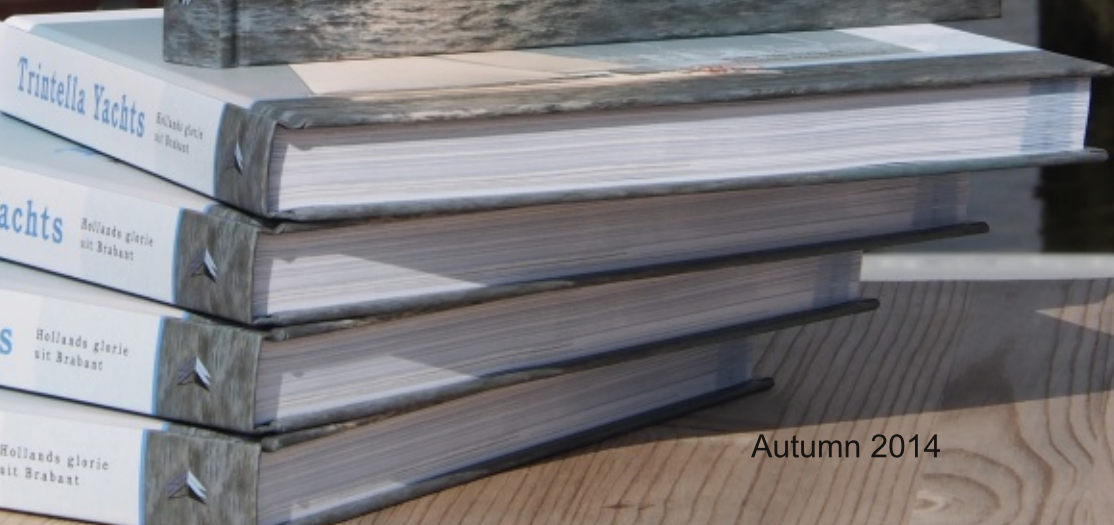




TRINTELLA
VRIENDENKRING



Autumn 2014



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During spring meering

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From the Chairman

The end of my sailing season nears. We are in the middle of a wonderful period filled with warm autumn weather. I can hardly imagine that my Ila is going to be stored away for winter on the Island of Maurik, in a fortnight. Let's enjoy the final few weeks thoroughly!



The spring meeting left me with an afterglow. We stayed in one location on all days. It was in Hellevoetsluis this time. It was our intention to draw more members without yachts to the meeting. We found that about 20 members used this opportunity to do so! We are certain that the presentation of the Trintella Jubilee book contributed to that as well.

We still see the larger crowd as an improvement and will bear it in mind for next year's meeting.

I cannot wait until the upcoming autumn gathering in Gent. The city has so much to offer that guests do not have the time to see all of that in one day. That is why we have enlisted professional guides. We want to spend the day well. We have also added the Museum of Modern Arts to our programme on the Sunday morning.

We have reserved a place at the restaurant of the hotel to have dinner together for those who are arriving on Friday evening. We have of course left lots of options open to chat and catch up on the sailing season.

We will be discussing the policy of the Association and which activities will arise from them in the next couple of years. This will happen during the Members' meeting, an important part of the autumn meeting. The committee has reached an agreement on which activities to start but are curious to find out what our members think.

I am going back to my boat now. I will be going sailing with a few friends for a couple of days. Just to have fun and enjoy the time I have left with my boat.

I am looking forward to seeing all of you in Gent.

Loet Geldhoff



During spring meeting

From the committee

We have already announced our goals for the next three years at last year's members' meeting in Middelburg. We want to grow more active when it comes to enlisting new members. Also we want to make our loyal members feel special. That is why we want to enlarge the value of this membership by expanding the retention of the functions of the association. We will present our concrete plans to you during this year's members meeting.

We have surpassed the 200 members' mark according to our members' administration! However the joy we feel at this news is slightly gloomy due to the amount of members with a structural back payment of their membership fees. If we leave those members out of the equation we will not even reach 200 members. We will try to get these members to pay for their due balance in the next month.

Some committee members will be leaving during the members' meeting this year:

- Leendert Hogerbrugge has had to hand down his position of treasurer for one term to Peter Rotte (Northwind, Trintella Ila) due to a changing private situation. Peter will introduce himself further on in the newsletter.
- Hymke Spanjaard will not be continuing as our vice-treasurer for almost two terms due to busy work projects. It encompasses a committee function that is why re-election needs to take place at the Members' meeting. She does not have a successor yet because the committee is looking to change this committee function.
- Liesbeth Nefkens is leaving her position as editor of the photo books. This function will be taken over by our secretary Peter van der Waa. He will make a proposal for the photo book 2.0 this year.

The committee wants to show appreciation for the contribution that the leaving members showed towards the association.

Liesbeth has already received this but Hymke and Leendert will be recommended to be named honorary members.

If the members agree, the patroness will pin the appropriate decorations on to them.

The jubilee book has made an incredible impression in the association and the nautical press. We have received nothing but positive reactions which are a huge compliment towards the authors.

The project has also done well financially. We have sold about 60% of the first copies and that together with the sponsorships have already covered the costs. We have a couple of

copies left to sell, so this is great news.

This brings us to a surprising item: only half of our members have purchased one or more copies! We have to advertise some more in our own circles it seems. We will come back to that further on in the newsletter.

The autumn meeting takes place on Saturday the 22nd of November in lovely Gent in Belgium. Chris van den Broeck and Dirk Hertecant are very busy organising this meeting together with the committee. We will tell you more about this further on in the newsletter.

