



TRINTELLA 53

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Main picture, the elegant lines of the 53, flagship of the Trintella range. Her clean decks surround a well protected centre cockpit. **Inset**, excellent support for working at the mast. The spar is by Rondal and all standard winches are by Lewman. Roller sheet leads are by Barbarossa



WE outlined the history of the Jachtwerf Anne Wever when writing about the Trintella 42 (September 82) but the history bears repeating for those who missed it then.

The builders of the Trintella, Jachtwerf Anne Wever of Holland, are a remarkable company. The firm started 30 years and 1,000 boats ago under the present principal owner Mr Anne Wever, who was previously a harbour master. Originally, the firm exported Lightnings to the USA, then built a steel yacht to a Van de Stadt design, called the Trintel, named after a shoal in the IJsselmeer.

The boat was featured as a *Yachting World* design in the 1970 Boat Show issue and at that show 12 boats were sold. Anne Wever has had a soft spot for *Yachting World* ever since.

When the time seemed right, the design was modified for glassfibre construction and 'la' added to the name. Then came a range of Trintellas with suffix numbers to indicate the type, but luckily for most of us, the company later converted to using LOA in feet as the indicator.

The smallest Trintella presently built is 38ft (11.58m) long; all are available with extensive modifications to suit owners' requirements. The emphasis is firmly on quality—virtually one-off construction—by a group of some 45 craftsmen. Trintella owners become part of a family, with rallies, newsletters and so on. The Trintella 53 is the flagship, at least at present.

Construction

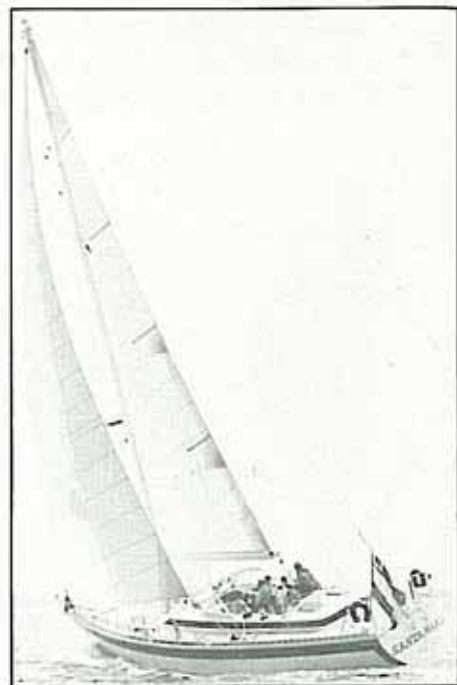
The entire boat is built to Lloyd's +100A1 and if classification is required the owner simply pays the surveyor's fees. The fairness of the hull moulding curves was remarkably good and while the hull we saw was made in the Netherlands, moulding work is now being done by Tylers in the UK. All the tanks are glassfibre, including two sump tanks totalling 109 gallons (495 litres). The hull and deck are both sandwich construction for added stiffness and insulation and the lead ballast keel is encapsulated.

The boat we sailed had the optional centreboard and only the tip of this protrudes above the ballast. In normal Van de Stadt style, the rudder is of spade type, with steering by Whitlock rod gear. The stern gear looks conventional from outboard, but, in fact, a Scatra (Aquadrive) constant velocity joint is used for its vibration and noise reduction features and to allow the engine to be mounted horizontally.

Even in the lockers it was hard to see the hull sides, because of the lining, but where it could be seen it looked cleanly done and with a substantial hull to deck joint.

On deck

The Trintella 53 deck is equipped with robust, ample-sized fittings. Berthing cleats and fairleads are large and, interestingly, those forward are set a few feet back from the stem, which makes them just as effective as normal and



Although designed as a ketch with a sloop option, most people go for the latter and specify roller headsail equipment, simple slab reefing and self-tailing winches to ensure easy handling

easier to use. The stemhead fitting is impressively large, with double rollers for the anchor and a neat lock to retain its shank. The electric capstan is by Galley Maid of Florida. The navel pipe is long to carry the chain into its locker

continued overleaf





The impressive, bureau-style navigation area with an adjustable seat and large chart table



The main saloon can seat eight to ten in comfort and the main table be extended and supported by the small pedestal seen here. The joinery work and upholstery is of a remarkably high standard



Light, ventilation and space make the stylish head compartment attractive and practical

clear of stowed sails. The pulpit has both walk through forward and split sides for kindness to the genoa foot, very much a Trintella feature.

