Trintella friends’ magazine

Committee

Chairman: Loet Geldhoff

Secretary: Yvonne Slikkerveer

Treasurer: Leendert Hogerbrugge

Assisting treasurer: Hymke Spanjaard

Webmaster: Theo van Erp

Editor: Trees de Graaf

Editor: Carla Poot-Tamerius

Committee member: Sigrid Coppens

Committee member: Joop Terlouw

Committee member: Frans Slikkerveer

Committee member: Ben Verhaaf

Committee member: Peter van der Waa

Editorial office: Zandoogjelaan 3 - 5691 RJ - Son en Breugel

Email editorial office: redactie@trintella.org

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Website Trintella friends: www.trintella.org

Email address committee: bestuur@trintella.org

Members’ administrator: y.slikkerveer@trintella.org

Picture book

Liesbeth Nefkens

Email: liesbeth@macnef.nl

Technical committee

Trintella I: Wim van Steijn - w.vansteijn@telfort.nl

Trintella II: Jan van Wijk - wijksam@hetnet.nl

Trintella III: Frans Slikkerveer - fslikkerveer@hotmail.com

Trintella IV: Ron de Wit - navat@hetnet.nl

Trintella 42: Henny op de Weegh - hennylieke@gmail.com

Trintella 38: Ben Verhaaf - bverhaaf@xs4all.nl

Cashier committee

Joop Hoppenbrouwer

Frans Robbe

**Spring gathering 2013: Tasty snacks!**

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By the chairman

Time flies when one’s having fun. It’s already mid-September as I write this and the end of my sailing season is near: start of October means mast down and into winter storage. Boy did I enjoy it! At first winter never seemed to end but eventually we received what we had wished for; wonderful weather for sailing in summer. I still have a few weeks to make the most of it.

The spring gathering at the Markermeer was tempestuous but convivial, once again introducing some new members. I was unable to sail with the convoy. I came via the existing mast route from Numansdorp to Muiderzand a day later. It was different from usual but quick!

Peter van der Waa and I represented Trintella friends in the battle for the Polyclassics’ Cup, with our Ia and IIa respectively. The fight commenced from Middelharnis on the Haringsvliet. Having Ben Verhaaf – the chairman of the organising federation Polyclassics - command my foresail I thought I would be the one to watch. Unfortunately there was not much wind that day and that does not bring out the best of my IIa. She would not have been able to go faster had I had the entire Federation committee on board. However, out of the 18 participants we did not cross the finish line last. At that moment I believe participation is more important than winning.

Right, so in a few weeks’ time she will go back into storage and I have a whole list of maintenance chores and improvements that need to be done, such as closing the water tanks. It seemed that I had not succeeded in spring. I have to build in electric heating and at the same time install a socket for gaining electricity off shore. There is more to so of course. I am looking forward to it! I wish to start as soon as she is indoors, because time flies when you’re having fun!

Loet Gelfhoff

By the committee

The autumn gathering – this year in beautiful Middelburg – is near. Trees and Willem de Graaf and Ineke and Piet Jongepier are busy with the preparations. They will tell us all about it later on in the magazine.

We will say goodbye to some of our committee members during the Members’ meeting. The members have chosen not to be eligible any longer:

* Joop and Margot Terlouw leave their posts as committee members in charge of the spring gatherings after helping us for two terms. They will hand their work over to Ben Verhaaf, who mentioned that he would remain available after his resignation in Aken.
* Trees de Graaf will leave her post as editor for the Trintella magazine to Siem Poot jr., who will be supported by his wife Carla and daughter Anne.
* Yvonne Slikkeveer will resign as secretary due to her busy work schedule. She has worked with us for one term. Het post is statutory so naming a new member will happen during the Members’ meeting. The committee recommends Peter van der Waa, who is currently the project leader for the jubilee book.
* Yvonne remains available to support Peter in his new task until the jubilee book stops taking most of his time and attention. Yvonne will keep doing the store.

The new statistics of 2009 make it possible for the committee and the members to show appreciation for members who have served Trintella Friends admirably. They can be named member of Merit.

The procedure and criteria as described by the committee to inform the members has been placed on the website - behind the button.

The committee will recite members who are eligible for becoming member of Merit at the members’ meeting. If the members agree, the patroness will pin on the attached ornaments.

Sigrid Coppens (committee member PR) and the chairman have submitted a design for a Trintella Friends leaflet that will recruit new members. The leaflet will be printed next year and distributed amongst members with our request to hand them out to Trintella owners who have not yet joined out association.

On behalf of Sigrid a shout out to all members: send in your photo that captures ‘Trintella in Winter’ best. Send it in as a JPEG file with a maximum size of approximately 3Mb. The best photo will be used as this year’s Christmas card.