The spring meeting of 2015 will take place in Amsterdam in the IJ. It will start on Ascension Thursday the 14th of May. Commission member of the spring meetings Ben Verhaaf has already started preparations with Jim and Rita ten Have (Kronos, Trintella 3).

The committee issued a Trintella Friends' folder to gather more members. We requested that you spread them out towards any Trintel or Trintella in your paths. We are curious to hear how you feel about this.

We would like to ask you to send in your best photos that embody 'Trintellas in winter'. Commission member PR Sigrid Coppens asked us to do this on her behalf for the Trintella Friends' Christmas card of 2014.

Please send your, preferably JPEG of about 3Mb, file before November 1st to s.coppens@trintella.org.

The committee



Report of the spring meeting of the Trintella Friends' Association

The spring meeting took place at the end of May. Unfortunately we were unable to take our own yacht, Trintella 2A (Adieu), because it was simply too far away. Luckily our in-laws, parents and grandparents came up with a solution; we were able to stay with them on their Trintella 38, Ami.

We left from Elst (GLD) on Thursday May 29th. It was a bit rainy but we arrived in a dry Hellevoetsluis.

We moved towards the embankment at around 4pm to join everyone during the welcome drink. Drinks went all around! Some of our friends had made some fantastic snacks. Everything looked great. It was a nice way to mingle and catch up memories of previous meetings.



We went to restaurant 'puur' for an amazing dinner at around 7pm. Our daughter had an amazing time. Besides finding a friend, Milou, all children received a present. She was never bored!

We went to the former marine monitor 'de Buffel' on Friday the 30th. The ship is located on the Dry dock 'Jan Blanken' and has been turned into a museum. We went on a guided tour in and around the ship. The history of the ship was tangible everywhere. It did not appear to have been used as a monitor quite often but the construction was out-dated even for the time that it was built in. The ship has also been used as a guest house. It offered female marines, aka Milvas, a place to stay in the 60s. They did not appear to have been accepted at the time.

'De Buffel' had also thought of children. They could play multiple games on different decks if they wanted to. Our daughter welded something under water in a simulation, moved screws and learned how a steam powered engine really works. The prison inside the ship was a little scary for her.



We gathered in the large auditorium of the dry dock 'Jan Blanken' for the presentation of the jubilee book 'Trintella Yachts' by Peter van der Waa. Loet Geldhoff gave a speech. Peter himself and the editor of 'waterkampioen' Jan Briek were presented with the very first copies by our

patroness Riekie Wever – van den Hoek.

The others were able to collect their copy afterwards. It was wonderful watching everyone browse through the amazing book. It is a lot of fun to read about the history of your own ship, any Trintel(la). The book also holds many wonderful sailing adventures. We would like to compliment Peter van der Waa and everyone else who has worked on this book.

Saturday the 31st of May, the day of the regatta. The sun peered through the clouds which was a welcome surprise after all the rain we had had at the beginning of the week. Unfortunately we did not have a lot of wind! That is why the organisation chose to do a 6.5 miles' trip around the 'Slijkplaat' on the Haringvliet. We would still be able to sail for two circles, should the wind pick up!

We started the regatta quite well. There was a windward leg on the south side of the 'Slijkplaat' and that helped us gather some distance between us and the competition. Meanwhile, the wind had picked up slightly.

We sailed another lap after the finish line. We went even faster during the second lap! We had a lovely sailing afternoon.

We stored away our sails upon our return to port and went to the large auditorium of 'Jan Blanken' for a buffet. We were famished after the regatta so dinner was excellent. It was time for the award ceremony after dinner. We did very well; we came in



second in our group and fifth overall!

We would like to thank Frans and Yvonne Slikkerveer for their organisation of the spring meeting. We are looking forward to the next meeting!



Erik, Elles en Vere Verhaaf

Trintella Yachts Book A great success

The first copy of the Trintella jubilee book was gifted to Riekie Wever at the spring meeting in Hellevoetsluis, by Peter van der Waa on 30 May 2014. Finally, after a year of hard work it was ready to be published. We stopped to reminisce on how the book came into existence at the busy gathering in the Droogdok Jan Blanken. This is a book made by and for Trintella Friends' members, former employees and anyone else who is interested in the brand name.



The editor of the magazine 'Waterkampioen' (water champion) Mr Jan Briek gave a speech on the relations between Anne Wever and the magazine. That relationship came into existence

when the shipyard started building their first sailings yachts in 1952. Mr Jan Briek presented the book as a great gift for the association of a sailing yacht brand that, even though it does not exist anymore, has played an important role in the democratisation



of the sailing sport and constructing of yachts in the Netherlands.

The members, sponsors and other present parties received their pre-ordered first copies right after it had been published.

The book started spreading like wild fire on a busy market. It has been on the market for three months and over three hundred copies has already been sold at the end of August! The books have not only reached members of the association but also former employees of the Anne Wever shipyard. They saw this book as a 'goodbye' to their long employment at the shipyard. We have also found out that the first copies have found their way to the United States of America and Australia.

The nautical media played a substantial role in the announcing of the book. The following magazines paid attention to the book: Waterkampioen (Water Champion), Zeilen (Sailing), Zilt e-Magazine, De Valk Yacht Magazine, Toerzeilen (Tour sailing), Yachtfocus Magazine, Polyclassics e-Magazine, Stadsblad 's Hertogenbosch (City magazine) en Bossche Omroep (Local broadcast). The foreign press (Belgium, Germany and England) will be giving their attention to the book in the next couple of months. We have also started negotiations with a few selected booksellers, such as Harri, Datema and the shops of maritime shipping, to promote the book.

