

rintella

SHIPYARD - HOLLAND

EXCELLENCE IN SAILING YACHTS

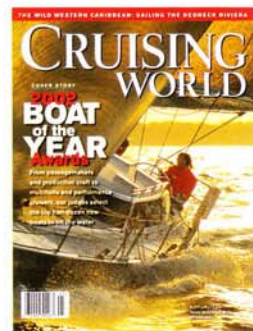


- History in the making • Designs on the future • Range review •
- Masters of tradition • Made to measure • Fit for life •
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SHIPYARD-HOLLAND

EXCELLENCE IN SAILING YACHTS



Glynn Berry
Chief Executive

"Trintella" - the name produces an immediate reaction from blue-water sailors, whether in Hawaii, Japan, Ecuador or anywhere else in the world where Trintellas are to be found.

As CEO, I have to strive to match and maintain the high standards set by our Founder, Anne Wever, when he started Trintella Shipyard 50 years ago. 'Excellence', 'Quality' and 'Craftsmanship' remain among our key objectives, allowing our Custom-build division to win orders from the most demanding Owners.

Bringing modern materials and innovative technical solutions into our new Ron Holland range, while keeping faith with our Dutch traditions, allows us still to claim our place among the best of luxury cruising yacht builders. We are proud to announce three new models due for launch this Jubilee Year.

I am privileged to work with our dedicated craftsmen, from our new apprentices to those with over 30 years' service, and with our sub-contractors and suppliers many of whom have kindly sponsored this commemorative brochure.

Together we look forward to another 50 years fulfilling the aspirations and dreams of those discerning yachtsmen, our Owners. Truly, we seek to provide Excellence in Sailing Yachts!



Front Cover

A Trintella 47C at peace with the world.

"Best Luxury Cruiser. This year we honour a magnificent cruising boat as unrestrained by tradition as it is unrestrained by budget. It is fast. It is filled with incredibly good ideas. The deck arrangement and sail plan allow the boat to be sailed by two people. Construction is exceptional. The pilot house is hugely comfortable with great visibility. If money is not an object, this is the most impressive boat we tested."

Cruising World 1998





History in the making

If ever there was a case of inspiration coming from a bolt of lightning, the story of Trintella must surely be a prime contender. For when the harbour master of a small Dutch boating haven started building wooden Lightning dinghies in his spare time, he laid the foundations of a yard that has risen to the forefront of semi-custom and custom yachts of the highest quality and craftsmanship.

*Above:
Trintella's custom
build workshop.
Master craftsmen have
been working on the
same site since 1953.*

That harbour master was Anne Wever, the harbour was Viking Jachthaven, and the spot he chose to build the Lightnings was right across the road - the site of the current Trintella shipyard, near the pretty canalside town of 's-Hertogenbosch in southern Holland. From those humble beginnings in 1953

with his yard, named Jachtwerf Anne Wever, Anne came into contact with Dutch master designer Van de Stadt, and the drawings for the first yacht were born. Named the Trintel, after a sand-bank off Enkhuizen on the IJsselmeer, the steel-hulled cruiser with mahogany cabin top was built in a 7.5m, 8.5m and

*An early
Trintella IIIa
(GRP construction)
under sail.*



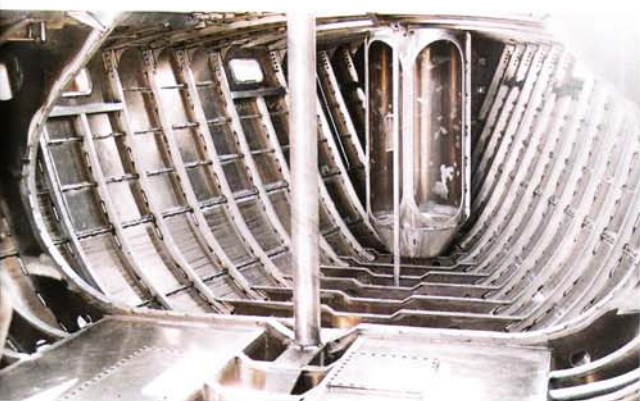
9.5m version and proved an instant hit.

From the success of the original Trintels I and II, Anne built up a family business with a reputation for personal service, seamanlike yachts and quality building of the highest standard.

The yard has always been at the forefront of boatbuilding technology, and in 1961 they became the first yard in Europe to use GRP construction methods. The resulting 8.5m yacht, another Van de Stadt design, was launched in 1964, and marked the birth of the Trintella name. In total, 260 Trintella I and 8.8m Ia models were built.

From the late-60s to the mid-70s, with the Trintella IIIa, IV and V, the yachts developed a centre cockpit design with a small rear poop deck reminiscent of old galleons, but in 1976 the Trintella 38 was launched, with a near-flush deck and more modern hull profile. Production continued in GRP and the range kept growing in size - right up to the Trintella 53 in 1980.

By the start of the 1980s, mass GRP production had become commonplace particularly in France, and the decision



was taken to change the emphasis of the Trintella line. After further design meetings with Van de Stadt, the lines of the first aluminium yacht - the 40A - were drawn, and in 1983 the yard entered the world of semi-custom building with this model. The design also heralded a shift in the styling of the Trintellas, featuring a stylish doghouse and giving the yachts a distinctive profile that has become the trademark of the modern Trintella range.