Send in your photos before November 1st, 2013 to s.coppens@trintella.org.

The jubilee book is entering its final stages. Project manager Peter van der Waa and his team of editors are working hard to give the members a most realistic example of what the book will look like during the meeting. The sale will commence as well.

Gaining sponsors for financial support for the book is a great success. A large amount of the costs have been covered that way. This enables us to present a high quality book for a most reasonable price. We aim to present our book on the spring gathering in 2014.

The committee.

Agenda Members’ meeting

Date: 23 November 2013.

1. Start, setting the agenda.

2. Announcements and sent in information.

3. Year report association year 2012/2013. (see newsletter and website).

4. Financial year report association year 2012/2013. (see website).

5. Cashier committee’s findings.

6. Committee business:

6.1. Schedule of resigning members:

- Yvonne Slikkeveer is no longer eligible. The committee recommends Peter van der Waa as the new secretary.

- Joop and Margo Terlouw are no longer in charge of the organisation of the spring reunion. Ben Verhaaf is taking over.

- Trees de Graaf will resign as committee member for the magazine and het spot will be taken over by Siem jr., Carla and Anne Poot.

6.2. Members of Merit (see website).

- Discussing and determining the notes from the committee.

- The committee suggests members for receiving Members of Merit tokens.

The members’ meeting will vote and a reward ceremony will follow.

7. Activities for 2013/2014.

7.1. General: What do we want to achieve in the next three years.

7.2. Spring gathering 2014. Naturally in Ascension weekend, this time in the south.

7.3. Autumn gathering 2014. It will be on Saturday 22 November in Gent, Belgium.

7.4. Jubilee book: 50 year Trintellas. Presentation of how the book is coming along and an example. Start pre-sale.

7.5. Trintella Friends’ leaflet to gain new members.

7.6. Newsletter and website.

7.7. Determining contribution.

7.8. Estimate association year 2013/2014 (see website).

8. Federation Polyclassics: How is this coming along? Activities 2014.

9. Questions and closing off.

Introductions.

Here are messages from two new members.

We are Siem and Carla Poot-Tamerius. Trees has asked us to take over the organisation of the newsletter from her. Our daughter Anne would like to help us with this. So we will be doing this together. Our faces will be unknown for many, some might have seen us before. I will give you a short introduction of our family and the way we became acquainted with your association.

Let’s start with how we became acquainted with Trintella friends. Our names might ring a bell. We are the son and daughter-in-law of Siem and Riet Poot who bought a Trintella 42 (Double Dutch) a number of years ago. They were members of Trintella friends. We have sailed with them to the spring gatherings since they became members.

Our family consists of five people and an ever changing amount of pets. I will start with Siem. He has been on boats exploring ever since he was a child. In daily life he works for a logistics company and makes sure that all computers are up and running. I am Carla and I own an administration office from home and am studying to become an accountant. I also try to keep things going in the household. I do not have as much experience with sailing. I became addicted after I met Siem.

Together we are the proud parents of three teenagers: Bente, now 15 years old, Anne, 14 years old and Simon, 12 years old. Besides their personal hobbies as musicians (two German flutes and a drummer) and athletes (hockey and handball) they have also become addicted to sailing. They have experiences a lot of holidays on the water and have been on sailing camps where they learned how to sail a number of vessels.

We do not just sail along to the spring gatherings. We borrow the Double Dutch for a couple of weeks every season. Siem helps to maintain the ship during winter.

We hope to see you during a gathering or a coincidental meeting on the water.

**Siem and Carla Poot.**

**Bente, Anne and Simon.**

Convoy to the north

Sailing to the spring gathering in convoy. A couple of Trintellas sailed together to the Ijsselmeer this year. We left with Ros Beyaert from Middelburg, moored in Kats to apply a new layer of anti-fouling for two days and sailed via Willemstaf to Hellevoetsluis on Friday May 3rd.

Frans and Yvonne Slikkeveer led the convoy with their Liv to their home port. Throughout the day, the Double Dutch, the Chione, the Lotte and the Beta Leonis arrived in Hellevoetsluis. Leo and Liesbeth Nefkens were unable to take their McNef to the north this year, but they made sure that they were there for dinner in the Klipper in Hellevoetsluis. It was a great way to catch up!

**Lock Stellendam.**

On our way to Scheveningen.

The convoy assembled on Sunday morning and moored about an hour later in Stellendam. We sailed with our engines on towards the sea and turned them off when we came near Hoek van Holland. We crossed paths with an English marina vessel flanked by a few mooring vessels near the new waterway. Did they leave because they disliked the crowning of the new kind?

