

# SHORT TEST



## Trintella 42

THE BUILDERS of the Trintella, Jachtwerf Anne Wever of Holland, are a remarkable company. The firm started 50 years and 1,100 boats ago under the present principal owner, Mr Anne Wever, who was previously a harbour master. Originally they exported Lightnings to the USA, then built a steel yacht to a Van de Stadt design, named the *Trintel* after a shoal in the IJsselmeer.

This 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.

### Construction

The entire boat is built to Lloyds 100A1 specification, but classification is subject solely to the payment of the surveyors' fees. All the glassfibre work appeared well done, with a sub-



Top, the Trintella 42 under way. Above, the navigator's station, featuring a plush seat and ample space for electronics

stantial, overlapping deck joint with bolts and adhesive, while the 3.95-ton (4-tonnes) lead ballast keel is encapsulated and the rudder is of the spade type.

The elegant, low wetted surface hull reflects Van de Stadt's philosophy that cruisers should sail and handle well and look stylish.

### On deck

The deck layout shows an interesting blend of cruising and racing equipment and convenience. For example, all Trintellas have split/overlapping rail pulpits, to reduce chafe on a low-cut genoa. Many have hydraulic or screw kicking straps and the highly

protective windscreen (with wipers) is standard. So is the 1/2 inch (12mm) thick teak deck.

The anchor is mounted on a solid stemhead roller and the boat we sailed has a Lofrans electric windlass, feeding the chain below to an easily accessible area forward of the sail locker. The coachroof non-slip is satisfactory and there is ample deck space for work or play.

The single-spreader Isomat spar is supported by inner forestay and aft lowers and both these and the caps are sufficiently far inboard to allow passage either side. Halyards and reef pendants all remain at the mast, where solid pulpits are a common feature. Deck handrails are solid affairs and neatly hide the saloon dorade boxes, while deck hatches are by Wepewe and appear substantial.

Winches are by Barlow and the primaries are based outside the cockpit coamings, which make them both low and easy to work. The mainsheet is led aft via the base of the mast to a winch at the forward end of the cockpit and the Barbarossa mainsheet track control lines are there too.

Cockpit lockers depend on the accommodation layout, the boat we sailed having a vast locker to starboard, primarily for deck gear, and space for the liferaft below the helmsman's curved seat. Steering is by a Whitlock rod system.

### Under sail

We could have used more wind to learn more about handling, but at



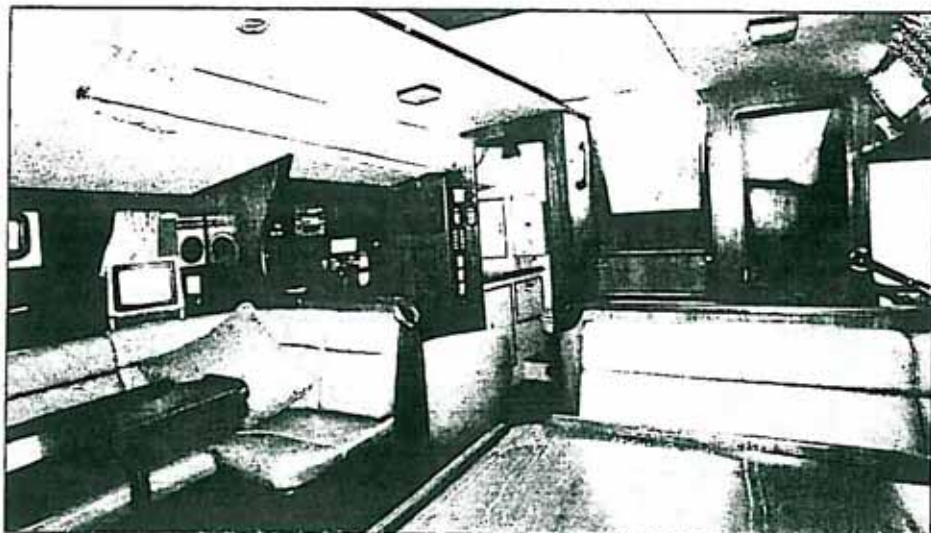
least we did learn that she went well in light to moderate breezes. In 13 to 20 knots of relative wind, she went upwind at 6 $\frac{3}{4}$  knots (by Stowe) and she tacked through less than 80°. She reached at 7 $\frac{3}{4}$  to 8 knots in 15 knots relative and at 7 knots in 11 knots. Overall she felt nimble, quick and responsive; it was a pity we did not have anything competitive to sail against, because we think we would have enjoyed the outcome and without having to work hard.

