

GROUP TEST

TRINTELLA 57A

Immaculately built by the respected Dutch firm Anne Wever, this aluminium yacht is finished to an exceptionally high standard

WITH a basic price of more than one third of a million pounds, the Trintella 47A was the most expensive of the quintet of yachts sailed. Built in aluminium by the Dutch company, Anne Wever, and finished with a Sik-kens epoxy paint system, the yacht is the second largest of the Trintella range of motor sailers. Designed by van de Stadt, the yacht has a modern outboard profile with slight sheer, which appears almost straight, a retroussée transom and a large-windowed wheelhouse built over the forward end of the cockpit.

Laid teak is applied to the upper deck as standard and this treatment is given to both the cockpit seating and the soles. The after cockpit is devoted to the working on the yacht. The helmsman has an over-large, hide-covered steering wheel and the engine controls are set into the port side of the well.

The forward cockpit is partly sheltered by the wheelhouse and its sole steps down in two stages to the companion. Comfortable seating is provided for guests in the forward cockpit and there is provision for a covered wheel position just to port of the accommodation access. In the yacht we sailed, the wheel had been omitted and conning from this position was achieved by an auxiliary single lever shift and throttle and the automatic pilot controls. The all-round view from the wheelhouse is good, but the main after steering position is used when handling the yacht in confined spaces. One has to learn to duck when entering the wheelhouse from aft across the bridgedeck separating the cockpits for the headroom here is a little restricted.

Discounting the sail room right forward, with its stowage for a large number of sails and gear, its berth, head/shower and personal lockage for a paid hand, the yacht accommodates six in real luxury. Just forward of the saloon with its raised sole, one steps down into a lobby and is faced by a pair of deeply concave doors which give into mirror image guest

cabins to port and starboard. Each is fitted with a pair of tiered berths and has its own en suite head. On the centreline is a neat, cylindrical shower stall which is shared by both compartments.

The accommodation ladder is just to starboard of the centreline and this has allowed the fitting of an exceptionally large, G-shaped settee in the main saloon. Here, up to 10 people can dine round the fully-opened cabin table. To starboard of the passage through the saloon is a large navigating station. Chart table area is generous and the swivelling chair allows the navigator to turn towards any of the instruments on the wrap-around display area.

In the starboard after corner of the saloon, one steps down into the very large linear galley where there is plenty of easy-to-clean Corian worktop space and every modern convenience for the cook, including excellent lighting, two deep sinks, two refrigerators a three-burner stove with retractable fume hood over and, on the inboard side of the passage, a dishwasher and washing machine. On the inboard side of the passage is the ship's electrics panel and a low door giving access to the machinery space beneath the sole of the forward cockpit.

At the after end of the galley passage a door leads into the luxuriously appointed owner's cabin with its large double berth on the centreline and comfortable settees each side. Just inside the door is a neat vanity unit with a large mirror over. An angled door in the port, forward corner of the cabin leads into the en suite head which also contains a cylindrical shower closed off with a curved, sliding acrylic door.

The standard of joiner work throughout the whole of the interior is of a high order. The timber match is excellent and the cabinet maker's art is demonstrated by tasteful use of curved doors and other details which add to the general feeling of luxury and welcome throughout.