Through the mid-1980s the yachts gradually got larger; the 40A was quickly followed by the 44A, the 49A and, in 1986, the largest boat to date, the 75A was the largest production yacht built. But 1988 saw the end of an era, as after nearly 36 years at the helm Anne Wever decided it was time to



*Left:
The interior of a new aluminium hull before fit-out. Aluminium hulls are still available through Trintella's custom-build division.*

*Top:
Masthead view of the Trintella 46A's deck layout ('A' indicates an aluminium hull).*

*Middle:
A Trintella 57A (one of 16 built) under full sail.*

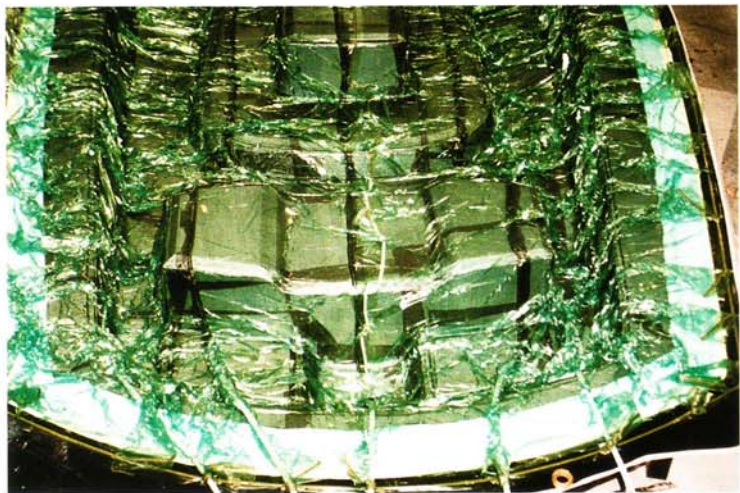
*Bottom right:
Deck saloon on a custom Trintella 52 (With cedar plank hull).*

*Bottom middle:
Trintella 51A - a model much renowned for its ease of sailing.*



retire. Changes at the top did not affect the yard's production, and under an ownership syndicate they continued to build Van de Stadt designs up to 82ft LOA, including revised versions of the popular 49A and 57A models, still available today through the Custom Building division of the company (revised models are now called models 51A and 58A).

In 1993 the yard came under new ownership, and in 1994 Trintella once again took the lead at the forefront of boatbuilding technology with the construction of a composite Trintella-Holland 47. Using the latest SCRIMP® resin infusion technology, the first 47 was delivered in 1996. From the board of Ron Holland, who had gained particular fame for his achievements in the superyacht industry, the 47 marked the start of a new partnership with the Ron Holland design office. Not only has the range been updated to considerable acclaim from the yachting press, the yard has also completed custom and semi-custom projects in aluminium, cedar strip and epoxy, demonstrating the versatility and skill that remains within the yard's considerable knowledge base.



*Above:
Trintella use the most modern composite laminate techniques such as the SCRIMP® resin infusion shown.*

*Middle left:
The covered centre cockpit (the "doghouse") provides a relaxed atmosphere at the end of a day's sailing, as well as full protection under way.*

*Middle right:
Effortless performance under sail.*

*Bottom:
Even the smallest yacht in the current range (the 42C) features a luxurious and spacious interior.*



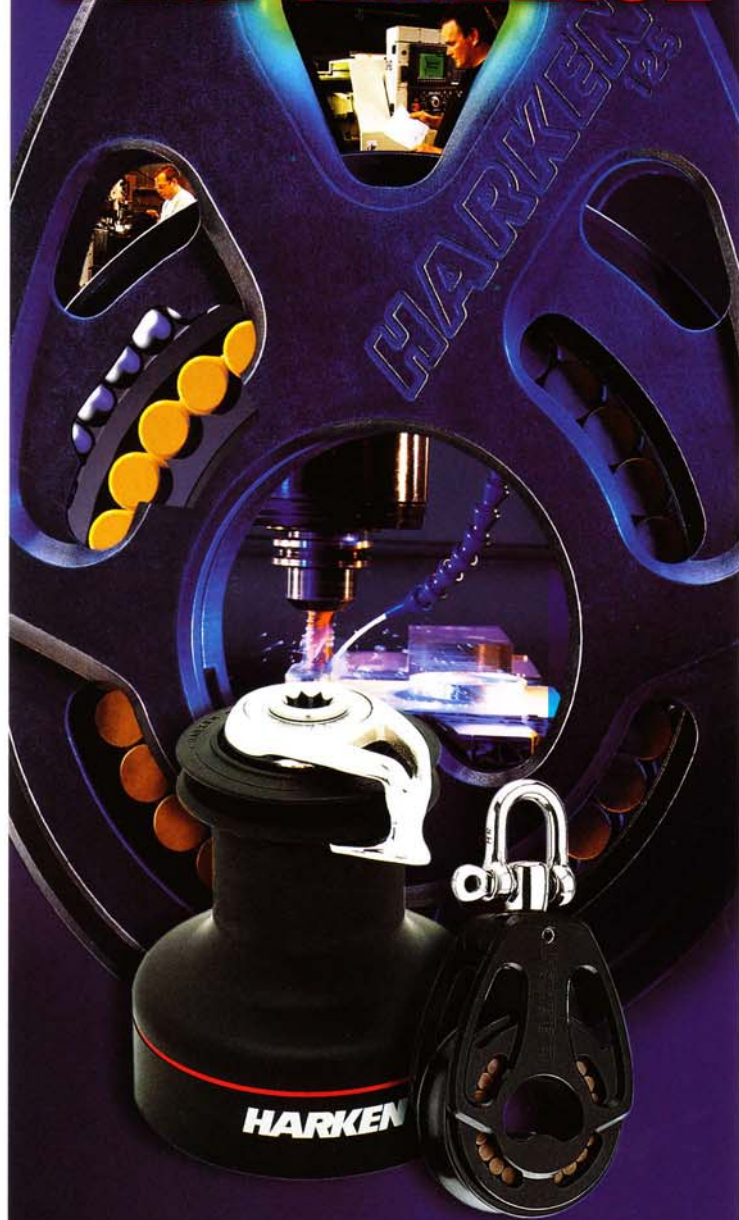
Anne Wever's passion, dedication and reputation as a legend of the Dutch boatbuilding industry lives on undiminished in every Trintella that is nurtured in the yard today. That Trintella still builds on the original site, where the modern yachts are carefully constructed in the same sheds as their earliest ancestors, and that many of the craftsmen have worked for the yard for over 20 years, is testament to the success that Anne bred. With the yard currently building hull number 1430, a modern Trintella not only boasts the superior craftsmanship that has been passed down through the generations but each yacht also holds a little bit of history within its very fibres. It is no surprise then that Trintellas have become renowned worldwide as being among the finest semi-custom cruising yachts afloat.