We had to use our engines on the final way to Scheveningen. A great spot had been cleared for our small convoy.

We sailed on a quiet North Sea to Ijmuiden on Monday. Frans had done a great job arranging this journey in both Scheveningen and Ijmuiden. There was plenty of time to have some drinks and chat. The Double Dutch remained in Ijmuiden for one day while the rest of us left to Durgerdam on Tuesday. We had a great meal in the ‘Oude Taveerne’ (Ye olde Tavern) in the evening.

The Beta Leonis and the Lotte left the next morning to pick up some passengers in Volendam. The Chione sailed in the direction of Lelystad and the Liv and Ros Beyaert went to Muiderzand. The weather conditions were fantastic for sailing together. A tradition to uphold!

Willem de Graaf aboard the Ros Beyaert.

**Durgerdam.**

Report spring gathering 2013.

Muiderzand – Volendam – Hoorn.

Our lovely Trintellas make port together in Muiderzand in the afternoon on Thursday May 9th. After some indecisiveness about the amount of participants it was decided to continue the gathering anyway. A total amount of 14 ships is different from what we are used to. Perhaps that makes it extra convivial and comfy.

It is great to see everyone meeting each other again after some time. People are chatting and having drinks and snacks together. Our new chairman Loet Geldhoff welcomes everyone at 5pm.

Our friend Bob Schaeken remind us of the old days by appearing in an authentic captain Hook suit.

**Spring reunion 2013: Our chairman welcoming everyone.**

**Bob in full sailor gear.**

Right the mood is fantastic!! Afterwards follows a great dinner. Even our German friends, family Löwe, joined us albeit without their ship. Unfortunately, they are unable to join us due to the fact that Friedhelm had gotten sick.

The palaver the next day starts at 9.30 am. Sadly we had to cancel the competition. The wind is too strong and the weather forecasts are not good. Too bad for everyone, especially Frans Slikkeveer. His ship, the Liv, was supposed to be in the competition so we can only imagine the time it took to prepare. Ah well: C’est la vie!

Everyone sails off to Volendam separately. The Ros Beyaert raises all sails, to give the three passengers who came aboard for the competition something worth seeing. She takes them on a real journey and we see them come back into the harbour, soaking wet.

**The children enjoy the food in Muiderzand.**

It is quite a task to moor in Volendam when we finally get there because we have to attach the starboard side to a lower shore. The feeling of unity is great because everyone assist each other. Afterwards everyone is off to eat, either on their own ship or ashore.

Frans and Yvonne Slikkeveer have a mission in Volendam: to find baby milk for their grandson Finn. And boy is that hard to find! Thanks to the Chinese who are buying all of it. Fortunately they return after an hour with enough stock in their arms to feed the little fellow.

Everyone sails to Hoorn the next day. Awaiting us in the clubhouse of the water sports association was a delicious buffet. Normally we announce the results of the competition but as that had been cancelled, our chairman only mentions the winner of the proverbs and sayings competition. The Poot family found the most proverbs and are rewarded with a fun little book about language on water. The results of the test exam for the sailing licence will be announced somewhere else in the magazine.

Our patroness Rikie is back and receives a lovely photo book from last year’s gathering in Aachen, made by Willem de Graaf.

**Rikie accepts the photo book.**

Yvonne Slikkeveer shows some merchandise from her little store and does good business before we start eating.

We can say that despite the small number of participants and the cancelled competition, we have had a great gathering!!

**Some atmosphere photos in and around Volendam.**

Programme of the autumn gathering in Middelburg.

We will come together on 23 November 2013 in the wonderful, historic Middelburg as was announced in the previous magazine.

There was a time when Middelburg had the largest count of historic buildings – besides Amsterdam. After that it was the third monument city, after Amsterdam and Maastricht. Middelburg belongs to the top five monument cities with over 1100 monument, despite the destruction from the war and the demolition of multiple buildings in the 50s and 60s. The restoration started at the beginning of the 70s. Middelburg was named example city in monumental year 1975. Everything about this will undoubtedly be clarified during the city walk.

Programme.

10 – 10.45 am.

Reception with coffee and a ‘Zeeuwse Bolus’ in the Van der Valk Hotel Middeldurg. Paukenweg 3 in Middelburg. Telephone number: +31 (0) 118 44 25 10.

It is the second exit Middelburg Centrum from the motorway. You will see the hotel on your right. Parking is free.

10.45 – 11 am.

Transportation by bus to the centre of Middelburg. The cost of the bus has been accounted for in the total price.

11am – 12.30 pm.