We found out from the data of our sales that we have sold more copies to non-members than members. This seemed strange to us because our goal was to aim for our members. This means that many Trintellas are out there sailing without the book on board.

I recommend every one to read the book and to all of you who have not yet purchased this unique copy, please do and enjoy it!

Loet Geldhoff



Allow me to introduce myself

Dear members of the Trintella Friends' Association

I came into contact with your chairman Loet Geldoff a while ago. He tried to ask me to take over the role of treasurer of the association. The role seemed like a good way to spend my time as I have recently stopped working. Although I do not have an accountant background, I do have experience and affinity to financial matters as I have worked at the ministry of finance at customs. Amongst my fields of activities were planning, finance and control. I have dealt with financial and administrative matters in my personal life. That is why I believe I will be able to take care of the financial and administrative sides of the association. Financial decisions will of course be taken after consulting with the other committee members.

I was born in Zierikzee in 1949 and currently reside in Rotterdam. My Trintella 2a, Northwind, is located on the Haringvliet and I have proudly owned her for the past ten years. I feel honoured that my little ship has been put on record in the jubilee book, Trintella Yachts, in the chapter: Special Trintellas.



So far my holiday sailing area has been in and around the Channel, most often on the English coast between the river Deben and the Pool bay. I plan to explore more remote areas with my wife Astrid in the next couple of years. Who knows, we might run into each other at some point!

I am afraid that I cannot join in at the next members' meeting due to my father-in-law's ninetieth birthday celebrations. Despite that, I do hope that you will vote for me to become the next treasurer.

Peter Rotte

The autumn meeting is coming up!

As most of you know we always organise our spring meetings on the water so you can tell each other what you did during winter and talk about our plans for the sailing season.

The autumn meeting at the end of the year is always organised on land. This is done so we can share our adventures and other nautical experiences during the past summer months. We also have the annual Members' meeting at this time.

The autumn meeting takes place on Saturday the 22nd of November in the lovely Gent in Belgium. It is a city filled with a rich and flamboyant history, a rebellious character and a bittersweet humour.

Our hosts are Chris van den Broeck and Dirk Hertecant (Odin, Trintella 4). They have



managed to sort out an interesting itinerary within a reasonable budget:

- We are welcomed at the Holliday Inn Express hotel at 9.30 am with a nice cup of

coffee. (4.5 km from the city centre)

- We will take a bus into the centre of the city for a guided tour through the monumental city at 10.30 am. We have an alternative for members who are unable to join us then.
- We will sit down for lunch in the 'Witte Leeuw', which is a convivial restaurant bordering on the amazing 'Graslei'.
- We will be seeing the city from our favourite perspective in the afternoon; from the water! We will sail across Gent's many watercourses (Schelde, Lieve and Leie) with a touring boat at 14.30.
- We have left an opening in the itinerary to explore the city on your own from 15.30 till 17.00.
- We will return to the hotel at 17.00 by bus.
- Everyone will be given the option to freshen up and join us for an appetizer. The Members' meeting will begin at 18.00.
- We close off the day with a Burgundian buffet dinner at no later than 19.30.

We have managed to keep the cost per person at a respectable €65 per person.

We wanted to offer art-lovers the chance to visit the museum of modern arts on Sunday morning. Not only can one admire seven centuries of visual arts, they are also restoring 'the Adoration of the Mystic Lamb or The Lamb of God, painting by the brothers Van Eyck.

We will organise a group tour if enough people are interested in going. The costs depend on that so we will pay for that there.



We have put in reservations for a number of double rooms in the hotel for members who wish to stay the night.

The costs per room are:

- Friday – Saturday night €79
- Saturday – Sunday night €89

Parking costs €10 per night.

The details of the hotel are:

Hotel Holliday Inn Express

Akkerhage 2 in Gent

9000 Belgium

You can book your stay via:

- Phone: (+32) 0800 023 5502
- Email: reservations@hiexgent.be
- Online: www.hiexpress.com

Please mention #TVK2014# as reference number with your reservation.

There are plenty of options for members, who are arriving on November the 21st, to dine together at the hotel.

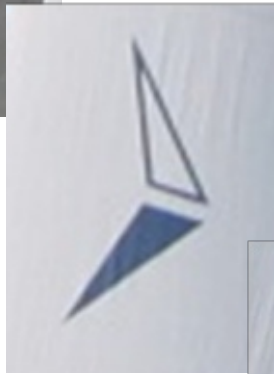
We are looking forward to meeting you there, also on behalf of Chris and Dirk.

The committee



The Trintalla sailing logo – the time is right for a directive

I discovered that the Trintalla sailing logo had degenerated in the course of many years. It came to me after seeing all of the photos for the book project. I knew we were in desperate need of a directive for the logo after sailing with, and taking pictures of, the Trintella fleet during our previous spring meeting.



on page 155 in the book *Trintella Yachts*. The execution of the first sailing logo that the shipyard used can clearly be seen on the first photos of the new Trintellas that Thea Kampa photographed during the spring meeting in the 1970s.

We are an association that protects the preservation of the beautiful sailing yachts. We strive to keep the authenticity of these yachts. Correctly applying the

original sailing logo seems to be a

wonderful example to realise this goal.

