



Refit projects

Doc. 05

Title	Refit of hull, deck and mast of Trintella 38 - BN971-Kopanoar
Category	General
Content	The report on the hull refit, the replacement of the teak deck with a Flexiteek synthetic deck, the repair of mast corrosion, and the installation of a dry toilet carried out by the shipyard and the owners, Marike and Leon van Meer, between 2022 and 2024.

Refit Trintella 38, Kopanoar

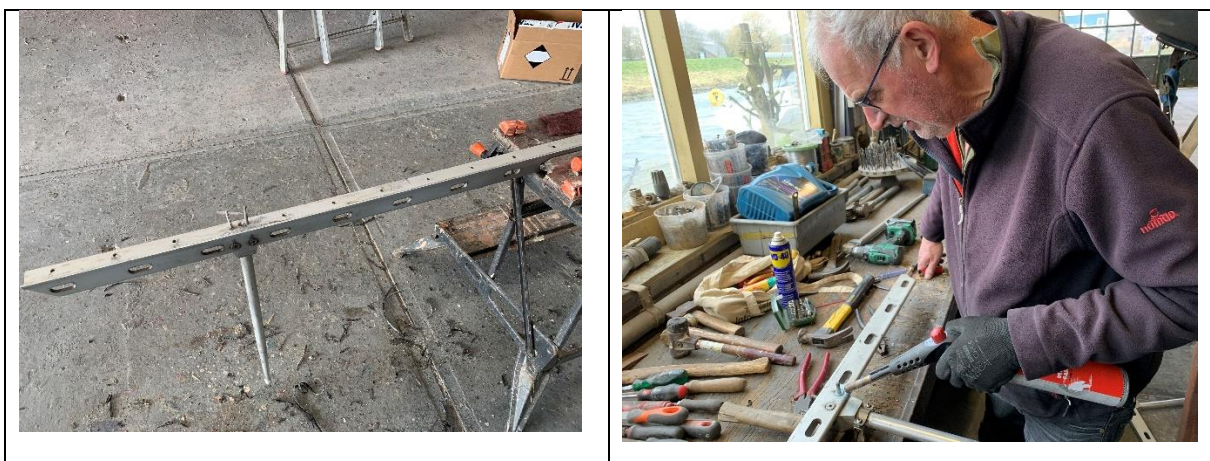


Before and after the refit

When we bought another boat in 2016, we didn't want a centre cockpit, a steering wheel, or a teak deck. But we fell in love with a Trintella 38, so... a teak deck. In 2021, we first encountered some leaks in the main cabin and aft cabin. This worsened in 2022, leading to serious leaks. We had previously decided to have the hull repainted after the 2022 summer holidays. But after all the leaks, we faced a choice: new caulking or a different deck? We had previously caulked the cockpit seats and deck, but we weren't keen on caulking the entire deck ourselves. So we requested several quotes for caulking the teak deck, the average being €500/m². Besides the rubber seals, the teak slats were torn in several places. When we bought the boat in 2016, the teak deck had been replaced by previous owners with a significantly lower-quality teak. Moreover, this deck had been glued rather than screwed, making it questionable whether all the screw holes in the previous teak deck had been adequately sealed. We began exploring alternative solutions. Important criteria were durability, maintenance, and appearance. This led us to Flexiteek, a patented synthetic deck, already in use for 22 years, with a 10-year warranty against material defects. It is wear-resistant, UV-stable, and can be re-sanded if necessary. It was important to us that it closely

resembled the look of a real teak deck. At Ronald Offerhaus Watersport in Middelharnis, where the boat was to be spray-painted, there was a sailing yacht with a Flexiteek deck. We thought it looked great and offered a realistic representation of a teak deck, which ultimately led us to choose a Flexiteek deck.