City walk in three groups, one of the groups will have a German guide.

12.30 – 2 pm.

Lunch in restaurant Hildernisse, Plein 1940-10. De lange Jan in Middelburg.

2 – 3(.30) pm.

Reception by Mayor Bergmann and a tour through the gothic part of the town hall.

3.30 – 5 pm.

Spare time.

The Zeeuws museum exhibits presentations on an unexpected side of Zeeland. Abdijplein Middelburg. Open from Tuesday – Sunday from 11am – 5 pm. Admission fee €8.50. Group admission fee €6.50 from a minimum of 10 people.

Unfortunately the abbey is closed in winter months.

Middelburg has a great city centre with many shops and galleries. It is always very welcoming and cosy to have a drink at the market.

5 pm.

Transportation by bus back to the Van der Valk Hotel.

6 – 7 pm.

Members’ meeting.

7 – 7.30 pm

Drinks and snacks after the meeting in the lounge.

7.30 – 10 pm.

Buffet.

Spending the night.

We had opted for 20 rooms until October 1st. Even though that has now passed you might be able to join us. Any other hotels were too far away from this location and are more expensive. The option we put in was for a comfortable room for €89.- including breakfast and excluding taxes of €1.10 per person per night,

The cost of the Trintella friends arrangement are €60.-. Children until the age of 12 can participate for free.

We will give you a map of Middelburg on the morning of the gathering.

We hope to see you in Middelburg!

Piet and Ineke Jongepier.

Willem and Trees de Graaf.

Polyclassics’ Cup 2013.

The second polyclassics Regatta was sailed on the Haringvliet off Middelharnis on 20 July 2013. A total amount of 20 polyester sailing yachts partook in the competition. Among the participants were two Trintellas; the Scheldmeeuw, Loet Geldhoff’s IIa and my Tellina, a Ia.

It was an amazing experience in many ways. It was the first time for my wife and I to participate such an event and went through all steps of sailing competitions; preparing the boat, the mental preparation of the crew, the journey there, hoisting the Trintella friends’ flag, listening to the weather forecasts and finally entering the harbour of Middelharnis on Friday evening. We ensured that all participants could see our beautifully polished Trintellas and that we ended up at the front of the harbour. A head start that we had to give up quite quickly the next day, but we will speak of that later.

This weekend, partaking in a Regatta was a great way to close off our sailing holiday in the Zeeuwse Delta. This meant we had been able to prepare for manoeuvres so often that we dreamt about it and yelled ready to turn in our sleep! We also had time to polish and clean the boat, check the rigging and try the Ia’s many possibilities to trim.

The Polyclassics’ website lists 19 tips to make you sail faster. I studied that list carefully and applied it when possible. One of the important things is making sure that the underwater part of the ship and the helm are smooth. The helm must also be connected to the skeg properly. The latter had already been thought of by Anne Wever and Ricus van de Stadt so there was not much I could change in that aspect. Giving the helm a new polish seemed like a good idea to me. I managed to polish the helm with a special ingredient after a few underwater manoeuvres.

We had agreed to meet Loet for a photo session on our way to Middelharnis in front of the Haringvliet Bridge on Friday afternoon.

Coming from the Volkerak locks, we soon noticed the Scheldemeeuw coming from its homeport, Numansdorp. We noticed a few specific aspects of this Trintella IIa once she came closer. She has a tacking jib, which comes in handy when sailing solo, and she carried the Trintella sailing mark which is not entirely ‘comme il faute’ so to speak. It is highly likely that only a person with a keen eye towards Trintellas and is currently writing a book will notice. The Trintella friends chairman boat was in a pristine state to compete.

The side by side journey to Middelharnis was great and gave us the opportunity to take some nice photos with the Trintella chairman flag hoisted.

When we arrived in Middelharnis we were invited to a briefing about the Regatta by the commissioner of the competition representing WSV Middelharnis. We talked about tactics for the next day while enjoying some drinks and cheese.

Once on board, we emptied some bottles to make the boat as light as possible (tip 15 from the aforementioned list).

**Along the bottom of Tiengemeten.**

On the morning of the big day I found Loet working hard on upper deck to change his tacking jib for a large genoa. Ben Verhaaf (previous chairman and now known Trintella competition sailor) would help Loet to command the foresail. He had not slept well knowing that my Ia had gone two knots faster with quite rough winds the day before. We left after the palaver at 9.30am, at about 11am. We took off towards the starting ship in the harbour entry of Middelharnis.

We left with a 2 Bft from the north-west across the starting line and went north after the canons had been fired and the flag had been changed by the commissioner on board his ‘Marretje’. All sailing positions would have to be used during the interesting journey. The most interesting vessel was the ‘Melkmeisje’ whose crew was ordered to use the too short hitch as a jib.

