

# Advanced Sleuthing

Loet Geldhoff



SALON  
*Nautic*  
RENDEZ-VOUS  
EN 1964



## Trintellas and their History: Advanced Sleuthing

One of the great things about being a series coordinator is reconstructing the history of boats and their owners. An interesting case came to us through Dirk and Martine\*, and lead us on a hunt into history. For the sleuths amongst us.

### In love with a Trintella I, in 2008

In October 2020 we welcomed Dirk and Martine from Belgium as new TVK members. They bought a Trintella Ila from TVK members Erik and Elles. A beautifully preserved classic with the fitting name *Adieu*. When Dirk became a new member, he shared a personal story from 2008, about how he fell in love with a well-preserved Trintella I. She was for sale in Blankenberghe: the 1964 *Jadyca*, construction number 356.



*Jadyca in Blankenberghe*

I contacted the owner of twelve years and received a lot of information and pictures. But due to the asking price, I wasn't able to buy it. The boat is later sold to another party from Vlaanderen."

The *Jadyca* remains in Blankenberghe. As the years go by, Dirk always stops by to gaze upon the beauty he didn't buy whenever he's close by. He promises us to track down the new owner and compel them to join the TVK.

### Then are there three *Jadyca*'s?

So Dirk promises us to track down the current owner of the *Jadyca*. But we are quite puzzled by his story. Because as fate would have it: we already know two *Jadyca*'s! Does that mean there are three *Jadyca*'s?

Apart from the above mentioned Trintella I, construction number 356, from Blankenberghe, we already knew a *Jadyca* from our lists, but it's registered as a Trintel I – the steel predecessor of the Trintella I – with construction number 263. The other *Jadyca* already known to us, another Trintella I from Blankenberghe, has construction number 362. We are familiar with it because owner Cedric from Blankenberghe has been a TVK member for several years. Can the real *Jadyca* please come forward?

### In love with a Trintella I, in 2011

How does this unravel? To start with Cedric's *Jadyca*: he was the other Flemish guy who bought her, back in 2011. So, Dirk can stop his search for the new owner, as he already is a TVK member and even joined the anniversary parade in Veere in 2018.

Cedric's first meeting with *Jadyca* is a story on its own: Cedric is a ship engineer and volunteers in the Vrijwillige Blankenbergse Zeereddingsdienst (Voluntary Sea Rescue Services Blankenberghe). During a shift as a volunteer, he went out to answer a distress call

from a sailing yacht that had its masthead go overboard. It's the *Jadyca*.



Salvaging distressed *Jadyca*

Cedric is moved by her beautiful lines and after they safely return the boat to harbour, he strikes up a conversation with the owner. He decides to buy the boat in its current state. If that isn't love at first sight! When he gets to know her better, his job as an engineer comes in handy: his *Jadyca* is broken underneath her pretty exterior.

If the reader wants to know more about this and how Cedric handled it, I recommend a trip to <https://imgur.com/gallery/qOITu>.

### Two are actually one

The two Trintellas from Blankenberghe are one and the same. Not just the name, made from syllables from the original owner's grandkids' names, as Cedric tells us, gives it away. It also has the same specifics, such as a coccoo bird as hatch and holders for 'wadpoten' amidships in the hull.

It's not clear why there are two construction numbers. One thing is for sure: the right one is 362, as is shown by the fairly legible shipyard tag in the hull, as well as by the hand painted numbers on several of the interior's parts.



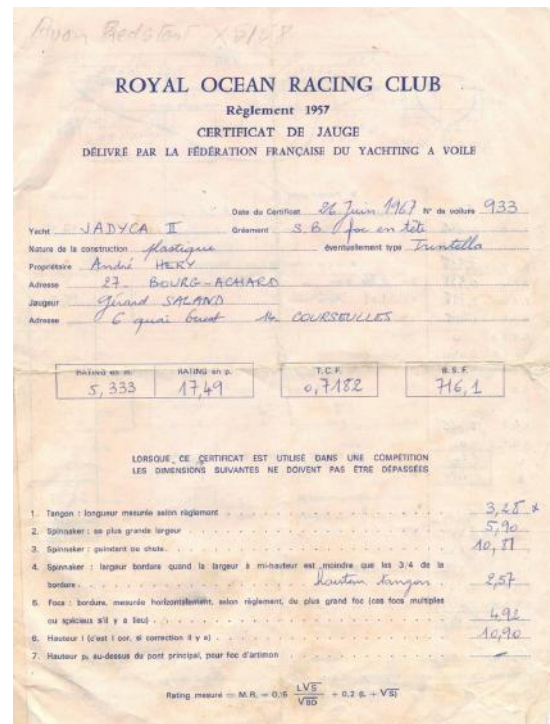
Shipyard tag *Jadyca*

The most likely explanation is that the original owner made a mistake in 2008 when he read the shipyard tag and recorded the wrong number in his descriptions.