We agreed with the shipyard that we would remove all the deck fittings and the teak deck ourselves. Removing the teak deck meant that the superstructure also had to be resprayed, and we subsequently decided to do the cockpit as well. In October 2022, we removed all the deck fittings and the teak deck in three weeks, excluding weekends. We started by removing all the ceiling panels. Then came the relatively simple disassembly of, among other things, the fixed sprayhood, winches, traveller, compass, gauges, swim platform, swim ladder, mast foot, mast pulpits, deck hatches, and windlass. After that, part of the interior (canopies from cupboards) had to be removed to remove the toe rail, genoa rails, cleats, and mooring cleats. To ensure smooth reassembly later, we used numerous freezer bags to store screws, nuts, and bolts, along with a note detailing their origin. The toe rails with their 200 nuts and bolts and the genoa rails with their 40 nuts and bolts caused the most trouble as it proved difficult to remove them due to sealant compound, dirt, and salt. An electric screwdriver didn't fit the bolts on the toe rails, cleats, and mooring cleats as the bolts were too close to the side, so this required a lot of fiddling, groaning and moaning with a wrench or ring ratchet. The bolts on the toe rail in the forward section of the starboard locker were the trickiest. Neither of us could fit in the locker, even with just our head, shoulder, and arm; reaching the bolts with just our arm was too short. So we looked for a socket wrench to go with the ring ratchet. Of course that was still too short, so we extended it with the extension from the socket set, secured it with tie-wraps and duct tape, and that's how the bolts finally came out. A time-consuming job! When disassembling the toe rail, the stanchions and stanchion posts couldn't be detached from the toe rail. The toe rail, including the stanchion posts and their stanchions, was therefore removed. Various attempts were made to loosen the stanchion posts and stanchions from the toe rail, including heating them, drilling out the bolts, and hammering in Torx bits. Finally, the stanchion posts and stanchions were detached from the toe rail.