*Above:
After 50 years of
production the
Trintella work force
celebrate the launch
of their latest award
winning 47.*

*Bottom:
Modern day
cabinet-makers work
over the build-pit of
an early Trintella.*

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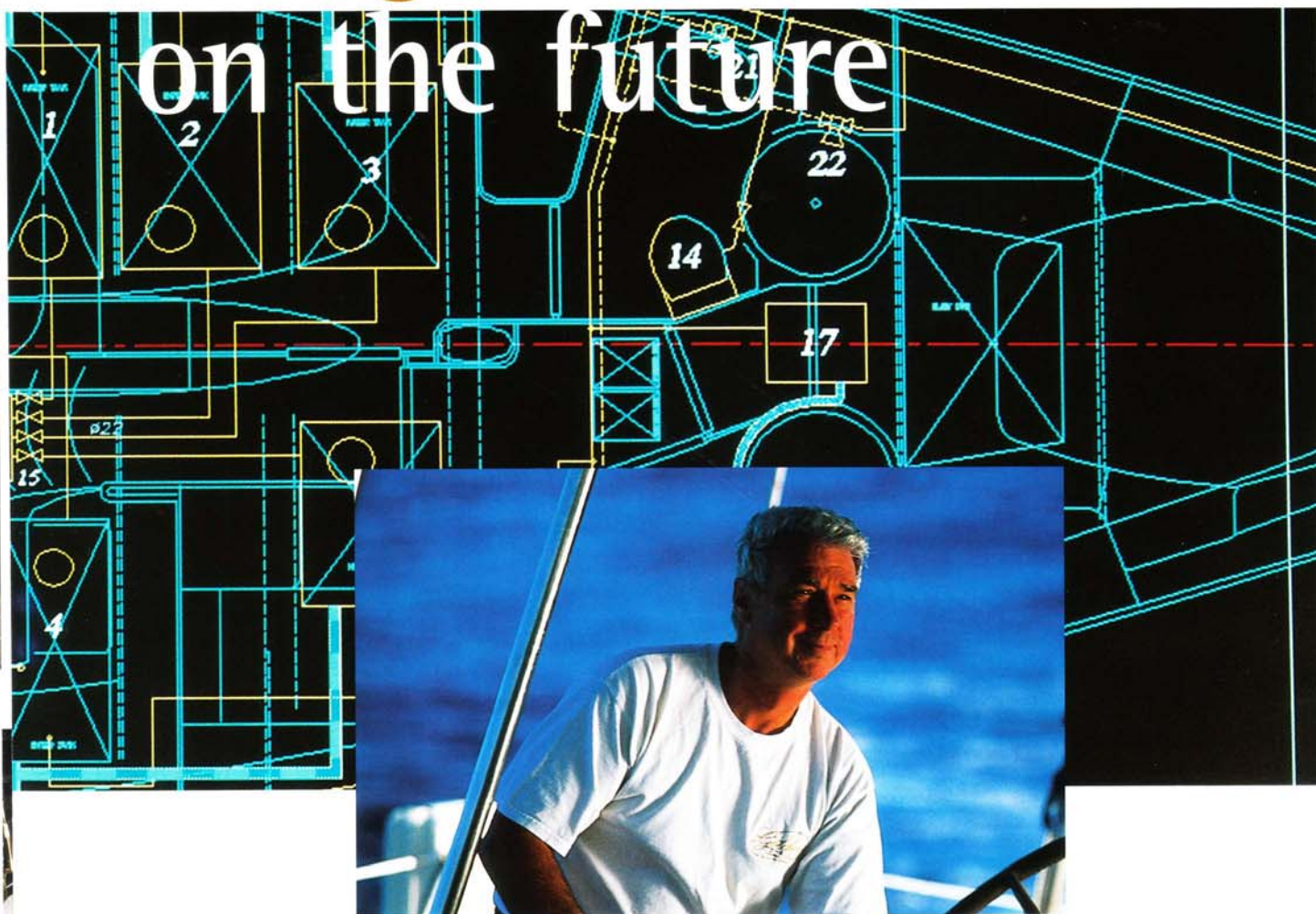
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Designs

on the future



*Above:
Trintella's principal
designer, internationally
renowned Ron Holland,
at the helm of his own
"Golden Opus"
(Photograph courtesy
of Ron Holland).*

When Trintella decided, after much research, to start building hulls using the latest composite technology and SCRIMP resin infusion systems, it was only natural that they should seek out a designer with a worldwide reputation to carry their semi-custom range into the 21st century. In 1994 they approached the Ron Holland design office, and began a collaboration that is set to shape the future of the yard, marrying the tradition and heritage of Trintella with the latest technology and innovation. The result is a perfect balance of styles, retaining the trademark Trintella look while offering enhanced performance under sail and even more volume below decks.

Ron Holland designed his first yacht, a 26ft sloop, in 1966 while serving a three-year boatbuilding apprenticeship in Auckland, New Zealand. The following six years were spent cruising and racing extensively in the Pacific. The 24ft racer, Eygthene, was Holland's next design venture. Built to the IOR Quarter Ton Rule while Ron was employed in the engineering department of Florida-based production boatbuilder Morgan Yachts. The success of this racer led to a commission to design Golden Apple, another racer that secured many victories and formed the foundation of Ron's

Ireland-based design business. A string of successful designs competing at the highest level of international racing established the Ron Holland design philosophy and reputation and by 1980, Ron was drawing maxi racers such as Kialoa and Condor.