### How about that Trintel?

We also have a *Jadyca* in our list of construction numbers, a Trintel I with number 263. What about this one? In *Jadyca's* paperwork, Cedric finds an RORC rating certificate from June 1964, dubbing the boat *Jadyca II*.

This shows that there was an earlier *Jadyca*, without Roman numerals as there was no *Jadyca II* in the making. Could that be the Trintel I from our construction list?



Page 1 of rating certificate



The *Jadyca* in Blankenberghe

By our request, Cedric followed up with the (grand)children of the first owner, who he has

been close with since 2016. Unfortunately, their well-informed father Yves has passed away and the grandchildren don't know if any Trintel. Cedric has also requested information from the Yachting Club at Saint-Vaast-la-Hogue in Normandy, the previous berth of Jadyca II. They didn't have any archives dating that far back though. So, the trail ends here. Maybe, dear reader, you know more? But for now, we still keep believing in our hypothesis.

### [But there is so much more to share...](#)

The story of how Cedric got in touch with the son and grandchildren of the first owner is interesting in its own right. That first owner was a Frenchman named André and had four children. Their initial, paired with those from mum and dad, formed the original name Jadyca. (Despite what we wrote earlier, additional information showed that it was not comprised of the initials of his grandchildren. Son Yves – the fourth letter in the boat's name – took a cruise to Japan in 2015, where he spent a large part of his life. Aboard that ship, he was introduced to Marine Traffic, which is used to track all ships with an active AIS, can provide information on the ship, the journey

and often also has a picture of the ship. Yves was allowed to type in a name of a ship, searched for Jadyca and was surprised to get a hit! With a recent picture!

He had two reasons for his amazement. The first is how unique it is that a personal name like Jadyca was used still after three subsequent owners so that 57 years later the boat still had its original name. The second reason is, of course, that there was a hit straight away! How was this possible? Well, young Cedric had a few years before received an Em-Trak transmitter/receiver from his father, who had hoped to keep an eye on that boat of his. The device had been turned on and the signal was picked up halfway across the globe by Yves. Yves kept searching and found a clip from

the Jadyca on YouTube and reached out to an equally surprised Cedric. They started talking and Yves had a lot of memories to share from the boat's early days. Cedric loved these stories, and they fed his love for Jadyca.

### [Among them: the story of the commercial stunt, with a surprise twist...](#)

One of the stories that Yves remembered was that of buying the boat. A purchase with unexpected consequences!

Father André, living in Paris, received a warm welcome at the Trintella Shipyard in 's-Hertogenbosch in 1964, as he came to buy a Trintella I. Anne Wever suggested to publicly toast to the sale on the boat fair in Paris, le Salon Nautique International de Paris, later simply known as Le Nautic. The boat fair, still being hosted, lasted nine days and happened annually in the first few weeks of December.



Easily said, easily done. After a test drive on the Ertveldplas and the final purchase, the boat was loaded on a trailer and shipped to Paris in the harsh winter of 1964. The purchase was publicly toasted in the busy fair hall, with all relevant fanfare. Of course, Anne intended to convince more possible buyers to take the leap. The story doesn't tell how successful he was, but you can hope that his intent was met, as the entire purchase led to a precious twist for the Shipyard. What had happened? During the first season of the boat, by then dubbed Jadyca, cooling water was leaking from the diesel engine. Finally, a thorough inspection was completed, and it showed that there was a small tear in the engine. A tear like that usually only presented after a full cooling system was frozen. And that could only have happened during the test drive or the transport to the Paris boat fair. The system had probably not been tapped before the boat was transported. The shipyard helped with reconstructing the events and finally accepted the blame: André received a new diesel engine under warranty. Another SABB 1 cylinder 10 PK, that is still on

the boat, revised and giving indirect cooling by Cedric.

