. The bilge pumps themselves are fitted with meters so that persistent leaks can be identified early. Even the flagstaff bracket is especially designed to also serve as a fishing-rod holder.

A couple of days after the new rig had been stepped, *Mona Lisa* was put to the test in Southampton Waters on the south coast of Britain. Despite being brand new, the rig encountered remarkably few snags. Starting off light at first, the breeze picked up to 12 knots and *Mona Lisa* flew along

with little fuss. When tacking, she was close-winded and showed creditable speeds for the given wind. The forward visibility is excellent; the two wheels let you get to windward to watch the jib tell-tales, which are easy to see on this rig, unlike most conventional rigs.

Sailing an AeroRig is a very enjoyable experience. Tacking is simple, you merely put the helm down. There are no sheets to set, no fuss and no bother. The real surprise comes when you bear away. You don't get that dead feeling as you come off the wind – the Force is still with you! Keeping all the sail area in clear air means that there's little loss of power, so you get a decent turn of speed without having to resort to spinnakers, poles and masses of string.

Gybing is surreal and again, no sheeting is necessary. The first time that big boom sweeps across is heartstopping, but the rig just quietly settles on the other tack. There is nothing to obstruct the boom and it merely seeks its balance point to leeward.

The Trintella 59A looks well on course to fulfil her owners' aspirations. She is a fairly complex boat below with a simple rig on deck. Such a vessel is not easily realized and credit must go to the two project managers, Pieter van Geest and Nigel Ingram from MCM (Newport, Rhode Island) as well as to the client, for helping to bring the dream to life. □

TRINTELLA 59A

LOA	18.43m (60ft 6in)
LWL	16.20m (53ft 2in)
BEAM	5m (16ft 5in)
DRAUGHT (UP/DOWN)	1.75m/3.25m (5ft 8in/10ft 7in)
DISPLACEMENT	38 tonnes
ENGINE	Yanmar 170hp
DESIGN	Van de Stadt Design
BUILDER	Trintella Shipyard BV, Ertveldweg 3, NL – 5231 XA 's-Hertogenbosh, The Netherlands
	Tel:+31 73 6457157 Fax:+31 73 6450573