It was a natural progression from the racing side to designing performance cruisers, and after much-heralded projects in the field of superyachting, where Ron has drawn yachts right up to the current Mirabella V project, at 245ft LOA the largest single-masted yacht built to date, he has established himself as



one of the foremost naval architects of his generation.

The balance of performance machines and large, custom superyacht projects makes Ron the perfect choice for the continued evolution of the Trintella range. Their first collaboration, the Trintella-Holland 47, was much vaunted internationally, and with the 42, 55, and 65 the current semi-custom range has continued the success of this first model.

"Every boat is designed from scratch," explains Rob Doyle of the Ron Holland Design Office in Kinsale, Ireland. "Our challenge is to slowly adapt the range, balancing the old with the new. We don't want to design something too space age, as we want to ensure that the Trintella heritage, particularly the trademark doghouse, remains and that the resale value



*Above:
In-house computer-aided design (CAD) has revolutionised the yacht building process.*



CAD is also used to demonstrate different layouts and finishes to clients. (Photograph courtesy of Stephen Thomas Yacht Design Ltd.).



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*Above:
The Trintella 65⁺ is
the new flag ship for
the Trintella range,
destined for world
cruising on a
grand scale.*

*Below:
CAD rendering of
the Trintella 65 gally
in teak, to help
optimise the layout
and allow the Owner
and his wife to
visualise this area.*

is never affected by changes in fads and fashions."

The result is a progressive design that makes the most of the latest composite construction without changing the ethos central to both the Trintella range and the Ron Holland design team. "New composite techniques ensure that the hull is lighter than the earlier range of Trintella yachts," says John Stott, also from the design team, "and the different method of construction to the aluminium yachts - which require more internal structure - means that there is more volume below for an even larger interior."

A lot of thought has gone into refining the sailplan, enabling Trintellas to be easier to handle by less crew. "Ron pushed quite hard for this," explains John, "and he really has

been pioneering advanced sail handling systems." Ron continues "Responding to Trintella's design brief, it has been my intention to create new designs that feature the characteristic Trintella doghouse protection for the cockpit, a real asset for distance voyaging. This marries an overall styling that is up-to-date with practical requirements for safe, fast, short handed cruising."

"The new construction techniques mean there is a lot more freedom with styling, and the moulds are easier to marry," says Rob Doyle. "This means that owners can customise the style of the doghouse if they wish without effecting the deck or hull design." To a certain extent this is evident with the choice on the new yachts of either a doghouse profile or a hard windscreen that features a soft canopy. This allows for more versatility, but the yacht is still unmistakably a Trintella. Moreover, the design office employs its own philosophy to the max when it comes to designing a new Trintella. "Ron has an excellent eye for what looks right," says Rob. "Added to that, we draw up around 50 different deck plans to ensure that everything not only looks good, but is functional as well. We don't scale from other yachts in the range, but design each





individually, making mock-ups at every stage, and liaising with the yard at every stage of build to make changes and modify things where necessary."

The result of all this is a yacht that carries the unmistakable Ron Holland signature: timeless looks, ultimate functionality, traditional Trintella lines and ultra-modern systems engineering, combined with a performance hull that reinforces Trintella's position at the top of the ocean-cruising tree. Through continued research and development in hull design, sail-handling systems, ergonomics and modern electronics interfacing, combined with traditional values and design styles of the last 50 years, the Trintella/Holland partnership is a successful balance that will ensure the future and continued success of the yard for the next 50 years.



The reputation:

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*A modern Trintella
42 sailing in
Biscayne Bay Miami
(Photograph courtesy
of Billy Black).*



rintella
SHIPYARD - HOLLAND

EXCELLENCE IN SAILING YACHTS



Range

review

As part of Trintella's 50th anniversary celebrations we present the 2003 range designed by Ron Holland and Rene van der Velden. These four inspiring models reflect our philosophy and ongoing commitment to innovation and excellence. We are also proud to feature our custom built division, exceptional amongst yacht builders under 100'. At Trintella we continue to strive for superior build quality, engineering prominence and the meticulous attention to detail on which we have built our reputation.

65 NEW

A fantastic yacht of elegant and refined proportions considered to be Ron Holland's ultimate 'Ocean Greyhound'. She has a self-tacking jib, a mast free of running backstays and her deck arrangement combines a raised deck saloon with partly enclosed centre cockpit. All sailing controls lead aft to twin steering positions and these factors all add to the "Mega-Yacht" feel, with which Holland is synonymous. The owner's cabin is situated amidships low down in the yacht - the most comfortable and quietest location underway. Trintella provides a high degree of custom flexibility with a choice of interior layouts. The 65 has been thoroughly developed with unrivalled attention to detail and we have produced a yacht so technically advanced only a shipyard such as Trintella could build her.

SPECIFICATIONS T65

Dimension	m	ft
L.O.A.	19.81	65.0
Beam	5.36	17.5
Draft	2.70	8.10
Lifting keel available	2.0-3.5	6.5-11.5
Displacement	33 t	72,600 lbs
Sail area upwind	172.8 m ²	1,859 ft ²
Engine	125kW	170 HP



55 NEW

Created for the experienced yachtsman, the new Trintella 55 emulates the features and benefits of a Maxi cruising yacht in a more streamlined package. Dynamic use of space allows the addition of a third cabin without compromising the full-width engine room. Her graceful exterior follows the form and function of the range. A bulwark round the deck and twin steering positions allow easy access between the centre and aft cockpits giving a 'bigboat' feel. In common with her smaller relatives the 55' is extremely easy to sail short-handed and can be handled by a crew of just two. The first of these fabulous new yachts is on order for an Annapolis based owner and will be delivered in the Spring of 2003.