I already paid attention to the different logos that the shipyard used

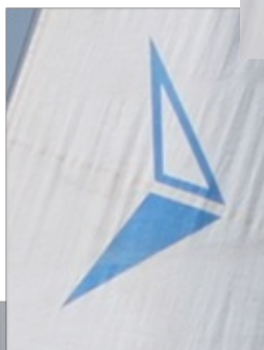
We cannot discover the origin of the logo. However we were able to determine that the top triangle is a jib and its shadow. The 'tip' is pointing to the front of the ship in line with the position of the jib. This is true for both the starboard and port side. You can see examples of how the original got lost in the attached photos.

How many times do we wonder if the sailing ships that we see in the distance are Trintellas? Once they come near we can recognise the clear profile and charming outlines of our ships. A just and consistent use of the sailing logo will familiarise our brand from a distance as well.

I am working on a specification as to how the brand should have originally been applied. It concerns the thickness of the lines, the size of the logo relative to the surface of the sails, the place and height in the sail and the angle of inclination of the separate triangles and of the entire logo. I also want to pay attention to the logo that was applied to the last generation of Trintellas in the 1990s.

I will publish any news on the detailed guidelines on the website and inform important sailing producers about it.

Peter van der Waa



What's in a name: Ulbe

Suddenly the time has come.

Excitement is key and the fever strikes! We have decided to buy a sailing yacht!

We felt very good about it and there is no better time to buy a ship. There are thousands of ships for sale at the moment.

The second even better than the first and what could be more fun than looking for a boat.

Just surfing on the web was a joy. It is so easy to sit back and take a look.

We looked at prices, length, age, the number of sleeping quarters, etc.

I cannot phantom how quick I could get anything on screen.

It soon feels overwhelming and impossible to choose. We did not feel experienced at all.

However... Trintellas... now they know how to strike a pose and catch someone's eye.

That is what a sailing yacht is supposed to look like. It has a classic and wooden posture and its lines are amazing.

What more could one want?! It is impossible to not look at them, they keep popping back up. They are very contagious.

So we went to Joep, a good friend and specialist. He was enthusiastic from the beginning. We found an S-Spant which seemed firm and well-structured and reasonably affordable. It was a great ship from 's-Hertogenbosch.

We have seen them all. All Trintellas (I and Ia) on sale in the Netherlands.

Peter van der Waa's Tellina caught our interest. It has a new engine, teak deck and is well-maintained. So that is the one we chose.

We christened her 'Ulbe' on a whim. It pays homage to an enthusiastic sailor from Friesland, who taught us how to sail.

Ton en Terry van der Kraaij
Sint Michielsgestel
Trintella 1a "Ulbe"



Trintella and Maritiem Den Bosch 2015

The Trintella book drew a lot of attention from the former employees and other interested parties in 's-Hertogenbosch and surroundings. The same goes for the organisers of the Maritiem Den Bosch. They saw the fiftieth anniversary of the brand as an opportunity to pay extra attention to the former 'Bossche' Anne Wever shipyard. The committee has responded positively to the request and will work on a way to promote Trintella and the association this way.



We would like to try and get fifteen ships together for a good presentation on 18, 19 and 20th of September 2015. It is a weekend. We have not completely sorted all the details yet but if you are interested to be there with your Trintel or Trintella, please do let us know!

You can visit the following website for more information of this biannual maritime happening: : <http://www.maritiemshertogenbosch.nl>

Peter van der Waa



The engine stops suddenly... What next?

It is every sailor's fear: entering a harbour and having your engine shut down. Very inconvenient and sometimes quite dangerous!

It happened to us last year. Our genoa tore apart when it got stuck behind the crosstree while we wanted to change our tack. This all happened with a 6 or 7 Beaufort (it was too light for a 6/7 but we decided to take the risk anyway). Fortunately it happened in the middle of the IJsselmeer so we had more than enough space to manoeuvre out of the way. Rolien at the helm, I went into the engine room with my tools. After some serious DIY-ing I managed to make it work. Unfortunately all of this resulted into my having to clean the tank. That is an unpleasant task.

Luckily the tanks were not filled up completely so I was able to pour everything into one. I opened the man hole and started cleaning. Though cleaning is a relative term used loosely in this context. It was more like trying to wipe a dirty diaper in the dark with toilet paper to help.

I do not know if it had ever been cleaned before, but if someone had it must have been a very long time ago. Wipe after wipe brought large blobs of brown goo down for hours on end. As mentioned before, the task was very unpleasant!

We locked down the starboard tank and cleaned the board tank because we are not globe-trotters. 700 litres of diesel is simply too much for us, seeing as we have been sailing with 350 litres for a few seasons. We closed everything and filled her up with fresh diesel. We have connected the starboard tank containing the old diesel to the diesel heater (cold is not as bad as floating on a channel without any ability to steer) and we threw in a diesel cleanser based on enzymes. The enzymes are going to break down the bacteria and convert the remains into a matter that will burn with the diesel. We added Grotamar 71 to the newly cleaned and refilled board tank. It is a means to prevent bacteria with poison.

We have moved the diesel admission to prevent water from entering the tank. It is now located underneath the barrel tent, behind the bolt that triggers the automatic steering. So everything was in order after having moved diesel pipes, taps and built vents. Or so we thought...

Let's fast forward a year and introduce a statement; 'experience means you are learning from your own mistakes, intelligence means you are learning from someone else's mistakes.' I would like to share my experiences here (Be clever and use it to your advantage!).

