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TRINTEL

DESIGN BY E. G. VAN DE STADT

Designer's Remarks

DESIGNED for the Jachtwerf "Anne Wever" in s'Hertogenbosch, Holland, who wanted a small steel cruiser for serial production, *Trintel* had to please many yachtsmen and different wishes had to be fulfilled. A small steel boat of this size, however, is of heavy displacement and *Trintel* has so much room below that many different people's ideas could be satisfied.

In the first place she is a comfortable, easily handled little cruising sloop, with a strong, watertight, electrically welded steel hull. There are no seams to attend to, nor cracking paint to spend money on every year, while the risk of corrosion of the steel hull is overcome by sandblasting and zinc spraying.

Speed is not the first consideration in a boat like this, but as these rather heavy boats rate well under the R.O.R.C. rule, they have a good chance of success in races and, in Holland, many similar yachts have done well.

Her overhangs are normal and she has a good beam, draft is limited and just shallow enough to take advantage of the R.O.R.C. allowance. The masthead sloop rig is ideal for a cruiser, and the elimination of runners or jumper stays, makes for a simple and strong rig.

The steel hull is built of 3 and 4mm plating and is much stronger than a wooden boat of the same size. The bottom plate of the keel, where *Trintel* may take the ground, is 6mm.

The deck is $\frac{5}{8}$in marine plywood, laid on steel deckbeams. I found this the best arrangement for steel boats giving a light weight with maximum strength. For people liking the look of a teak deck, teak battens can be glued on thinner plywood.

The coachroof is wood and, like all the woodwork, every seam is glued and screwed. The coamings are mahogany plywood, which is a strong and a good method of construction, especially for the modern yachts with large ports. Many people find the idea of plywood coamings difficult to accept, but if the design of the structure is right, there are many points in its favour. The cabin roof is laminated without beams, which gives extra headroom and means simplicity in construction. The mast, in a tabernacle, rests on a steel and plywood bulkhead but all other bulkheads are plywood.

The interior arrangement is shown on the plans. For a 21ft L.W.L. boat, four berths are the maximum that can be arranged and in one of the two standard boats, two berths are in the peak and two in the saloon. For people who will want to spend nights at sea, the quarter-berth arrangement is better.

Several alternative auxiliary engines could be used, although the yard have standardized a 10 b.h.p. Swedish Albin petrol engine or an 8 b.h.p. Swedish diesel engine. Both engines give the boat a speed of about 6 knots.

Editor's Comment

OFFSHORE racing during the past twenty-five years has had a greater influence on yacht design than any other single factor. Before the 'thirties a small five-berth cruising yacht would have had a straight stem and a long bowsprit. She would have had a gaff mainsail, with the main boom projecting aft well beyond the transom. She might well have had a jackyard topsail and all the paraphernalia that goes with it as well as running backstays with three-part tackles to set them up. Above all, by to-day's standards, her windward performance would have been poor and, unlike her modern counterpart, she would rarely have been found at sea in bad weather.

Gradually, under the influence of developments which have been through the refining process of racing offshore, the typical yacht, if there is such a thing, has changed until to-day most small yachts are fit not only to go to sea but to be raced offshore in any normal summer weather.

By comparison with her twenty-five-year-old sister the small modern yacht has more freeboard and considerably more beam. She has a stronger and more simply rigged mast. She has less sail, but she has the ability to carry it in much harder winds. She is drier below and more comfortable. She has a self-draining cockpit and a reliable auxiliary engine, probably diesel.

Work on deck is safer for she has lifelines, bow and stern pulpits, electric deck lights and her galley can be used at sea.

Trintel is well below the Royal Ocean Racing Club's lower limit in size, 24ft L.W.L., but such is the influence of the R.O.R.C. rating rule, and the general interest in racing offshore, that her characteristics are the same as those found in larger yachts.