SPECIFICATIONS T55

Dimension	m	ft
L.O.A.	16.66	54.65
Beam	4.80	15.75
Draft	2.20	7.22
Displacement	25 t	55,000 lbs
Sail area upwind	116.5 m ²	1,254 ft ²
Engine	87 kW	118 HP





50 Anniversary NEW

Based on the acclaimed 47 (see front cover) the Trintella 50 is hand crafted to the highest standard of quality and luxury built on Trintella's heritage. She displays the perfect blend of traditional boat building techniques in a modern and creative format with deck access to a huge lazarette. Two and three cabin layouts are available comprising practical living and working space. Refined and sophisticated, this exceptionally well-bred yacht promises to lead the next generation of ultimate luxury cruisers.



SPECIFICATIONS T50 Anniversary

Dimension	m	ft
L.O.A.	15.25	50.0
Beam	4.51	14.76
Draft	1.95	6.45
Displacement	17 t	37,400 lbs
Sail area upwind	95.71 m ²	1,030 ft ²
Engine	54 kW	74 HP



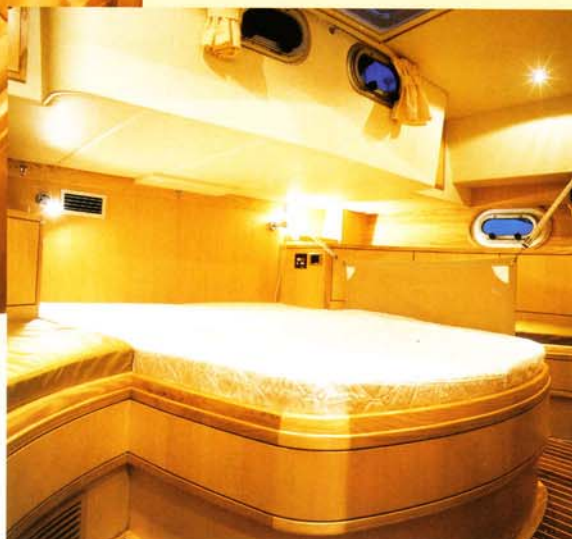
42

A stylish interior takes advantage of luxurious space. Sumptuous en-suite accommodation, a spacious saloon and an ergonomic galley and chart table configuration mean the 42 offers luxury, safety and practical comfort in equal measure whether blue water sailing or in the shelter of a marina. A self-tacking jib, optional in-boom furling, and ultra-modern rig allow for easy-handling by a minimum crew resulting in a truly marvellous performer. The Trintella 42 provides fast, effortless and safe sailing qualities in an innovative and sophisticated layout.



SPECIFICATIONS T42

Dimension	m	ft
L.O.A.	12.80	42.0
Beam	4.20	13.8
Draft	1.80	5.9
Displacement	13.5 t	30,000 lbs
Sail area upwind	95.09 m ²	1,023 ft ²
Engine	42 kW	56 HP



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Tijssen elektro and Holland Nautic congratulate Trintella Shipyards with their 50th anniversary. Being one of the world leading yacht builders with quality and design at the highest standards, Trintella choose our companies for engineering, mounting and delivery of all electric and electronic components in their yachts.

The high standard of the Trintella yachts matches perfectly with the top of the bill power systems, navigation and communication equipment we prefer building, in today's yachts.

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Masters of tradition

Hi

eronymus Bosch, Rembrandt, Vermeer, Jan Steen, Van Gogh, Mondriaan - few could doubt that over the centuries Holland has produced some of the greatest exponents of fine art the world has ever known. That such art and craft is inherent in Dutch culture shows a trait that is continued today in all walks of life, and in all industry. The great Dutch Masters also exemplify the importance to the Dutch people of the need to combine tradition and quality with progression and innovation. From the original Dutch Master Bosch in the 15th century, through the Classic styles of Rembrandt and Vermeer, to the Impressionist style of Van Gogh and the modern abstract style of Mondriaan, the fine art of the country appears as a tableau of the nation as a whole.

*Above:
Dutch yachts racing
-Andries Van Ertvelt
1590 - 1652 (Oil Painting)
©National Maritime
Museum Picture Library
Greenwich, London.*

It would be fair to say too that sailing owes a considerable debt to the country. It is widely regarded that 16th century Holland was the birthplace of modern yachting, where rich merchants built flat-bottomed 'speel-jagts' to sail purely for pleasure on the Zuiderzee near Amsterdam. That such pleasure yachts have been built in Holland for over 400 years - longer than anywhere else in the world - is amply demonstrated by the quality and tradition of Dutch boatbuilding yards today. The country is considered a centre of excellence throughout the world for superyacht construction, and many builders honed their skills in the smaller sector. The fact those mid-sized yards such as Trintella are

producing yachts that are still considered among the finest in the world is testament to a culture that radiates an attention to detail, focusing on quality of finish in the behind-the-scenes areas of construction. Like an old Dutch Master painting, the end product is made exceptional by both natural talent and attention to detail at every stage, from preliminary sketch to the final varnish of the finished canvas.

The Dutch Golden Age of the 17th century had seen merchants and seafarers exploring the oceans, setting up distant trading posts and colonies to import goods to the European continent. They were the first to visit and establish outposts in places like



Tradition continues with young craftsman working alongside others who have served the company for over 30 years.