It soon became clear that Trintellas were not designed to go fast with little wind, but for many other beautiful qualities. Combined with inattentiveness and stubbornness I tried something that did not work at all and made us fall behind. It did give us a great view of the game field and did not have to look back all the time. After having sailed for a few hours we came into areas without any wind. We knew despair was trying to master us. We contacted the referees and it soon became clear that we had landed ourselves in one of the well-known ‘dolldrums’ on the Haringvliet. We received permission to sail a faster track back to the ‘Marretje’ with other laggards to check out.

**The two participant Trintellas (background: Trintella 3, The luie Kikker (the lazy frog). Not a participant).**

We noticed that the Marieholms were the fastest vessels during the award ceremony. It shows that being slim and light can lead to victory! We were able to discuss the day with Loet and other crew members during dinner that evening. Fortunately we could talk about other things as well. Because that is what sailor friends are for!

And uhm… Next year, more Trintellas at the starting line please!

Greetings and a wink from aboard the Tellina,

Peter van der Waa

**The Polyclassics Regatta**

Polyclassics news.

The winter programme has not been fixed at the time of my writing this. So it is with caution that I present this to you. Please check your email and the websites for the definite dates and places of the many workshops that you are interested in.

Winter programme.

Workshop diesel oil/ greasing and engine on December 14th, 2013.

Workshop Epoxy and polyester January 2014. (Repeated because of its success and waiting list)

Workshop Ship electricity February 22nd, 2014.

Workshop insurances and rope work March 22nd, 2014.

The competition to sail for the Polyclassics’ cup will be on the Ijsselmeer.

Ben Verhaaf.

Refit Ami part II.

As I had mentioned in my last article, I have done a lot of work on my Trintella 38, Ami during last winter. This time there were two jobs which took a lot more time than I expected them to.

The water tank.

First the water tank. After having removed both entry lids, I was shocked by the large amount of black tarnish. A tarnish that could only be remover mechanically. I noticed that the coating showed cracks here and there. This makes water seeping through from the inside of the hull a big possibility.

The size, position and presence of baffles made it hard to work on. Some places could only be reached with lots of trouble or fittings. The hard coating of the tank was difficult to roughen up. I could work no longer than fifteen minutes on the hard to reach places and took to doing something else after every fifteen minutes. I cleaned the walls, roughed it up and left it to dry in winter. Right before I took her to water I provided three layers of role coating, a two components product. The thing I have not been able to do was replacing the filler hose. For whoever else wishes to do this, be sure to cover everything carefully. There is an incredible amount of dust that appears when you want to change it. I found it difficult and labour intensive but worth it. From now on I will open the tank every winter to clean and dry it.

Teak deck

In some areas on the deck the rubber did not close up to the teak. I had not noticed any problems until we encountered rain after an incredibly dry and warm period. I counted at least nine leakages. It is highly likely that there had been there before but never penetrated into the interior of the ship. I carried out emergency repairs after a couple of dry days. I replaced the rubber with slow drying sealant. This stopped the leaking. In winter I tackled the deck (minus the cabin construction). I chose to only remove the mortar where this was absolutely necessary. Underneath the mortar lie the protected rubber seams and there was sealant between the mortar and the deck.

It took some extra work to apply the new rubber to the old. I used a Fein (machine) with a special U-shaped knife to cut out all the rubber. I used a Stanley knife for the edges that the machine could not reach and scratched out the seam with a special sized scratcher. After that I could start to mould the seams. This was necessary because some areas did not have any or did not have enough depth for the new rubber. I purchased a Moulder for this task. I attached two small parts to assist the Moulder. It worked perfectly but it had to be done precisely and focused because if I did not the Moulder would still leave the seam. Nevertheless it happened occasionally.

Some slats were in terrible condition in my opinion so I removed them wholly or partially and glued on new slats straight onto the deck with epoxy.

I sandpapered all the seams after the moulding. Then I could start applying the primer and rubber. It took 60 cans in the end. Half of the content is either on the seam or next to it (you want to make sure that the seam has been filled to the bottom) and has to be scratched off after drying.

Besides this I have removed hundreds of screws that appeared of were visible. I did not replace them. I hollowed out the holes until I reached the polyester and inserted epoxy and a plug.

The job took many hours but I am very happy about the result. The shipyard played a positive role. Their advice and labour contributed to the end result. They taught me how to repair deck damage.