29 August 2014. We were sailing from Medemblik to Hoorn. There was a good, south-

west 4/5 wind blowing and we approached Enkhuizen smoothly. It was very crowded as we tried to lower our sails among the boats. We turned the engine on and were heading for the shore when the engine suddenly shut down. It shut down!!?? That was not supposed to happen!! Ah well the old lady has a mind of her own and so we went overboard for her and sailed in the direction of Stavoren. We lowered the jib, mizzenmast and mail sail. It was a bit sharp so we decelerated. Rolien was at the helm, I was below deck with my tools. It was a mystery. The conditions of a diesel engine are simple. It needs fuel because it does not run on air or water. Compression on the engines is nice especially on all of the cylinders. It's always very pleasant if those function well. Fortunately that was it. It turned out after thoroughly analysing every aspect, that the engine did not receive any fuel. I blew air through the fuel pipes in the direction of the tank and heard a lot of rumbling. That meant that there should have been plenty of fuel left. I then blew air through the pipes, vented everything well, tested everything continuously and finally after my last attempt of a 10 second start the engine roared back to life in the very last second. That was the moment that I had tried everything in my repertoire. We decided to set sail towards Enkhuizen again and moored in the Marina, within walking distance of Joosten Watersport. We decided that I was going to take a closer look at the engines the next day to ascertain the cause of the problem. The Trintella IV appeared to have a suction tube of 12 mm in diameter and the hull fitting is also the transition to an 8 mm copper pipe!



It turned out that that waste had been gathering there for a while. That might have been the cause of the last failure of the engine. I wiped the pipes on the inside and placed them into a suction container just to be safe (photo).

I had to improvise with the means that were available to me. That is why some of the connections seem redundant. The required material was not for sale in the area. The container stops large chunks of dirt and anything that goes through is small enough to go through the pipes, so it works like a sieve really. Small particles of dirt stick in the

filter.

Yacht service and Compagnieshaven told us that engines break down more often since it became mandatory to add a specific percentage of bio diesel to the fuel tanks. That percentage combined with a small amount of water is the perfect breeding ground for bacteria and as a result, problems appear. So check for water in the tank, use an anti-bacteria addition and check the quality of the fuel frequently.

We found out that de man holes were not entirely sealed after having cleaned the tanks and that resulted in a diesel leakage during our journeys. The rubber between the hole and the lid was unable to stop all of the diesel. Fortunately I had already purchased the materials to fix this problem. I added a 5 millimetre rubber O-ring around the bolts (circumference 125 cm) of every man hole and added an 8 millimetre rubber to the inside of the bolts on the lid after having cleaned it with cleaning fluid. I stuck that on the old seal and tightened the bolts firmly. It has been sealed properly!

We noticed a small yacht being brought into the harbour by a KNRM boat in the evening. Apparently its engine had malfunctioned....

To close off we would like to share one last story with you. We heard a horror story from a fellow skipper whose diesel engine had been damaged by water. He shared his story after I had told him how I changed the exhaust and made sure that this could not happen again. The exhaust/ water lock had filled with water after he had tried to start the boat repeatedly without any result. The water in the pipes had nowhere to go so it eventually seeped into the engine and had disastrous consequences. Consequently, always close the cooling tap and open the algae pot when you have engine problems or have to start your yacht repeatedly! Do not forget to change this after the engine had started back up!

Gerrit en Rolien Bulten,
Trintella IV – Adventure.



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Sailing with grandsons

We sailed in Greece from the beginning of April until the second half of June. An exciting part of the trip took place with our three grandsons, their father and his girlfriend. The three 8, 12 and 13 year olds had not sailed as much as we had envisioned they would when they were little. They were supposed to sail with us for a week and we prepared for that well. We thought it was going to be too tight to sleep aboard with seven people so we looked for harbours with affordable hotels for our son Gijs and his girlfriend. We managed to find them around the 20 to 30 euro mark. We know from experience with our children, when they were young, that it is not a good idea to travel long distances. Little boys cannot be asked to sit still for long periods of time. That is why we sailed through the Saronic Gulf for a week. We stayed between Athens and the north side of the Peloponnesus. We were able to do day trips of two three or four hours at the time and they all ended in a nice little harbour.

We collected them in Athens and found a lovely spot in Zea Marina in Piraeus and were welcomed warmly by the staff of the harbour. It was exceptional because people are always looking for a place to moor at. The harbours are expensive and the staff not always as friendly. It was a lot of work to pick up our guests from the airport because the airport of Athens is about 50 km from where we had moored. The route is long, through a bustling city with incredibly chaotic traffic. We sailed to the isle of Angistri the day after. It is about 20 miles from Athens. There was a lovely half wind 4 and the boys were getting used to helping. Unfortunately we noticed heavy and dark clouds in the distance and they appeared to contain a thunderstorm. The wind dropped at first and that is why we rolled out the



genoa and turned on the engine. The wind then turned and became headwind. The wind meter read 35 knots and water came pouring down. That was just too much for them on the first day. They went below deck together and grandpa and grandma pulled on their sailing suits for the first time since forever. After about half an hour the wind slowed down to a 4 but now we had to sail with the wind high and a very rough sea under the boat. They came back on deck and stood on the side of the cabin so they could hold on well and also enjoy the movements of the ship. They were shouting out and having a great time.



They discovered the dinghy that same evening and that made their trip. Wherever we went of whatever we did they took to untying the dinghy and leaving with it. Sometimes we struggled to get them to come back on board. Sometimes the adults took forever to drink before they could start eating.