Indonesia, the Caribbean and North and South America. This brought massive wealth to the merchants and saw the growth and development of the Dutch boatbuilding industry as huge Dutch trading ships from companies such as the Dutch East India Company transported goods around the world. Smaller barges, vlets and boats were also developed, used in part to ply trade within northern Europe, and their descendants are still used to transport cargo through the extensive system of canals and

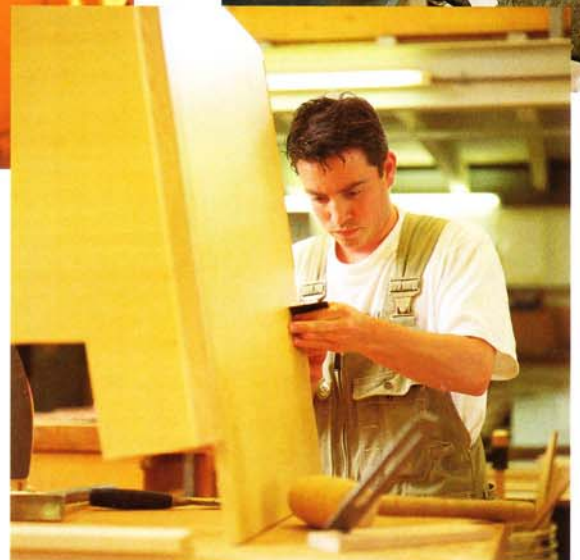


Masters of tradition

waterways that run like veins across the country. It is no wonder that boatbuilding is in the very genes of the Dutch people.

As a country of dykes and terpen - hillocks that were used to escape from floodlands - Holland has battled with the sea for centuries. With much of the reclaimed hinterland lying below sea level, the Dutch have for a long time lived not so much with spontaneity, but with measured forethought and pragmatic optimism. They have not only proved that persistence and innovation increases the chances of survival, but also that the application of depth of knowledge can lead to expansion and quality to ensure a prosperous future.

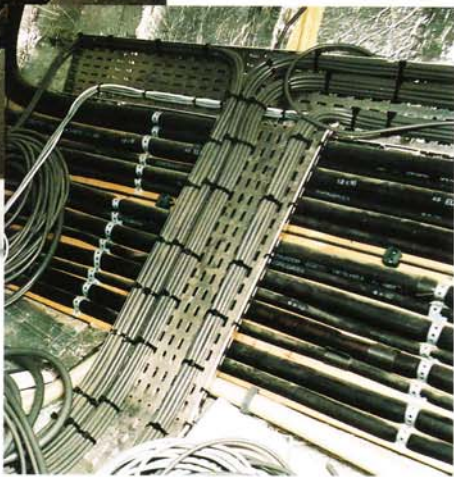
Trintella take this philosophy as their own, drawing on the ingrained culture of their countrymen and adding their own 50 years of experience to build superlative yachts that are not constrained by tradition, but rather thrive on it. Moreover, by embracing the latest technologies and innovations, they have embodied the progression of Dutch art and culture in a microcosm, ensuring that successive generations of Trintellas will continue to be at the forefront of yacht design and construction. Truly, Trintella are modern masters in the finest Dutch tradition.



Fine joinery work and innovative engineering solutions keep Trintella quality at the forefront of luxury yachts.



Attention to detail ensures that Trintellas last and last and last.



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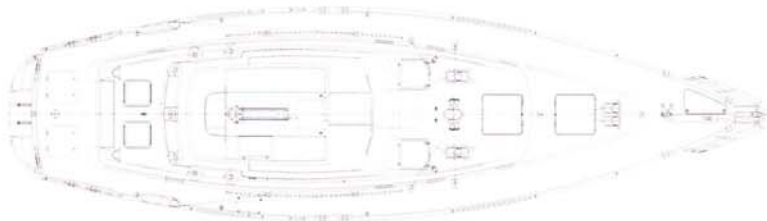


Made to Measure



*Above:
The Custom Division
at Trintella is capable
of building both
aluminium and
composite sailing
craft up to 90' LOA.*

Conceived in 1995, Trintella's Custom Build division offers discerning owners the chance to realise the yacht of their dreams with absolute confidence. With 50 years of experience building yachts of the highest quality at the leading edge of technology, each custom yacht is finished to a standard that exceeds the requirements of the most demanding customer.



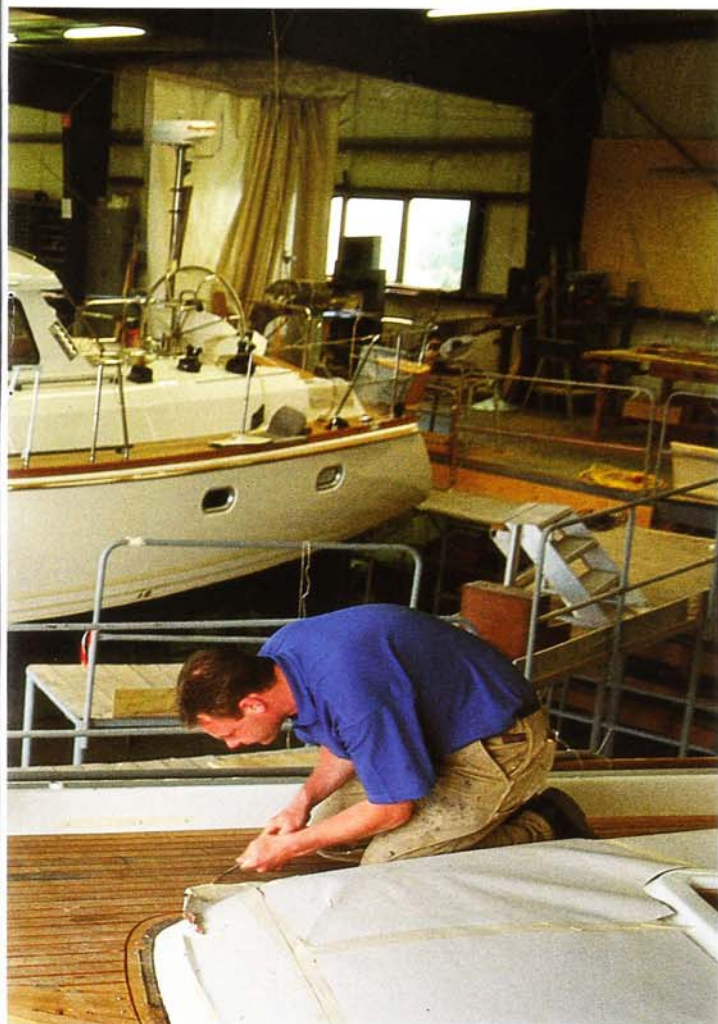
*Above:
Ted Hood 54
custom design.*

Trintella have completed a number of custom yachts from a wide variety of designers, drawing on their expertise in the semi-custom market to offer a custom service that is second to none. The yard's versatility and skill is amply demonstrated with the extraordinary diversity of the yachts they have built since the Custom Build division was set up - from the Peltzer and Van Dijk-designed 52ft IMS racer/cruiser Fairytale, to the 60ft high latitude cruiser