## Under power

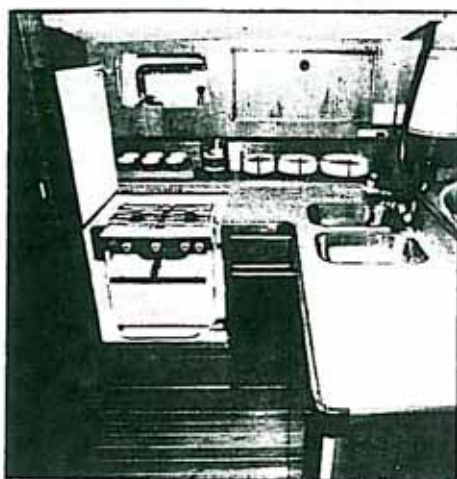
The Volvo MD 17C 1105 three-cylinder 36hp (26kW) diesel gave ample power and a smooth transmission via the saildrive. The helmsman is well provided with instruments on the wheel pedestal—even a helm indicator—but it seems a pity the engine controls are not with them, being placed in the starboard backrest (though they are protected by a safety bar). She proved as docile to handle as one could wish, turning astern in one and a half lengths or less. She was obviously a fast boat under power and noise figures were commendably low, as follows:

rpm	Fore-cabin	Saloon (aft)	After cabin	Speed
1000	57	67	68	4 $\frac{1}{2}$
1500	59	69	70	4 $\frac{1}{2}$
2200	65	73	72	7 $\frac{1}{2}$

The engine is not large for the size of the boat, so the easy-running hull must contribute a significant amount to performance under power.



The 42 is available in three basic layouts, which can be varied to requirements



The attractive and well laid-out galley. Low fiddles are soon to be remedied

The head unit to starboard is roomy, but the only ventilation is a hull-side opening port; it must be possible to arrange a fixed vent abaft the coachroof window. The pressure hot water is provided by a gas water heater situated here, which avoids the need to run the engine when at anchor.

The navigation area, forward of the head, is a splendid affair, with room to fit electronics neatly on two bulkheads and ample bookcase space, while the chair seems too good to take to sea. The galley is to port and nicely laid out. The Flavel stove (with electric remote gas control) is provided with top and front covers, while the crockery is secured in place by traditional wood dowels. The sinks are wide, if a little shallow, and the fiddles are rather low. However, we are told the yard now accept that the public like deep fiddles and this will be taken care of in the future.

The saloon is a splendidly roomy area, with ample storage and normally furnished with fabrics instead of the vinyl that we saw. The table features an ingenious arrangement which allows one to walk through the centre of the compartment normally or to fold a table flap

across this passage to provide a huge dining area.

The door forward leads to the guest cabin with two berths, ample locker space and its own en suite head and shower to port. This is very roomy and well provided with handholds, fiddles and lockers. The sole matches the galley worktop. Finally, right forward is the sail locker, which with teak side linings must be the most luxurious one yet.

The joinery is a joy to admire throughout and there are constant signs of attention to detail in the planning and workmanship. The boat we saw had been used a great deal during her first year of ownership and the quality was a tribute both to the original work by the yard and careful attention by the owner.

## Conclusion

The Trintella 42 proved a delight to sail and radiated luxury in her tasteful and thoughtful fit-out. The amalgamation of almost one-off construction and an experienced designer of fast yachts has proved thoroughly successful. Small wonder that the yard is so busy.

### Dimensions:

LOA	42ft 0in	12.90m
LWL	34ft 9in	10.60m
Beam	13ft 2in	4.00m
Draught	7ft 0in	2.15m
Displacement	9,144kg	20,160lbs
Ballast	4,064kg	8,960lbs
Engine Volvo	36hp	diesel
Fuel	55gal	250lit
Water	100gal	450lit

### Sail Area

main		
No 1 genoa	1145ft <sup>2</sup>	106.5m <sup>2</sup>

### Designed and built by:

Jachtwerf Anne Wever b.v.  
Ertveldweg 3, 5231 XA S Hertogenbosch, The Netherlands. Tel: 073-41 24 55

### UK Agent:

Berthon International, The Shipyard,  
Lymington, Hants. Tel: Lymington (0590) 73512

Price: £78,000 ex VAT.

## Accommodation

Three alternative basic layouts are available and owners can ask for variations upon them. The boat we sailed had a double cabin portside aft and head starboard aft, with athwartships chart table forward of it. There was a two-berth guest cabin with its own head to port, forward of the big saloon. One alternative provides three double cabins—two aft and one large one forward which has its own head to port. In this layout there is a second head forward of the starboard aft cabin, with a forward-facing chart table starboard-side, opposite the portside saloon. The third choice offers the same arrangement we saw, but forward of the large saloon there is a four-berth cabin, which suits the larger family.

In each case there is a sail bin forward; in the three-cabin alternative it is about half the size it is in the other layouts. The layout we saw is ideal for a couple with two occasional guests and would be very comfortable for long, relaxed cruises. The after cabin is roomy, with plenty of standing room, a settee and both low-level and hanging lockers. The battery bank is below the berth, with perspex hatches over the batteries (120AH for the engine and 240 for domestics).