With the Perkins 6-354(4) develop-

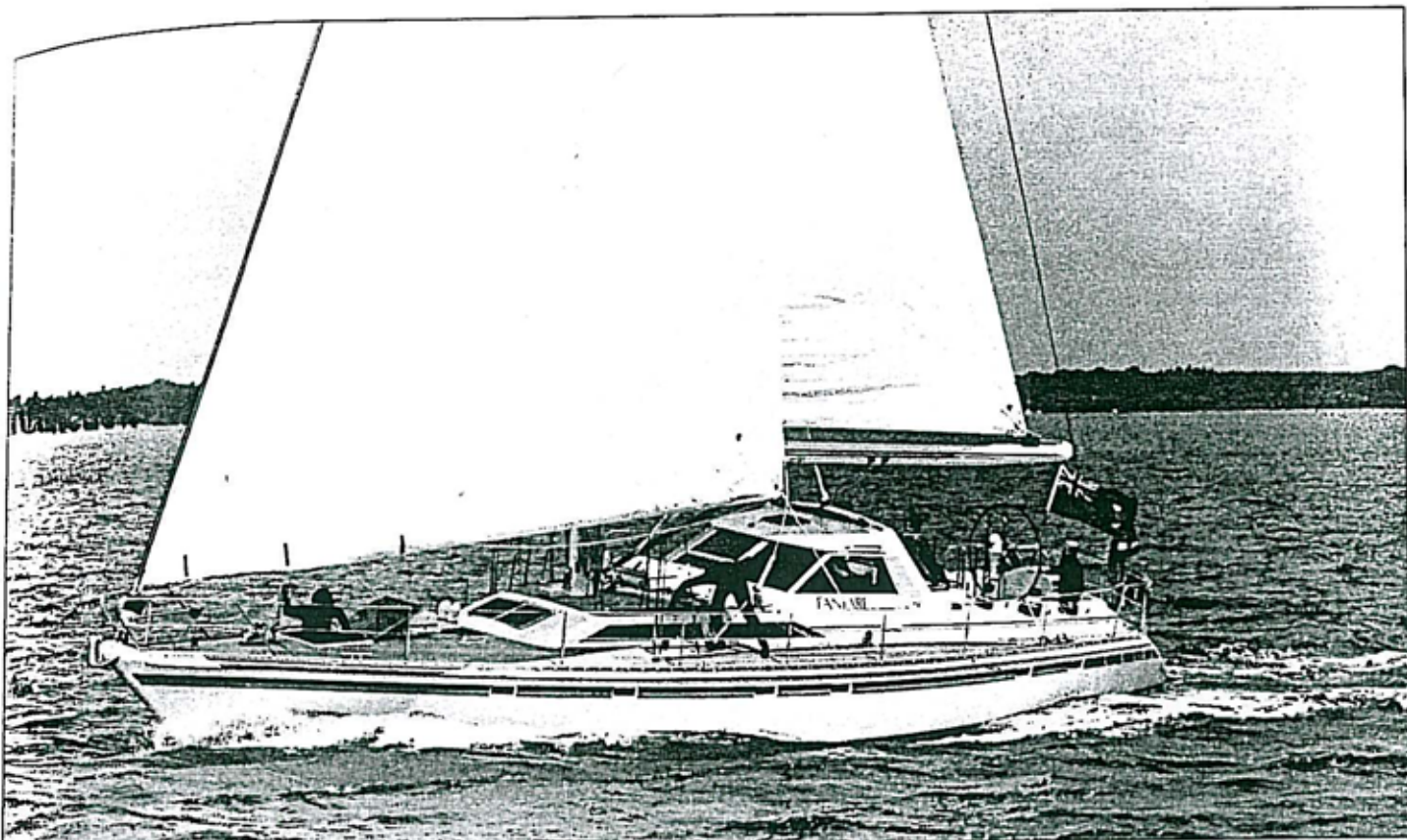
ing 124hp (92.5kW) and turning three-bladed, feathering Maxprop there was plenty of smooth and very quiet power. At speed, the machinery noise levels were low and the yacht tracked well. In confined waters handling was precise and the large spade rudder took command the moment way was on the vessel.

The yacht we sailed was set up to be as easy to sail as possible with a small crew. Reckmann hydraulic furling was fitted to the 130 per cent genoa and the three-panel Reckmann mast was fitted with in-mast furling. Hydraulic power was also available on all sheet winches. Needless to say the luxury of this assistance was not available on the standard specification, but it is a convenience that has instant appeal to anyone who has a substantial bank balance and a yearning for the easy life.

Balance was good on all points and the yacht was quick to get into the groove. The large rudder ensured that one could short tack accurately. Acceleration was eager as soon as sheets were trimmed. The mainsheet track ran across the wheelhouse roof and this kept the cockpit area very pleasantly free from working cordage.

The well equipped galley is a linear arrangement down the starboard side





Above: The modern styling of the Trintella's superstructure sits happily on this good looking van de Stadt design from Holland. Below left: The working of the yacht is controlled from the after cockpit while the rest of the crew can relax around the table in the protected forward cockpit area. Below right: The modern styling is dominated by the large deck saloon windows