Mona Lisa, described as a mini-superyacht; and from the Trintella 82 AD Deckhouse to a Ted Hood 54-footer currently in build for the owner of a leading Dutch shipyard; the list of achievements is long.

With extensive knowledge of building on hulls in composite, aluminium, cedar strip, steel and GRP, Trintella are able to take any design and make it a reality. Experienced project management teams draw on both boatbuilding knowledge and practical sailing experience to ensure that the finished project exceeds her owner's expectations, a philosophy that exists even before the keel is laid.

Central to this ethos is the expertise that goes into the yacht's construction, both in interior



your yacht will be built to the very highest standards in Trintella's superb facilities.

Trintella's systems engineering is second to none, drawing from 50 years of crafting yachts and subject to constant research and development. The result is a team that can provide advanced engineering solutions and standard of finish to suit any cruising requirement, whether you wish to build an existing design from the Trintella range using the 51A or 58A hull as a reference point, or to develop the designs of your architect of choice.

*Below:
A custom designed
hydraulic lifting keel
for performance and
shallow draft, able to
be locked in any
position.*



finish and behind-the-scenes detail. From the installation of the commercial grade ship cabling, individually labelled for easy maintenance, to the superior finish of the precision interior joiner work and from the careful systems planning with schematics to the comprehensive owner's manual detailing the position and number of every part used in the yacht's construction, you can be sure that

Exclusive Yacht Equipment
in stainless steel



www.beekmans-rvs.com



Fit for life

With such a vast depth of knowledge and a team of craftsmen that include many with decades of experience at Trintella, the yard is proud to offer a full refit service. There is no limit to the type of work that is undertaken, and the yard is currently working on an original Trintella I, hull number 327, which it is due to be relaunched as part of the yard's 50th anniversary celebrations. Remedial work is aided by the fact that the yard keeps a comprehensive manual detailing every inch of every boat that has been built by Trintella.

*Above:
Extensive archives are
kept of the plans and
construction of every
Trintella model.*

Trintella has already undertaken many extensive refit projects, ranging from removal of decks and structural modifications, to updating and modernising systems and electrical installations. Repair work can also be undertaken - a recent example of this being the rebuilding of one hull side and interior joiner work after an aluminium Trintella fell off its cradle causing extensive damage.



*No job is too large
or too small for our
refit department
- unrivalled attention
to detail ensures your
boat leaves the yard in
first class condition.*



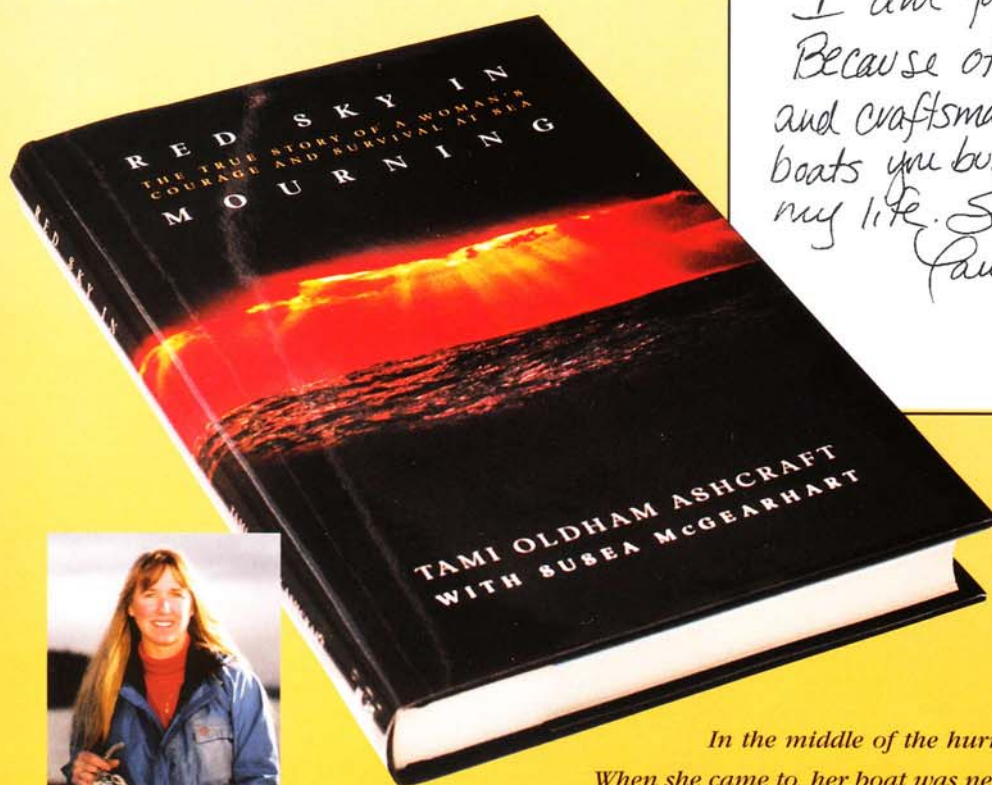
With all work carried out by the same highly skilled team responsible for each new Trintella to leave the yard, you can be assured that all refit and repair work will be completed to the very highest standards. You may well find that the craftsmen who work on your refit were responsible for building it in the first place - such knowledge of your yacht means your Trintella will always be in the safest of hands.