An increasing number of clubs, particularly the group which come within the scope of the East Anglian Offshore Racing Association, organize short offshore races for yachts between about 19 and 24ft waterline length and, for this type of racing, *Trintel* is well suited.

Trintel is a sensible and logical development of the trend mentioned earlier. Of the two accommodation arrangements shown, the one with one berth forward and a quarter berth would be much the better for family cruising or racing where some nights, or even long days, would be spent at sea. The other arrangement, with two berths forward, would give greater privacy to mixed parties but all sails and gear would have to be stowed in the cockpit lockers and there is nowhere to sleep at sea without using the saloon settees. Both arrangements gain from the extra space which is a characteristic of steel construction. The sail plan is as simple and straightforward as it could be, until the unstayed flexible spar, which will probably be accepted eventually, is developed. For a small yacht which is obviously suitable for passage making, the absence of pulpits is false economy.

The designer, who also has his own boatyard in Holland, has had ample experience of small steel yachts and *Trintel* is a fine example of the type and well suited to quantity production. She would be equally happy when used for cruising or for passage racing and is the sort of yacht which is likely to remain popular for a long time. One of the first boats built to the design will be shown by Gérrard Marine at the International Boat Show in January.

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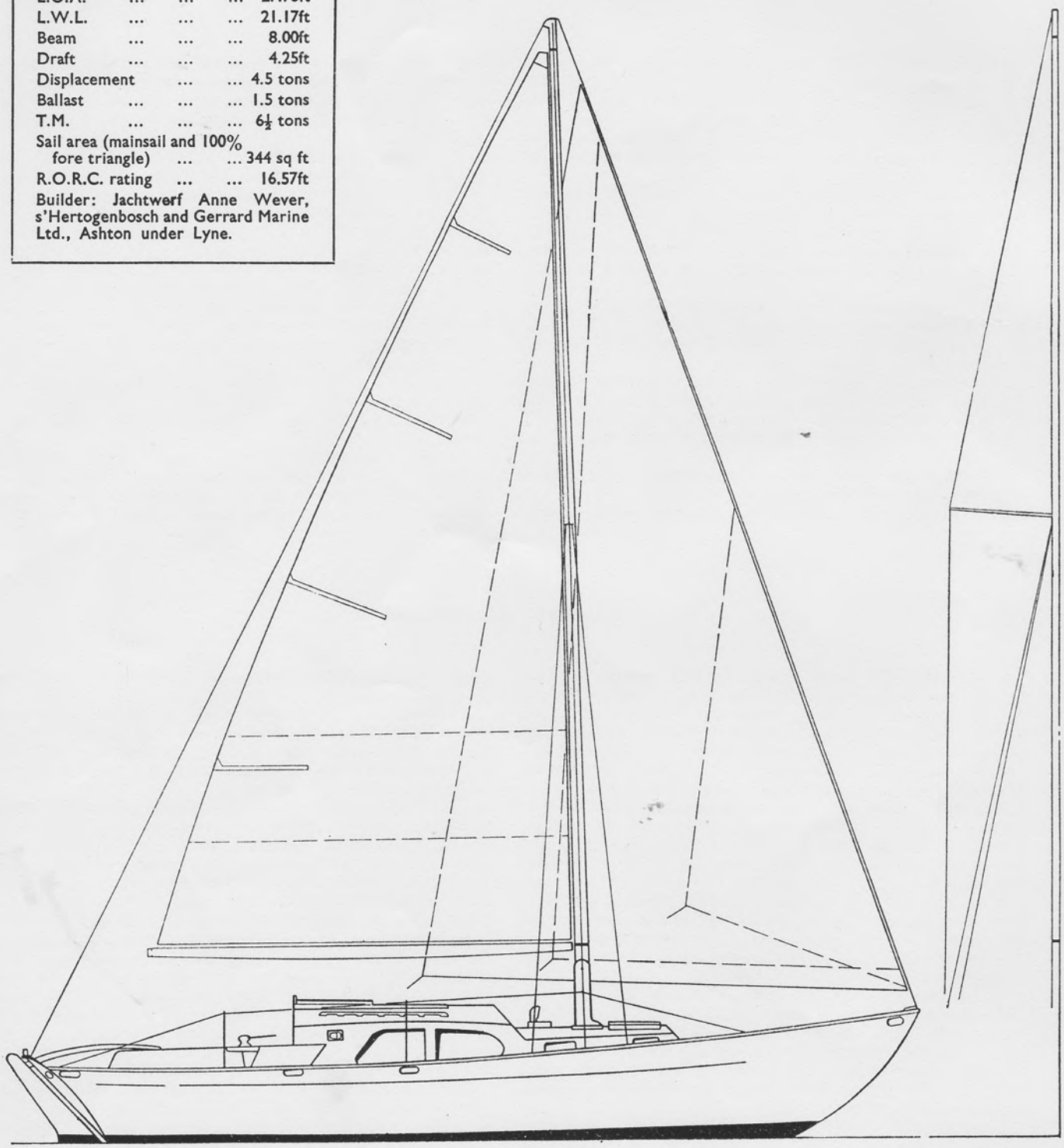
DIMENSIONS