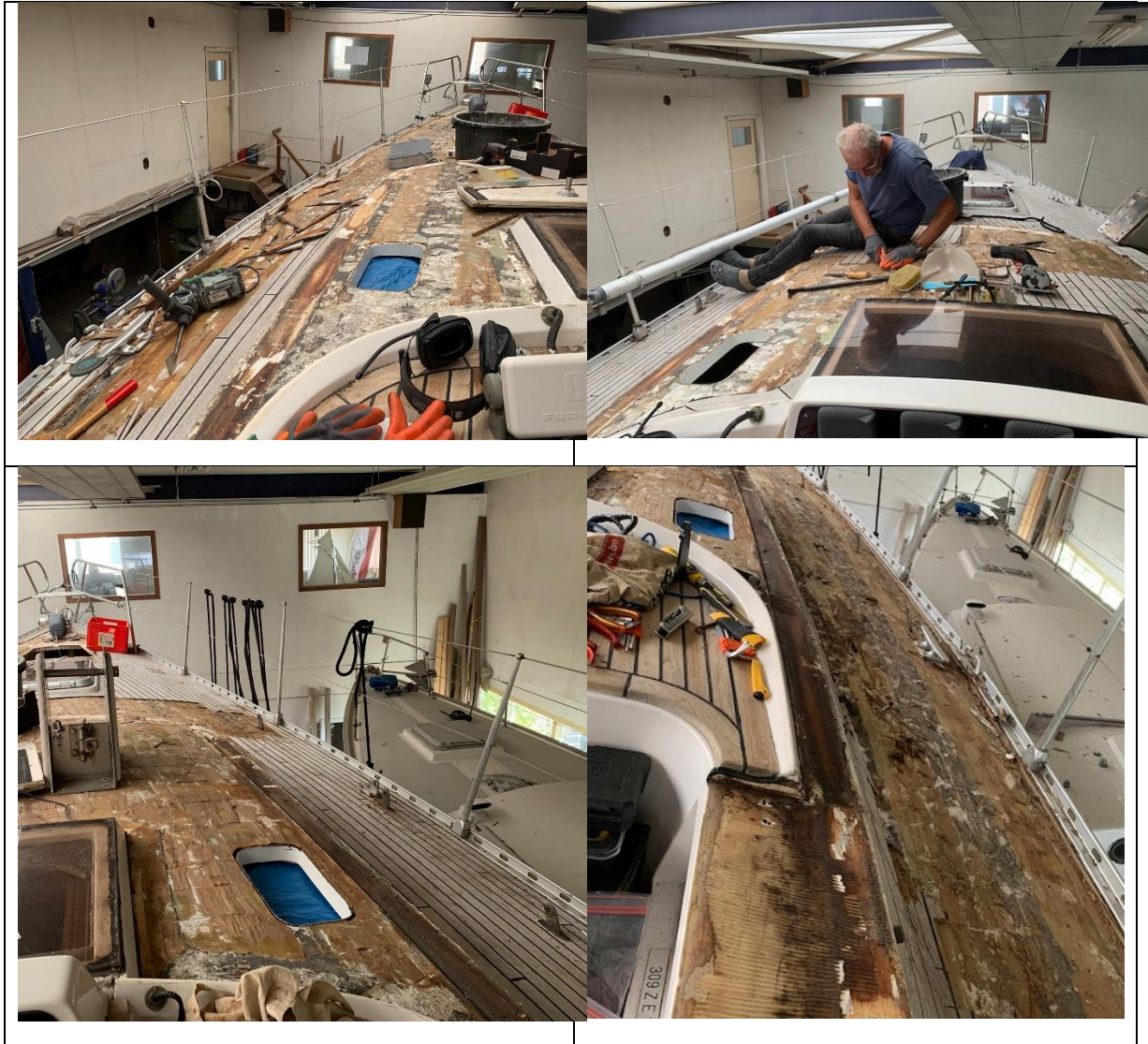


Disassembling and taking apart the toe rail with stanchions was a big job

The stanchion sockets with their stanchions were taken home and delivered to a metal workshop. Even there, they were unable to separate the stanchion sockets and stanchions; they were completely stuck. Two threaded rods originally protruded from the bottom of the stanchion sockets, most of which have now broken off. These will be drilled out and new

threads will be tapped into them. To get everything reassembled in the right place later, Leon will have to drill out some holes on the toe rail where the new threaded rod will need to pass through. The stanchion sockets will then be numbered with a corresponding number on the toe rail so that everything can be smoothly reassembled later.

And then came the teak removal with a hammer and chisel, and thankfully, an electric chisel combined with a circular saw. Because our teak deck wasn't screwed but glued, and was partially embedded in the polyester, it certainly didn't come off easily. At least not in whole pieces, but in splintered pieces.



The removal of the teak deck

The underlying GRP got quite damaged in the process and required extensive filling. The shipyard applied two new layers of GRP to the entire deck, superstructure, and aft cabin. During these weeks of work, we also decided to remove our underwater toilet and replaced it with a dry toilet (Ecosave). A wastewater tank wasn't an option; besides the cost, we anticipated traffic jams at the "poo slurper" on weekends and holidays. The two seacocks on the underwater toilet were removed, and the holes in the hull sealed. We will use two other existing seacocks for toilet flushing and urine disposal. While we're at it, we decided to replace all the brass ball seacocks with plastic ones.

The bottom of all the removed deck hardware was of course covered with sealant. All the screws and bolts were also covered with sealant. Another challenging job: removing the sealant with a chisel and sanding cloth. The bolts and screws are first soaked in acetone and then treated with a wire brush. The balsa wood in the lids of the anchor locker and the lids of the two aft lockers turns out to be rotten, so we removed the balsa wood and filled it with a filler compound. Then we thoroughly cleaned, degreased, sanded, and painted the anchor locker and cockpit lockers using bilge paint.