A testimony to Trintella

Red Sky *in* Mourning

*To the crew at the
Trintella Boat Yard -
I am forever grateful.
Because of the dedication
and craftsmanship of the
boats you build, it saved
my life. Smooth Sailing
Tami Oldham Ashcraft*



Tami Oldham Ashcraft

In the middle of the hurricane, everything went dark. When she came to, her boat was nearly destroyed, her fiancé was gone and she was 1,500 miles from land. With no engine, no mast and no radio, Tami Oldham had only her astonishing determination to survive and the strength of a Trintella hull to lead her back to civilisation.

It was October 8, 1983, and Tami and her partner, Richard, were 17 days out of Tahiti, heading for San Diego on a 44-ft Trintella ketch, Hazana. The following day, they got word of a hurricane brewing off the coast of Central America, heading west at 12 knots - right into their path. Red Sky in Mourning (Simon-Schuster/Hyperion 2002) is Tami's dramatic account of Hurricane Raymond, her loss and her courage in survival; and it is testament to the strength, quality and ability of the Trintella design.

Tami now has a family and is still an avid sailor. She speaks at seminars worldwide about safety and her own story. Her choice of yacht today is the same as it was 20 years ago during that terrifying, fatal storm - a Trintella.

Hazana was refitted and is currently cruising the Pacific.

www.tamioldhamashcraft.com



NL UK

Simon Hughes, following a brief career in accountancy in his island home of Guernsey, became the skipper of a Trintella 57A in 1994. He has since undertaken a number of project management and sales roles in Trintella leading up to his appointment as the Sales Manager in 2000. Since taking on that role Simon has expanded the sales force with a number of agents around the World and has been particularly active in the North American market. Simon is still actively involved in delivering and sailing the yachts he sells, as well as regularly participating in competitive sailing including an Admiral's Cup. This has increased the emphasis on design and performance of the Trintella range. Simon is based at the shipyard in Holland and also has responsibility for UK sales.

Tel: +31 (0)736 457 157 email: info@trintella.nl



ESP

Simon J Turner has more than twenty years experience in yacht sales. During a ten year period as a broker at Berthon International, in England he first came to know Trintella yachts. He met with the founder Anne Wever, and was involved in the sale of several new and pre-owned Trintella yachts. Simon moved to Mallorca, Spain in 1991 where he has continued with his career selling fine quality sail and motor yachts. With an office in Palma de Mallorca, and with his experience of the local area, Simon is ideally situated to assist our owners and clients who sail in the Mediterranean. Mallorca has become the most important yachting centre in the western Mediterranean – for its cruising area, the sales services and the refit / maintenance services available.

Tel: +34 (0)639 701 234 email: simon.turner@terra.es



FRA

Bart Weduwer was born in the Netherlands and growing up in a maritime environment he has always been a passionate sailor. After completing naval college he ran private sailing yachts for ten years with his wife and travelled extensively in the Mediterranean and Caribbean. Since then, Bart has been running his office in the port de Cap d'Ail providing a wide range of services to the yachtsman including brokerage, chartering and maintenance service for motor- and sailing yachts.

Tel: +33 (0)49 378 6305 email: navimarine.internationale@wanadoo.fr



GER

Jan Matous has been sailing for over eighteen years. As a successful banker and portfolio manager, ten years ago he started a second career in the yacht business. During the last 8 year period he worked as a Broker with Shipyards like Privilege, Fontaine Pajot, Kennex and Dufour, specialising in yacht sales, building supervision and charter marketing. For about three years Jan also sailed and worked as a skipper on luxury yachts in Mediterranean and Caribbean. This practical experience gave him solid background on the real needs of yacht owners. Before advising first time buyers, he often goes first sailing for one or two weeks with them, in order to find out their particular needs.

Tel: +49 (0)40 669 97401 email: janmatous@t-online.de



USA (East Coast)

Jack Malatich moved from New Jersey to Annapolis several years ago following a successful career in the apparel business to become a yacht broker, following his life-long interest in sailing yachts. He has owned many yachts himself including a 65' schooner although currently his dock lies empty as he "rests between boats". When he moved to Annapolis he took a job as a yacht broker with Crusader Yacht Sales at Port Annapolis and in 2000 signed a deal with Trintella to become the East Coast representative. Since then he has had considerable success and sold several new yachts into the US market.

Tel: +1 410 295 0194 email: jack@crusaderyachts.com



USA (West Coast)

Carl Rafello started sailing in 1969 and quickly fell in love with the sport and the lifestyle. Before starting Admiralty Yacht Sales in 1981 he raced extensively in San Francisco, going to the Nationals several times. He later moved up to the beautiful Pacific Northwest to start Admiralty with his family. Over the years they have created a well-known company, selling thousands of boats throughout the years. "I look forward to working with you to build the boat of your dreams." Carl.

Tel: +1 253 272 3700 email: carl@ays.com



After Sales Manager

Jos Trommelen served in the merchant navy and later was captain of a large charter yacht in the Caribbean. He has owned his own yachts (a 48 foot cruising yacht being his latest) in Mallorca. In 2001 he returned to Holland and was immediately offered a job by Trintella to run the after sales, re-fit and service section of the shipyard. He brings a wealth of knowledge and practical experience to this challenging position. He can advise on practical problems, refits and help find historical data on all the yachts built by Trintella.

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 Bouwer van o.a. Trintella 51A-58A.
 Reparatie-en onderhoudswerkzaamheden

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Naval Architect, Marine Surveyor, Project & Yacht Manager

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