I have some minor chores planned for next winter but the most important thing is to replace the rubber seams on the teak deck and the cabin roof. Also the main cover needs some work. The most important thing is to replace the rubbers in which the bent Plexiglas is set. Please let me know where to get these rubbers but I suspect that this profile has become unavailable. However the yard taught me that a mould can be made nowadays so that the right size can be purchased for a reasonable price. If more members are planning on doing this we can save costs by doing it together. Please contact me on bverhaaf@xs4all.nl.

Ben Verhaaf

Ami

Project: Trintella book – a work in progress.

We are slowly making progress with this project. Definitely now that the holiday period is over and we have started our work with new energy. We are on our way to the final stages. If we want to be able to have this book ready in spring 2014 we will have to complete the concept text at the end of November with all photos and illustrations.

It is an extremely fascinating and challenging project, definitely if it is your first time. And, it gets quite difficult when smaller projects collide, such as:

* Selecting a graphic designer, who brings everything together in a nice lay out. We have asked more than one designer for an offer. The price is not as important as finding out whether or not this person will work the way we want them to. We must find out the person’s style. Have they done this before or are they interested in this topic? Is it near us so that we can discuss quickly. We hope to reach a decision about which designer will help us in October.
* The printer. It became obvious that designers and printers work together very closely. We do not know how this works exactly and if it is worth it to find our own separate printer. Again quite a task to find out what and which price will give us the best results.
* Sponsorship and donation. We have an overview of which parties to approach to support our project financially by placing an advertisement in the book. The amount of donations is rising and we are sure that we have most of what’s needed.
* Collecting the best photos is a very large project. Many members sent us photos after we had asked them to. However I raised the bar high and it turns out that there are not many really beautiful action photos of sailing Trintellas. We will have to turn to professional photographers, such as Theo Kampa, Beken or Cowes (and others who will ask for copyrights), in some cases. Robbert Das will also contribute some drawings of Trintellas.
* And last but not least, the concept text and data research. We are busy with the final stages. José van den Burg and Elisabeth Oosterzee and yours truly (the editor’s team) are working hard on the history, the travels and boats and refit stories respectively. We came up with a few new chapters along the way, but we will have to see about adding them.

All in all, an extremely time consuming project which is well on its way to completion. It seems as if the devil himself is playing with it, the brand Trintella calls upon magical powers because a new model of Trintella appeared on the market not long ago. While I thought months ago that I could close of my research with the many types of Trintellas that have been built. All of a sudden a Trintella 50A (Selena) appeared, a design by Judel and Vrolijk, built in Aluminium at Bloemsma’s and finished in Den Bosch (according to the real estate agent’s information), in 1996. My first instincts tell me that something if off. Does anyone have any suggestions?

We will continue our journey!

Kind regards, on behalf of the editors,

Peter van der Waa

Interview with Eefje Pouls, 3 VWO (preparatory university education)

Eefje was allowed to sail with a pilotage in the harbour of Rotterdam.

Q: What made you want to sail with a pilotage?

Eefje: I went to the open day of the higher sailing school in Rotterdam with my father. It was my second time. This time a pilotage was present. I wanted to take a look because I want to become a pilotage when I grow up. There was a contest and the prize was to spend a day sailing with a pilotage. I filled it in.

Q: You say you want to become a pilotage. What made you want that?

Eefje: One of my friends is at the inland training. We were talking about working in the shipping industry. He thought it was something for me. I had of course seen pilotage ships sail on the sea and it looked cool. Then I started to research and last year he took me to the open day of the higher sailing school. The course seemed to connect to every subject that I am good at.

Q: And you won the contest?

Eefje: Yes I did! I was called by a lady who takes care of the planning. She said I had won. Awesome! I was allowed to join them the next Monday. I had to report at the office of the pilotage at the end of the Maasvlakte at 8.30 am. We had to leave home early and I had hardly had any sleep due to the excitement. I was really looking forward to it!

Q: And what happened when you arrived at the pilotage?

Eefje: I was given coffee and we had to wait for a pilotage. I was assigned to one who had yet to arrive. We got onto the tender (the ship that leads ships out of the harbour). We sailed with 29 knots out of the harbour! The Polaris, the guard ship of the pilotage was out on the sea. Super new, super luxourious with relaxing chairs, a game room, bedrooms and sleeping cabins and even a sauna! I spoke to a female pilotages. There are only two in Maasmond. It inspired me, I respected her. She has already achieved that which I want to achieve.

Q: Did you get onto a container ship?