We left Angistri and

sailed to a bay to anchor there and to collect wood for the barbeque. The boys could not be any happier to paddle back and forth between the shore and our ship.

We took them to Palaia Epidavros and visited the famous classic amphitheatre of Epidaurus. 12 year old David was extremely fascinated by this. His 13 year old brother Casper showed us some different talents. He is in special education and is taught how to cook. He likes it a lot and helped us out in the evening. He could not help but point out that we had to wash our hands before we started preparing dinner and saw to it that we did just that.

Gijs and his girlfriend took the dinghy to find a hotel ashore when we anchored in the bay of Poros. We have anchored there before and always noticed a restaurant with a pier and hotel and guest house behind it. The guest house was still closed but the hotel was open. They arrived back in time for dinner after having checked into the hotel. The boss of the restaurant asked them why they did not sleep aboard the ship and they explained

it to him.

After a week's worth of sailing we arrived back in Athens in the Zea Marina. They had to take the bus at two in the morning, because they had to check in at the airport at three. A friendly lady at the reception desk had looked that up for them. A hotel seemed too much for a night that was only to last until 1.30 am so we all slept aboard the ship. It was okay, but a little bit too tight a fit for it to be called comfortable.

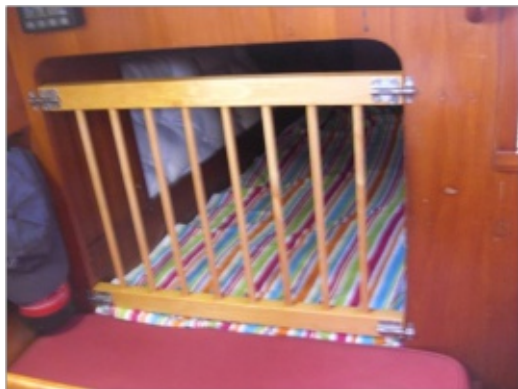
Rieneke en Toon Ploegmakers



Spotted:

Aboard Frans and Yvonne Slikkerveer's Trintella IIIa called the Liv.

From dog cage to children's cage. How Trintella owners work with the available space on board their ships



A round of Sjaelland with Liv, or: to Bornholm and yet not.

We managed to take a 6 week long holiday this year. The plan was to sail to the east sea in day trips and then follow the north German shores to the island of Bornholm and if we had time to go to the shores of east Sweden. We left with five ships of which three had a 6 week time schedule.

Departure.

The first Saturday of our holiday was spent packing things and stowing them away on board. It varied from clothes for all kinds of weather to food and drinks for a long journey. Due to the tide we left at 5.30 on Sunday from Hellevoetsluis. We had a nice dinner with our (grand) children beforehand. We spent the next couple of days sailing via Ijmuiden, Oudeschild, the east of Vlieland, Lauwersoog, Nordeney, Brunsbuttel and Rendsburg to Laboe in the Kielerfjords. Our first stop was in the east sea. It turned out that during our stop in East Vlieland that the approach of the west hole near Lauwersoog had moved to the east. Sand had caused the waterway to become too shallow. The waterway of Schluchter near Nordeney had moved as well.



The run-up to the sea hole.

We eventually managed to find out the right position of the waterway via internet. We had a digital map that had been updated in June 2014 but it did not show the change in the sea mark. We found out that 4 other sailing ships had to take the old route to the west hole because they could not sail through the waterways. Luckily the water was high. The exact same happened near Nordeney. The sea mark of Schluchter had moved about 3 miles east. We noticed many sailing ships sailing back and forth towards the old route because the water mark stopped them from being able to pass through safely. The water mark had changed again when we sailed back via this route about 4.5 weeks later.



Thunderstorms in the German turn.

We were warned for heavy thunderstorms during our next trip in the run-up towards Brunsbützel near Elbe. The warnings reached us via our Marine VHF radio. They announced heavy thunderstorms, rain, hail and an 8 beaufort wind power.

The third threat of dark clouds did not go away. The wind suddenly pulled up to 30 knots and we can hear the first loud claps of thunder. It started pouring down with rain and we barely had 30 metres to see ahead. We had to strike up the main sail so that we could continue on the quickly growing rough waves with a rolled up genoa and mizzen mast. Fortunately we were able to avoid a sailing vessel that was using its engine and came straight at us. It seemed to have appeared out of nowhere! It took about a half hour for the storm to pass and the wind to die down. We sailed to Brunsbützel on the engine for the last couple of miles. We also sailed with our engine on the East sea canal (100km).

On the east sea.

The weather forecasts predicted a NE wind that had turned to an E wind (for a long period of time) with a beaufort of 5 or 6 after we had arrived in Laboe. We decided to change our plans. We were going to sail via Maasholm and the small Belt to the north. It is relatively easy to sail there. We continued with three ships after Maasholm. We



stopped in Dyvig, Aerosund and Frederica and eventually reached the harbour of Ballen on the island of Samsø. We did have some rain for a few days. The weather was fine thanks to a steady high pressure area above Norway. It was dry for the most part, with some sunny spells and a temperature of about 24 or 25 degrees during the day. The wind keeps coming from the east, on some days it's very strong and others very weak. We stayed an extra day in the harbour of Lynaes because we wanted to walk to Hundestad. The wooden cutter of Brother Peter was built here. We also visited a sand sculpture exhibition with a very Norwegian theme: Vikings.



Storm in the Kattegatt.