The mast is at Neut Mast next to Offerhaus because we were also going to replace the rigging. Whilst removing the old rigging, we had a critical look at our mast. Previous owners had painted the mast, boom, boom vang, and spreaders white. Well, we looked at each other; there's quite a bit of damage. Should we sand the mast and repaint it? Ronald Offerhaus offered to spray-paint the mast and boom, but that would mean removing all the fittings from them as well. We decided to go for it, and we were very happy with the outcome. In the mast shed, we removed all the fittings from the mast, including a few bolts that are failing again. We bend a sturdy screwdriver on them. When removing the winches from the mast, we were shocked by the large corrosion holes appearing underneath. In one spot, the corrosion was so severe that Neut recommended grinding it open. The Neut crew got to work, grinding away the damaged area and making a mold for the aluminium plates that will go on the inside of the mast. These plates were placed on the inside and are partly riveted and partly screwed. When replacing the winches and cleats, the plates will be pulled even further against the mast.



Corrosion under mast winch and repair with insert plates

Fortunately, we now have a sturdy mast again. Now it was up to us to remove paint from the mast, boom, boom vang, and spreaders. All in all, this job took us a good week. Offerhaus will spray-paint the mast, boom, boom vang, and spreaders. Then we started reassembling the mast and boom. We have replaced the cleats on the mast, the three-color masthead light, the steam and deck light, the radar reflector, the pulleys in the mast, and the power and VHF cables.

Then a relatively quiet period began for us. Offerhaus was doing a lot of sanding, filling, sanding, filling, and sanding. To our surprise, it turned out our (dark blue) Trintella was

originally dark green. While sanding the hull, a large, repaired damage came to light, one that we were unaware of. There was delamination, so a hole was cut in the hull and rebuilt with glass mats. It turned out that the hull had extensive cracking, and it needed to be sanded back a very long way. This jeopardized the schedule for completion in the summer of 2023. As we didn't want to rush things at the last minute, we decided to choose a different holiday destination.



Filling and sanding

The paintwork was finished mid-January. We were getting a glimpse of our boat's new look. The superstructure has been painted a different shade of white than the hull. Anti-slip paint will be applied to the superstructure, cockpit coamings, and aft cabin instead of Flexiteek. The large blue stripe above the rubbing strake and around the windows was not restored. The waterline, which was too low, has been raised about 12 cm with a double, very dark blue stripe.