Faessen deck hatches are used, the forward one covering what must be one of the most luxurious sailbins afloat: it is deep lined throughout and well organised for efficient gear stowage. Ventilation is well catered for with vented lights and Dorades, while traditional prism deck lights are used to advantage where possible. Sadly, the teak deck is an option, but it is beautifully done and one could hardly visualise a purchaser begrudging the extra to finish the boat properly.

The deck is very roomy both for work and dinghy stowage or sitting in the sun, with two large lazarette lockers right aft. The coachroof is short, but could use handholds for bad weather security, while the windscreen, a highly practical cruising feature, is not obtrusive when the boat is underway, the only time when one worries about such things.

The winch arrangements are all

thoroughly functional. The halyards are as pleasant to handle as rope, but are actually Gleistein (Kevlar) for minimum stretch and therefore the equivalent of wire, but with better handling qualities. Kevlar has had a bad record of breaking when it bends round a sheave, but Trintella have found Gleistein perfectly satisfactory in their applications. Spars are by Rondel Masten and a double spreader masthead rig is used. Curiously, although the Trintella 53 was designed as a ketch with sloop as an option, a reasonable arrangement for a cruising boat this size, modern cruising sail handling systems, such as effective roller headsail gear and slab reefing systems, have led all the purchasers to date to select a sloop rig.

The cockpit is a roomy and comfortable space with ample room for eight. The backrest is at a comfortable height and angle, but a removable foot bar would be a benefit in bad weather, to provide support for those to windward. A neat, humped helmsman's seat provides good secure storage for a liferaft. All the standard winches are self-tailing, Lewmar 65s for the genoa sheets, which makes for easy work, combined with Barbarossa roller sheet leads. A substantial upstand acts as a bridge deck at the access hatch, where good handrails are also provided. As you would expect, cockpit drainage is more than adequate.

Under sail

The rig proved impressively easy to handle on both days we sailed her. Hoisting the good-sized mainsail proved straightforward and with adequate winches for the mainsheet, the traveller and genoa sheet, life was simple. The view from the helm was good and the steering was commendably light for a rod system. The Gaastra sails set well and having two deep reefs in the main, made good sense for cruising. She tacked through better than 80° and in 15 to 18 knots of relative wind, slid along at better than seven knots upwind. It felt so easy one was tempted to tap the log to

check the reading. She proved very well mannered and reluctant to heel when the wind increased, or to make the helmsman work to control her under these conditions. Obviously it would be easy to obtain more than ten knots with a free wind and, we suspect, without any feeling of strain.

Under power

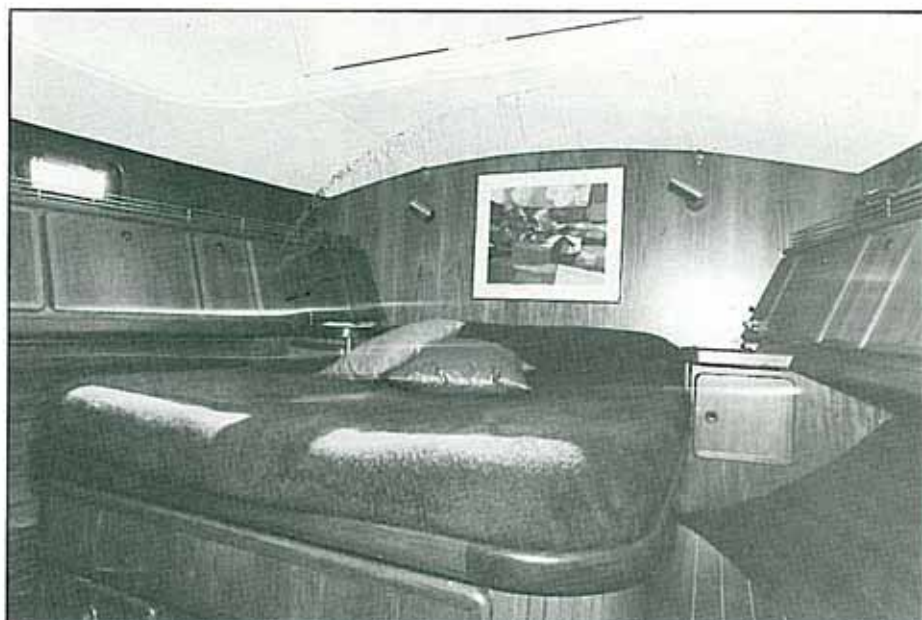
The Perkins 6-354 (4) 124hp (92.5kW) engine provides unobtrusive power and speeds over nine knots, if required. Our noise measurements gave the following results:

Revolutions	Saloon	Galley	Aft cabin	Speed
1000	63dBA	70	63	3 $\frac{3}{4}$
1500	69	75	70	5 $\frac{1}{2}$
2000	74	82	78	7 $\frac{1}{2}$

The low revolutions required for a good speed was indicative of good fuel consumption and the availability of ample power for manoeuvring.

The spade rudder helped provide excellent handling astern and tight turning circles ahead and astern could be achieved in about one and a half boat lengths. Marina berthing was easy and Mediterranean stern-to work should prove straightforward. Handling was so simple that it was quite easy to forget the size of the yacht. The engine room is a genuine walk-in compartment with ample room for the almost silent Onan 7.5kW generator, though the big alternator on the main engine would make this unnecessary unless one chose to have electric cooking.

Battery installation was neatly arranged below the saloon settees while the switchboard (opposite the galley) made operation of the system easy with self explanatory warning lights, indicators and gauges at the appropriate points. The fuel tank holds 175 gallons (800 litres) and the water tankage is 275 gallons (1250 litres). Both are situated below the cabin sole. Two battery systems are incorporated, 88 amp/hr for engine starting and 460 amp/hr for domestics and radio.



The double cabin aft shows how the designer Dieter Steiger has made excellent use of space. Note the sloping locker faces. Despite the extensive use of wood, there is enough light to make the cabin airy



Full standing headroom walkthrough to the after cabin with galley left and the engine room right

Accommodation

The size of the saloon can be appreciated from the eight-step ladder down from the cockpit, behind which is situated the lifting keel, tackle and winch. Headroom is 6ft 2in (1.88m) throughout the accommodation except in the galley where it is 5ft 10in (1.78). The interior has been designed by Dieter Sieger of Munster who has used large curved surfaces and mouldings to advantage, achieving an elegant and matching standard throughout the boat.

The saloon seats eight to ten with the option of folding the table to part size when not required. Starboard forward in this compartment is the palatial navigation area with full-sized chart table and splendid bureau type instrument and radio layout, all set off by a large, comfortable chair. Fiddles are neatly arranged and there is ample book storage. A bar unit with curved access door and worktop over, separates the

navigator from the galley, which runs back under the cockpit towards the aft cabin.

The galley is roomy with ample worktop area. Fiddles are built to British standards, when required, otherwise they are the small ones we saw, a surprising omission considering the abundance of substantial handholds. There is so much natural light that the teak panelling and side linings do not look at all dark, simply very restful, while the mouldings are beautifully done, in common with the rest of the joinery. Detail work is first class, the roll out gash bin being an example.

The aft cabin is huge and luxurious without becoming opulent or overstated. There is extensive locker space and the opening ports—both hull side and into the cockpit—together with the coachroof ports and deck hatches ensure ample light and ventilation. The after head compartment uses the curved

motif and stark white to advantage, providing lots of space in an elegant and modern style. Even handholds are achieved without deliberate styling changes.

Forward of the saloon there is a twin cabin each side, each having opening deck and hull ports and hanging lockers, together with good extra touches like book lockers at the head of each berth. The cabins share a head and shower compartment forward which again follows the curved, stark white style.

Conclusion

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

Dimensions

LOA	53ft	16.15m
LWL	43ft 4in	13.20m
Beam	15ft 5in	4.70m
Draught (centreboard)		
keel up	5ft 7in	1.70m
keel down	9ft 10in	3.0m
fixed keel	7ft 2in	2.20m
Ballast	7.1 ton	7,100kg
Displacement	17.7 ton	17,700kg
Sail area:		
mainsail	613ft ²	57.0m ²
genoa	957ft ²	89.0m ²

Designed by: Van de Stadt, Box 193, 1520 AD Wormerveer, Holland.

Built by: Jachtwerf Anne Wever b.v. Ertveldweg 3, 5231 XA 'S- Herbergenbosch, Holland.

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