### Visiting her former berth...

After the boat fair, the *Jadyca* was launched into the Seine and sailed to her first berth Saint-Vaast-la-Hogue, a beautiful port city just beneath the northwest edge of Normandy. A safe harbour with an intense sailing area with big tide differences, but a great base camp for longer trips. *Jadyca* didn't just sail the coasts of France and Spain, but also the Channel's islands and all the way by motor onto the Seine into Paris.



*in 1965, docked in her first berth Saint-Vaast-la-Hogue*

The stories back and forth ensured that Yves and Cedric decided to meet up. Cedric suggested going to Saint-Vaast-la-Hogue, the former berth of *Jadyca*. It was a nice occasion to take her out go take that journey.

It happened in August 2018. Cedric leaves from Blankenberghe, in the hopes of sailing all the way to Saint-Vaast in just five days. Yves is living in Paris and will drive to Saint-Vaast a day earlier. Cedric is used to having a buddy with him during longer journeys like this, and this time it's his girlfriend. In cases like this, he prefers to keep sailing as long as possible, to get as far as he can in as little time possible. Then on the way back, he can take it easy with day trips and harbour hop. His girlfriend, however, turns out to be less seaworthy than expected, so the plan has to be adjusted and it is harbour hopping on the outward journey as well.

First stop is Dunkirk, ten hours of sailing. They catch a nice downstream and with a half wind they soon pass Cap Blanc Nez. Turning more

south, it's now time to employ the spinnaker and his girlfriend feels safe keeping watch, so they continue to Le Havre. The swell laves his girlfriend seasick soon after they pass Fécamp, leaving the watch to Cedric. It's a clear night, great visuals. Their speed is so high that he calculates they will reach Le Havre too soon. So, the spinnaker goes down and with a reef in the mainsail they reach the harbour of Le Havre by dawn.

They find a nice place to stay, but temperatures rise that day, and they cannot catch up on sleep. The water is cool and clear and invites them to swim and scrub away the boat's beginning beard with windshield suction cups and scouring sponges. Cedric gives Yves a call that night to discuss the plan.



*The route to Saint-Vaast-la-Hogue*

They leave early the next day, at 07:00, for the last leg of the journey. They need to be at Saint-Vaast by 19:00 to enter the harbour with high tide. This turns out to be quite a challenge, as the wind dies down after just a few hours, and they enter an area with a mist so thick they cannot see more than 100 meters ahead.

As the temperature rises, the mist vanishes, and the wind picks back up. The SABB has to assist the single-handed sailor to keep up the speed. And so they pass l'île de Tatihou, with its robust fortress, early enough to continue on through the open lock into the beautiful harbour of Saint-Vaast-la-Hogue.

### Reuniting with an old love...

Yves and his wife arrived the next day. It was a warm welcome and when he saw the *Jadyca*, Yves had a hard time holding back his tears: so many great memories! He has difficulty walking, so they don't board. On a bench on the quay, looking out over the harbour and their

families' boat, they talk about their stories with the *Jadyca*. Yves always feared that the boat would no longer be sailing, so he rejoices that it's in great shape. He is grateful to Cedric for salvaging and maintaining a boat with so many memories. That night, in a cosy seafood restaurant, Yves talks about how they enjoyed the boat for years, about the trips with the ever-changing crew. They talk about their lives like old friends, the elderly Yves having much more to share than Cedric. When they part ways, they agree to stay in touch. Yves passes away barely a year later.

### [Back to Blankenberghe](#)

After their goodbye at the harbour side seafood restaurant, Cedric and his girlfriend explore the neighbourhood for another day. Their attention is especially drawn by the fortresses of Vauban. The next day they continue to Cherbough, where they meet friends and stay for a few days. After that it's time for the journey back, hopping from Saint-Vaast to Port and Bessin and Fécamp and then back to Nieuwpoort and finally Blankenberghe, to her familiar dock.

*Jadyca* has come through the harrowing journey rather gloriously. It was to be expected, as Cedric had kept her in tip-top shape for years, and the waters were known to her. A year later, one of her old issues reared its head: the osmosis was back. This caused Cedric to go big: building a trailer, loading the boat, and keeping her in his garage/workshop, stripping the bottom and drying it out. He started the repairs last year. For pictures, please see <https://photos.app.goo.gl/B9hoWBRCwxPrTLFd9>. After this, the nearly 60-year-old *Jadyca* will be ready for new journeys, and for new and enjoyable stories!



*Jadyca on its way from Kortgene to Veere in 2019. Photo: Jeroen Noot.*

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\* Due to privacy concerns, we limit ourselves to the first names of those involved.