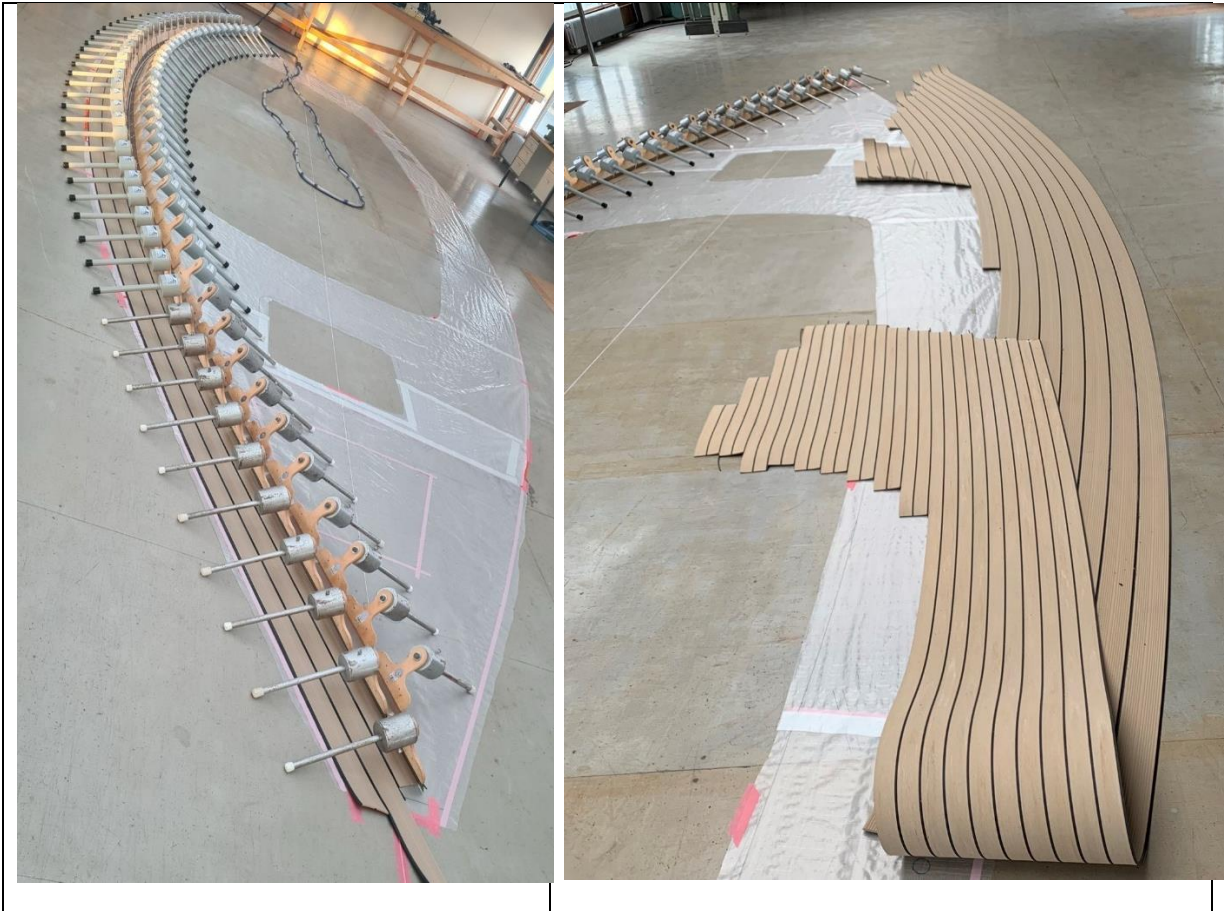


In the spray booth

We started installing the winches, compass, mast pulpits, mast foot, swim platform, ventilation grilles, deck hatches—basically everything that would not be covered by the

Flexiteek. We treated the bottom, wipe it down with acetone, apply five coats of epoxy to the raised waterline, and then apply the antifouling. This took us two weeks, excluding weekends.

Then we had a little break. The shipyard started laying the Flexiteek. First, a mold was made of the deck. The Flexiteek strips were placed on it, fitted, cut, and welded together. Then the fiddly work began. Think of the fishing section on the foredeck and the timbers around the superstructure, the escape hatch on the foredeck, and the lids of the anchor locker and lockers. Once everything was welded together, the deck was rolled up and fitted onto the boat. When everything was correct, the Flexiteek was glued to the deck and vacuum-sealed. This entire process takes about 3-4 weeks. Fortunately, we regularly received photos from the shipyard showing the progress of our new deck.





Fitting the Flexiteek

Installing all the deck hardware and connecting all the equipment took about three weeks. We had registered for the TVK 2024 Ascension weekend, so we have a real incentive. With a few minor details still to be completed, we were finally sailing from Middelharnis to the Grevelingen lake on Wednesday, May 8th. It was a massive project, but we're very pleased with the modern look *Kopanoar* had acquired.



Kopanoar at the quay in Brouwershaven during the TVK spring reunion in May 2024





Report and photo's from Marike and Leon van Meer
Edited in TVK format: Gerard Hoogewerff -May 2024
Translation: Jan van der Pouw-2025

Note: Refit Project Bulletins are published by the Trintella Vriendenkring (Trintella Friends Circle) to advise members and other Trintella owners on boat maintenance. Many of these bulletins are based on the experiences of Trintella owners themselves with boat maintenance. Although these publications have been compiled with the utmost care, no rights can be derived from them. The TVK welcomes comments that may improve the content of these publications..