L.O.A.	27.75ft
L.W.L.	21.17ft
Beam	8.00ft
Draft	4.25ft
Displacement	4.5 tons
Ballast	1.5 tons
T.M.	6½ tons
Sail area (mainsail and 100% fore triangle)	344 sq ft
R.O.R.C. rating	16.57ft

Builder: Jachtwerf Anne Wever, s'Hertogenbosch and Gerrard Marine Ltd., Ashton under Lyne.



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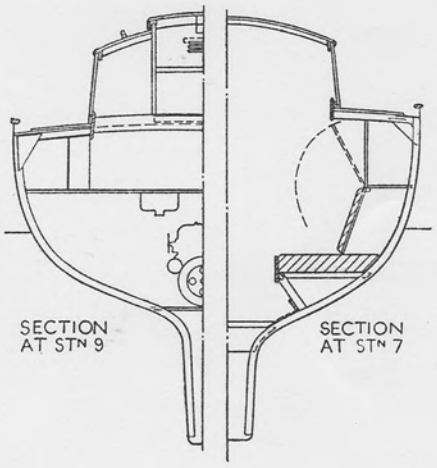
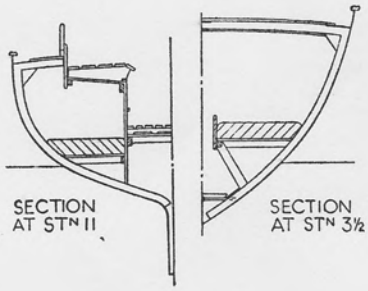
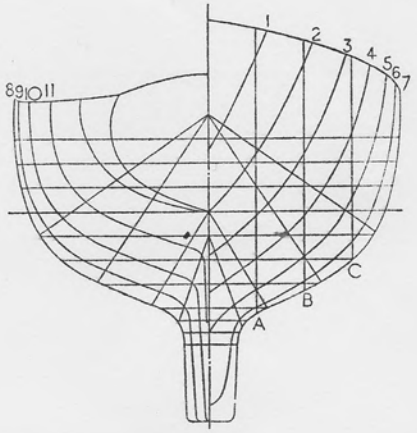