We sailed to the northern most point of Sjaelland called Gillileje a day later with a nice wind. We noticed a few photos of the Kattegatt in the office of the harbour. It seemed that the

water is not always that friendly. A storm called Bodil has raged through the waters at the end of 2013. The wave breakers had been submerged in water so the water had free range and wreaked havoc. If you search for 'Gilleje harbour Bodil' you will get many hits that contain videos and photos. After that we arrived at a Swedish island in the middle of the Sont. Ven is an artist island with a long history. We moored here in one of the three harbours, named 'Kirkebacken' (behind the church). There is a small old church with a cemetery located behind the harbour on a hill, so the name suits the area.

To Copenhagen.

There is 14 miles between Ven and Copenhagen. We moored there in the long line yacht harbour right next to the mermaid which draws a lot of attention from tourists. Literally buses full of people come here to take guided boat tours and take a picture with the mermaid. We went on one of



those boat trips as well. Now that was something different! We sailed in a low boat through the city, under all kinds of bridges and no waiting lines. We sailed to Vordingborg via Rodvig and Klintholm with its white rocks. We followed a covered route through smaland's waters because the east wind had picked up to about 28 knots and was causing large waves. We moored at the island of Femo near Lohals after leaving Vordingborg, which is a settlement so there is a ruin of a castle.

Back home.

The harbour of Marstal was our final harbour in Denmark. It is located on the island of Aero and has a lovely Maritime museum and a cosy ancient centre. From there we largely followed the same route back through the East sea, the North east canal and the German turn. We went inland near Lauwersoog and sailed through the Dokkummer Ee and Friesland to Leeuwarden. After that we went from Lemmer and Ijmuiden back to Hellevoetsluis.

We had a great journey and the weather was great for the most part. Out of the 41 days we had our holiday at, we sailed for 34. We travelled 1212 miles at an average of 35 miles per day. We stuck to sailing in the morning which meant that we usually had enough space to moor. We did not reach Bornholm this year but it will remain our goal for the future.

Frans en Yvonne Slikkerveer



The Onyx' journey

We told you that our Onyx needed a hefty maintenance job in our last report in 2013. A lot of water came pouring in, spilling over the computer when we changed tack and that happened on a sunny day without a spot of water on deck. The deck on the starboard side turned out to have been saturated with water. The onyx has a so-called sandwich deck. That means that its bottom layer is polyester the next is layer is a 19 mm balsa wood layer and the final layer is polyester again. The teak deck is screwed onto that. Henny and I started clearing out the Onyx about half-way through June. Most of the ceiling plates came and Henny started unscrewing the bolts with which the foot rails and other things are attached to the deck. Eventually a handyman, nicknamed 'the contortionist' from the shipyard helped us take those out.

I kept busy trying to keep the rest of the interior as dust-free as possible. Peter and Saskia told us that a lot of dust is released when working on the deck no matter how careful and calculated people work. They knew from experience because they had just been working on their own ship 'The Tatu'. This is why we purchased a hand-held vacuum cleaner to bring aboard.

Henny and I managed to get the job done within about 17 days. The Onyx was ready to be disassembled and was taken out of the water. This happened on Monday July 8th and we took down the mast, the teak and the foot rail on the same day.

The Onyx faces the glare of the hot sun a lot and the temperature can reach up to 38 degrees centigrade. The men who scrape off the teak created a large parasol and attached that to the wood. They worked from 8am to 6pm every day. Henny spent days working below deck to release bolts, which is a tiring job to do!

The moment of truth arrived on Friday July the 12th. We assumed that we needed to replace at least 2 m² of balsa. Henny was present when the boss of the yard and the man who knows all about the polyester came in to inspect and cut away the deck. It turned out that we needed to replace at least 7 m² of balsa! Most of it had the consistency of loofas, even the plywood that has been fully laminated and brought in underneath the frogs and genoa rail! It was worse than we had anticipated. Meanwhile scaffolding had been set up around the Onyx to cover it like a tent.

This enabled the open deck to dry until at least the middle of September, after all the wet wood had been removed. The shipyard was going to commence the project after the deck had had the change to dry properly. We were not going to be able to be present for this but the yard promised to keep us posted and send regular photos. They kept their promise religiously.



We left for our boat on the 29th of March 2014. We spent the night at Riekie Wever's and arrived in Kilada on Saturday the 5th of April.