Eefje: Yes we did. We went to a container ship of 220m with the Tender. It was quite a climb to get to the top. Once on deck the elevator was out of service so we had to climb another 27 flights of stairs towards the bridge. I did not know where to look. The pilotage explained where all the most important buttons were and what I had to watch out for. Then we had to wait until we came to the entry of the New waterweg. Meanwhile I spoke to the pilotage about whatever came to mind. Especially about how to become a pilotage and what it was like. Once we came to the NWW, the pilotage asked if I wanted to steer. At first I did not want to but he persisted and I thought I would be really cool.

It was amazing and educational. I was alone for a while when the captain and pilotage were outside and the driving rudder had asked to go grab a bite to eat. After steering for a while (I steered for half an hour) it becomes quite dull. It is quite simple. As a pilotage you do not steer the ship yourself the driving rudder does that.

Q: And then?

Eefje: We moored, we had to park backwards. That was tense. Very impressive to watch the pilotage do that. It was very calm, compare that to the average tourist on the Krammar lock.

**Eefje on the bridge.**

Q: Did he receive assistance?

Eefje: Two pushers. A Philippine as a driving rudder and the captain were standing with me outside the bridge, talking. The pilotage gives commands in English to the captain who passes it on to the driving rudder and the crew. The pilotage is in direct contact with the pushers via a separate channel on the radio.

Q: Okay. Ship has been moored, back to the office?

Eefje: Yes, with a personal taxi owned by the same company who owns the rowers. On to the next ship. There was a 285m tanker waiting for us at sea. We took the Tender to her immediately. The crew was Russian, less friendly than the Philippine. He had to go to Europoort so we took him there. A man ashore wanted us to move back one metre to improve the connection to the installations. So we did that.

Then we went back to the office and I went back home. All in all it was a fantastic day and I learned and experiences a lot. My decision is final! I am going to become a pilotage!

Eefje Pouls, Ibis (Trintella III). Interviewed by her mother José.

**Pilotage boat.**

What’s in a name?

CYGNUS

The first owner of my ship, an entrepreneur of Flakkee, had an incredible sense of style. He was a member of the ‘w.s.v. Flacquee’ and baptised his ship ‘CYGNUS’, which is Latin and it means swan. Other previous owners were unable to change the name of the ship to something that would help lock and harbour masters learn it quicker or pronounce it better. The second last owner was hesitant to change the name. I feel the same hesitation.

The name Cygnus sounds majestic and not Dutch at all and people ask us to spell it all the time. The name refers to mythical figures and symbols from the ancient world that went on unbelievable adventures. Ovidius writes about three man – swans, among whom was the invulnerable son of Neptune. Only Achilles knew how to master him at Troy. Zeus appeared as a swan while impregnating Leda.

The swan is a symbol of love, harmony, spiritual rest and space, the vehicle of wisdom, knowledge and music, power and elegance for Hindus, Christians and Muslims. In short ‘Good’.

The star sign Cygnus sparkles in the northern sky as if built with brilliants.

That is not something to take lightly. All of these wonderful associations would be destroyed if one is to change the name of the ship. You could start calling her, let’s say, Zeekraai (Seagull). No master will struggle with it, nor will I have to spell it any longer. But it removes all the classics. Gone is Zeus and his temptation, gone is the Good and ‘no more diamonds in the sky’ (Rihanna). That is too much for me. The name Cygnus can cause trouble from time to time but it allows for many more wonderful thoughts than Zeekraai does. I will leave her as she is.

Leendert Hogerbrugge.

We have caught two admirers!

We (Helmtrud and I) leave on the 22/7 at 2 pm in Wemeldinge on holiday with our Blue Heron. We will spend a week on the Belgian shores. Sometimes it is not too bad, not this time! We take two and a half hours to sail through the cannel of Hansweert to get to the Westerschelde. You know: Postbrug, Vlakebrug – the railway bridge. Ah well, we do not mind as the sky is blue and the sun shines. The sunny weather is wonderful after our cold Ascension and Pentecost weekends. We sailed along the Schelde, with little wind but enough currents. We floated towards Terneuzen and want to go via Thomaesgeul to Breskens. About halfway to Terneuzen on the A36 off of Ossenisse, we meet a motor boat of about 6m with about five fenders on each side. There are two gentlemen on board. One of them shouts at us to ask if we know where Terneuzen is. I shouted back that it is where we can see the chimneys and that they have to follow the waterway. I even point in the right direction. However they did not hear me because the boat shoots off to starboard side, thus going the wrong way towards Middelgat, right across the plates with falling water.

We exchange a thoughtful look and go our own way. In no time the boat disappeared on the starboard side of the Westerschelde.