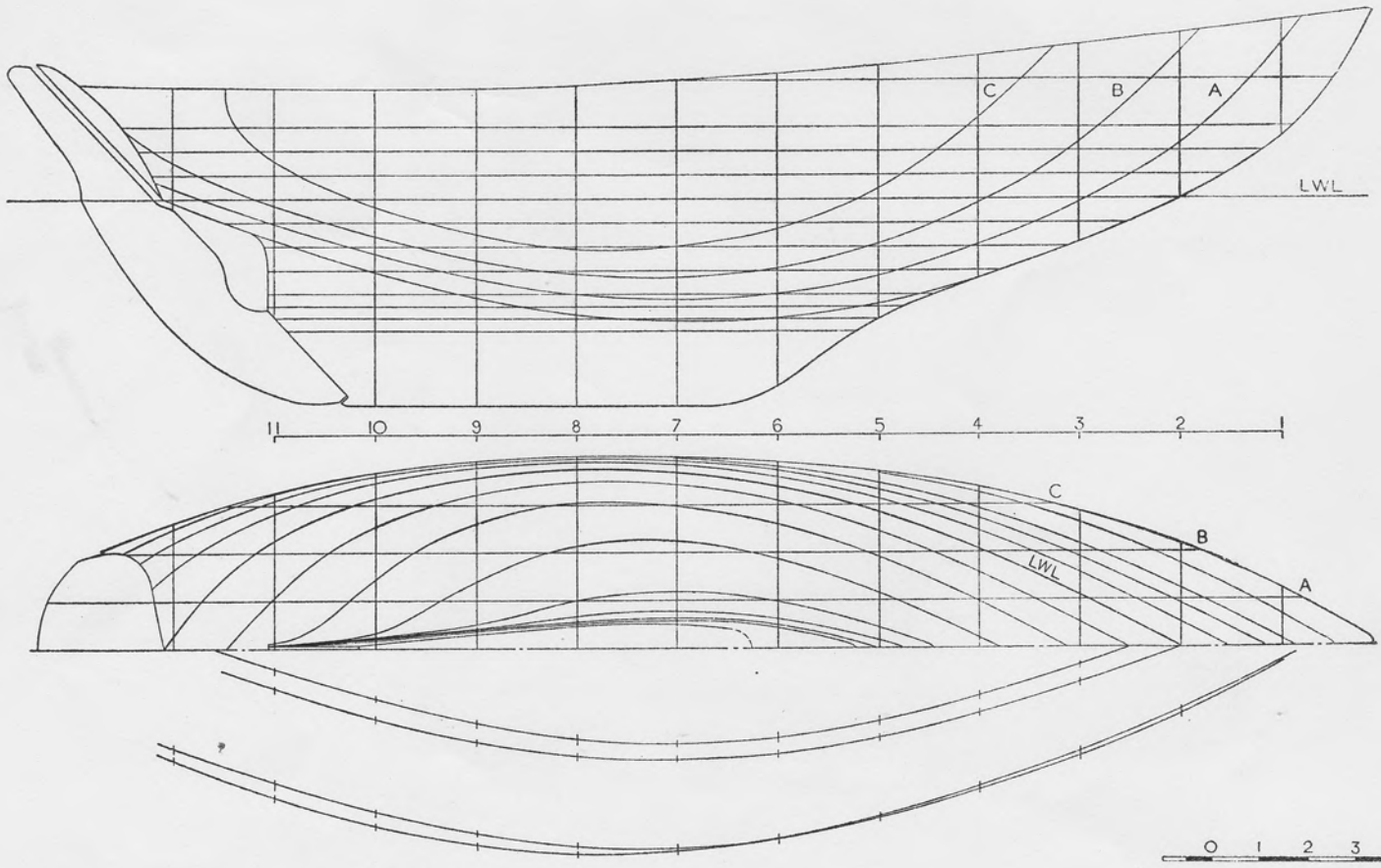


SPECIFICATION

Ballast keel: Iron in concrete 1.5 tons
Stem: M.S. plate
Frames: M.S. 40 by 40 by 4mm
Floors: M.S. 4mm
Plating: M.S. 3 and 4mm
Deck beams: M.S. 40 by 20 by 4mm
Coamings: Mahogany plywood
Deck: Plywood $\frac{5}{8}$in thick
Fastenings: Bronze in plywood; steel electrically welded, sand-blasted and zinc sprayed







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VAN DE STADT