

	Technical Information Bulletin No. 4/2025
Title	Restoration of sagging main bulkheads
Category	Construction Trintella 1 and 1a
Content	In the Trintella 1 and 1a models, the weight of the mast is transferred via the steel mast base and the underlying mast support to the two bulkheads in front of and behind the toilet area. In (early versions of) the Trintella 1 and possibly the earliest versions of the 1a, there is a risk of the centre section of these bulkheads sagging under the weight and forces exerted by the mast. This bulletin outlines the problem and demonstrates the solution.

Introduction

In the Trintella 1 and 1a models, the weight of the mast is transferred via the steel mast base and the underlying mast support to the two bulkheads fore and aft of the toilet area. In the (early versions of the) Trintella 1 and possibly the earliest versions of the 1a, there is a risk of the centre section of these bulkheads sagging under the weight and forces exerted by the mast. Each of these bulkheads consists of three sections glued together with a vertical seam, which poses a risk to the support of the mast base.

In later versions, this problem was resolved by gluing the three sections together in a trapezoidal shape and adding angled support beams, which distributes the forces more effectively and eliminates the risk of mast foot subsidence. However, there have been cases where the adhesive between these beams and the bulkhead has loosened. It is recommended to check the beam attachment for proper condition.

As far as is known, this problem does not occur with the steel Trintels, because here a steel profile has been built in as an arch to support the mast track.

Problem explained

These bulkheads consist of three sections glued together vertically. This glue, dating from the early 1960s, ages and crystallizes, causing the bond to break. Because the mast foot rests on both bulkheads, heavy forces are exerted on the middle section of the bulkheads when the yacht pitches. This section sits above the doorway in both bulkheads. The impact forces the middle section downward. As a result, the doors can no longer open or close. In the Trintella 1a the doors do not close in a frame but close against the bulkhead. But a much bigger problem is that the mast is pushed downward, and the stays are no longer under tension. This poses a serious risk of losing the mast.

Solution /Good Practice/Approach

First, check whether the middle section of your bulkhead has indeed sagged (see photo). If so, your cabin roof has also sagged somewhat. Using a beam and a hydraulic press, you can try to press the centre section of the bulkhead back into place (see photo by Cedric de Brauwere). The final solution must be sought in reinforcing both bulkheads on both sides so that the downward forces are properly directed to the outer edges of the bulkhead. The method of reinforcement is clearly visible in the photos. A horizontal beam with the correct curvature and sufficient height (strength against sagging) has been installed directly under the cabin roof above the doorway, and on either side, a beam that supports the horizontal beam and runs diagonally downwards, transferring the forces to the bulkhead sections on the sides. See also these links from Cedric de Brauwere with Trintella 1 Jadyca with BN 362, built in 1963.

Text and photo's: <https://imgur.com/gallery/S1blo7E>

Photo's: <https://photos.app.goo.gl/AeMmxZmKkRj1aQk39>

Photo's



Damage to the starboard side of the main bulkhead due to sagging



The cracked list on the port side of the main bulkhead



The reinforcement as seen inside the cabin. (Trintella 1-BN321-Castor Spica)



Trintella 1-BN 362-Jadyca-reinforcement bulkhead cabin-side



Trintella 1-BN 362-Jadyca-reinforcement bulkhead front side



The trapezoidal shape of the center part with angled seam between the center part and side parts of the bulkhead as constructed in more recent versions of Trintella Ia.

Contributed: Jan van der Pouw & Gerard Hoogewerff
March 2025 - Translation October 2025

Note: Technical Information is published by the Trintella Vriendenkring in order to advise members and other Trintella owners on their boat's maintenance. Most of this information is based on experiences from these Trintella owners, gained from maintaining their own boats. Even though the publications have been compiled with great care, no rights can be derived from it. The TVK is open to suggestions that can improve the content of these publications.