We figured they would find out if something went wrong! An hour later we are lying in front of Terneuzen. We met the same boat! They ask us if they can moor in Terneuzen. I answer affirmatively and point in the right direction again. This time the boat took off in the right direction. We laughed so hard and wondered how this was possible on the Westerschelde in 2013. We spent 10 days looking forward to meeting our admirers again, but alas, apparently they found Terneuzen somehow. At least, we hoped so. Us and our 50 years of experience, worrying about charts, pinions, radio, GPS systems, rules and hailing! As we noticed one can go a long way without all of that!

Sail regards Sigrid, Helmtrud and our sea-dog Dasja.

**Sigrid and Helmtrud on the Blue Heron.**

Picture book

For the new members amongst us.

Picture book news.

Welcome new members.

Dhr. Hooghoudt uit Oostvoorne Trintella IIa

Dhr. Schollaart uit Bergen op Zoom Trintella I

Dhr Schaeken uit Antwerpen Trintella III

Dhr van Wijk uit Rotterdam Trintella III

Dhr Schram uit S Hertogenbosch Trintel I

Dhr Brouwer uit Noordwijk Trintella III

Dhr Haworth uit Orwell UK nvt

Dhr Bearda uit Almere Trintella III

Achter de horizon verdwenen

Dhr Tijssen uit Culemborg

Dhr van Zanten Koetsier uit Ansen

Address changes

* Family Roegiers - Dr. Robert Clarastraat 11 - 2070 Burcht, Belgium
* Family van der Wal - Cearalaan 26 a1 (The Hydra) - 2051 NH Overveen / tel. 0651192855 / Email: hydrasimon@gmail.com
* Family Jan Baten - email: hankenjan@gmail.com
* Family de Graaf - Meestoof 198 - 4331 VE Middelburg. Phone number: 0118 642505 expired.

Allow me to remind you that, if you are in the picture book, address changes etcetera are most welcome. My email address is in the colophon.

Liesbeth Nefkens

For sale: Trintella 38

Cabin sail yacht ‘Willemijn’

Constructed: 1977

Measurements: 11.55 x 3.73 x 1.90

Water movement: 11000 kg

Engine: Perkins 52 horsepower diesel. 4600 engine hours.

Three huts, bathroom and toilet. Furnace with oven, refrigerator. Anchor, windlass, bathing ladder, shelter. Charger, water pressure system, electric boiler/ engine heat. Compass, log, GPS, radio, depth measurer.

Renewals since 2000: (Complete documentation is present) the most important are:

Engine: Perkins diesl 52 hp (overhauled in 2002), gearbox: Paragon (overhauled in 2012).

Exterior: Furling Furlex (2001), large Genoa + spinnaker, Teak deck (2004), main sail (2006), lazy jacks, reefing genoa with shape tape (2010, De Vries Lemmer) winches on mast (2006). Rigging (2010 Neutmast) railing (2008), spray hood (2003) winter tent (2004) hatch on forward deck (2008) Electronic radio Shipmate RS8300 connected at the helm (2000). Autopilot, new cockpit cover (2013).

Interior: Sofas and beds (2010), furnace with oven, boiler electic/ engine heat.

More photos: https://plus.google.com/photos/112355900408939235599/

albums/5777586382576343313?banner=pwa

Asking price: €79,500

More information via:

sjouke.altena@gmail.com

Mobile phone number: +31(0) 6 52 02 11 94

Results of the test exam for sailing licences.

Another test exam for a sailing licence was handed out during the spring gathering. Nine ships participated in the exam.

Below you will find the results.

Participant Boat Amount of mistakes

Family Gielen Aragorn 2

Family ten Have Kronos 3

Family Poot Double Dutch 3

Family Brück Thalassa 5

Family Boey Lotte 7

Family Slikkerveer Liv 8

Family Naegels Beta Leonis 9

Family de Vries Doarmer 9

Family Schaeken hione 16

Congratulations Gielen family! Two mistakes out of a possible 30 that was nicely done! They will be given a fun price during the autumn gathering.

Cooking with what you’ve got!

Salmon with pineapple salsa

A dish for four people.

Ingredients:

4 salmon filets

200 grams of pineapple, drained and minced.

2 spring onions

1 red pepper

1 tablespoon of lemon juice

2 tablespoons of minced mint

Preparation:

Fry the salmon on both sides for 3-5 minutes in a frying pan or in the oven.

Mix all the ingredients for the salsa.

Serve the pineapple salsa with the salmon.

It tastes really good with baked potatoes and asparagus tips.

Trintella friends’ children

Heuvelstraat 5

4901 KD Oosterhout NB

Telephone number +31 (0)162 45 22 00

Email: info@robbe.nl

Website: www.robbe.nl

Of course the best way to insure your Trintella is via: info@jachtwerfrexwinkel.nl www.jachtwerfrexwinkel.nl