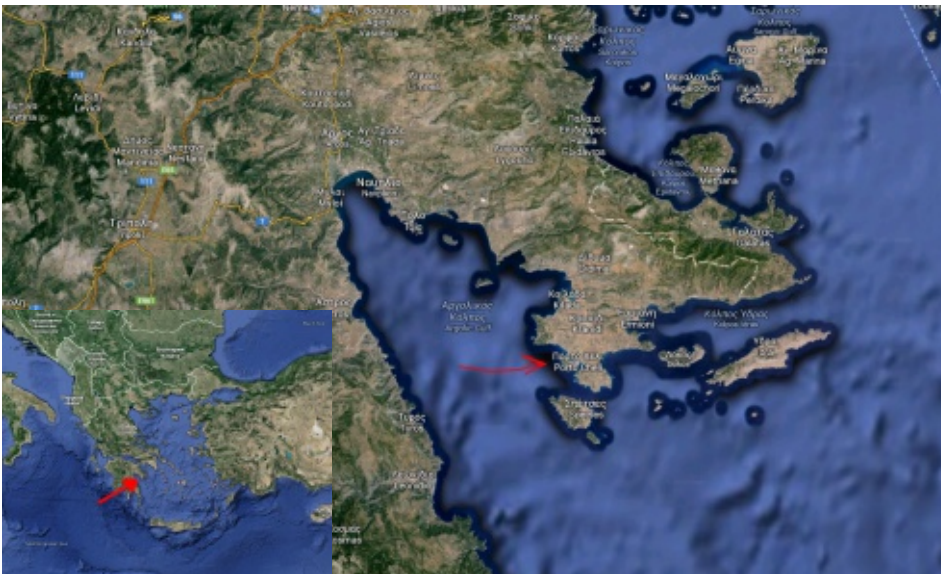
The deck is beautiful and met our requirements. Unfortunately it turned out that if a 33 year old lady is given a facelift that one stumbles on problem after problem. The water test showed that the windows in the cabin were no longer waterproof. We needed to strip everything out. Luckily the tent had not been taken down yet. After that we noticed that the filler cap of the diesel was broken. Its size differed so we had to order a new one from the Netherlands. The batteries were the things that failed next and the flexible filler hose appeared to have shrunk when Henny tried to mount it. We have not covered all of the issues yet. The front window still was not water proof after it spent a night in the Dutch drizzly weather. The trapdoor of the cabin is not entirely decent and the window of the cover tent was not either. Also the water filter of the water tank appeared to be completely clogged up. Next out Honda external engine started to perform erratically. Unfortunately we were unable to repair it so we bought a second-hand Yamaha. We have also encountered problems with our laptop. The newly installed Windows 7 did not

communicate well with our dongle. Finally, most issues had been resolved after we had fixed Henny's chipped of molar and the replacement of the saltwater cooler. The hydraulics of the main sail did not appear to be in working order after a thorough test. Fortunately we were able to solve that issue quickly. He simply forgot that he had opened the safety lid to keep the pressure off. Not everything is a technical defect. You are probably thinking, after reading all of this, that we have had to go through too much to get our ship back to being a sailing ship. Of course we had days that we just wanted to give up but overall the experience has been amazing and even fun. We got to know the men who worked on our ship quite well and they appreciated that we cleaned and did small chores while they worked on the ceiling. We have now learned which shops to go to, to purchase all kinds of special stuff. In other words, Kilada and its surrounding area have become our second home in the past few months.

Best wishes,

Lieke en Henny,

Located: Onyx moored in the Bay of Porto Cheli, Greece.





Photographer spotted during spring meeting 2014

Te koop Trintella 38

Kajuitzeiljacht “Willemijn”

Bouwjaar 1977

afmetingen: 11,55 x 3,70 x 1,90

waterverplaatsing 11000 kg

3 hutten, badkamer/toilet,

Fornuis met oven, koelkast

Anker, elektrische ankerlier, zwemtrap,

buiskap

Acculader, waterdrukstelsysteem, boiler

electrisch/motorwarmte

Kompas, log, gps, marifoon,

dieptemeter



Het schip is in uitstekende staat.

Sinds 2000 zijn steeds vernieuwingen/modernisering doorgevoerd. De voornaamste zijn:

- Motor: Beta Marine 50 pk (2014)

- Exterieur: rolfok furlex (2001), grote genua + spinaker, grootzeil (2006), lazy jacks, reefgenua met shape tape (2010, De Vries Lemmer), nieuw teak dek (2004), Lieren op mast (2006), verstaging (2010 Neutmast) railing (2008), luik op voordek (2008), marifoon Shipmate RS8300, met aansluiting op stuurstand. (2000), electronica Raymarine 6000 (2006), stuurautomaat Raymarine 6000 (2007), nieuwe kuiltent (2013), sprayhood (2003) wintertent over hele schip (2004)

- Interieur: banken en bedden (2010), fornuis met oven, boiler electrisch/motorwarmte.

Volledige documentatie is aanwezig.

Vraagprijs: € 89.500

informatie:

willemijn.hansen@gmail.com,

06 52 02 11 94



TE KOOP

Een van de mooiste Trintella III

Alle erop en eraan

Onderwaterschip heeft in 2014 een osmose behandeling gehad

Teakdek pas 10 jaar oud

Tas inpakken en wegvaren

PRIJS € 49.000



Svp contact opnemen met
Leo Nefkens 0653552490

Te koop

Giektent voor Trintella 1 of 1a. Niet gebruikt. Van modern PVC doek. Kleur wit.

Prijs 95 euro.

Inlichtingen: Peter van der Waa.

Email: pvdwaa@gmail.com

Recept voor op de kant

Stoofvlees van de Schipper

INGREDIENTEN 6 personen

- 1,2 kg runderstoofvlees
- 1 kg uien (in dunne plakjes gesneden)
- 1/2 glas olie
- 1 glas wijnazijn
- 1 liter Cotes du Rhone
- zout en peper uit de molen

Deze 'grillade mariniere' is een traditioneel recept van de schippers die de Rhone bevoeren...een heerlijk suddergerecht !

Vorbereiding

- snij het vlees in tamelijk dunne plakken

Bereidingswijze

- giet de olie in een braadpan en leg er een bedje van ui op
- bedek dat met plakken vlees, hierop terug uien op leggen, enzovoort; eindig met een laagje uien
- kruiden met peper en zout
- giet de azijn en de wijn erop
- deksel op de pan en zachtjes minstens 3 uur stoven

Serveertips

- serveren met aardappelpuree



TVK Kids

Colouring: Trintella VIII





De Verzekering
van uw Trintella
sluit u natuurlijk
bij

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