

RIGGING INSTRUCTIONS FOR THE TRINKA 10 SAILING DINGHY

SAIL, BATTENS, BLOCK AND LINES

INSTRUCTIONS FOR LINES

1. THE LONGEST LINE IS THE HALYARD 38' - SECURE HALYARD TO HEAD OF SAIL. NOTE: HALYARD SHOULD BE SET UP PRIOR TO STEPPING MAST.
2. THE NEXT LONGEST LINE IS THE SHEET 30' - THE SHEET RUNS FROM THE BOTTOM EYE ON THE BOOM END FITTING, DOWN TO THE BLOCK ON THE TRAVELER, BACK UP TO THE FIRST BLOCK ON THE BOOM, THEN FORWARD THROUGH THE NEXT BLOCK ON THE BOOM, THEN DOWN TO THE SWIVEL BLOCK ON THE AFT SIDE ON THE DAGGERBOARD TRUNK.
2A. VANG. 18' long.
3. THE THIRD LONGEST LINE IS THE OUTHAUL 66" - TIE TO CLEW ON SAIL, THROUGH BLOCK ON END OF BOOM, FORWARD TO CLAM CLEAT.
4. THE FOURTH LONGEST LINE IS THE TRAVELER 60" - SECURE THROUGH HOLES IN QUARTER KNEES WITH FIGURE EIGHTS. (BE SURE TO FEED THROUGH SHACKLE OF BLOCK)
5. THE SHORTEST LINE IS THE DOWNHAUL 36" - SECURE TO BOTTOM OF HOOK AND TIE DOWN TO CLEAT ON MAST. (MAKE SURE HOOK IS UPWARD)

THE TRINKA 10 HAS A VANG SYSTEM

THE VANG LINE IS 18' LONG - TIE LINE ON BECKET OF SINGLE BLOCK ON BOOM TO DOUBLE BLOCK ON MAST, BACK TO SHEAVE ON SINGLE BLOCK, THEN DOWN TO DOUBLE BLOCK AND FEED THROUGH CAM CLEAT ON SEAT.

the incomparable

Trinka

TM



yacht tender and dinghy

designed by Bruce P. Bingham, n.a.

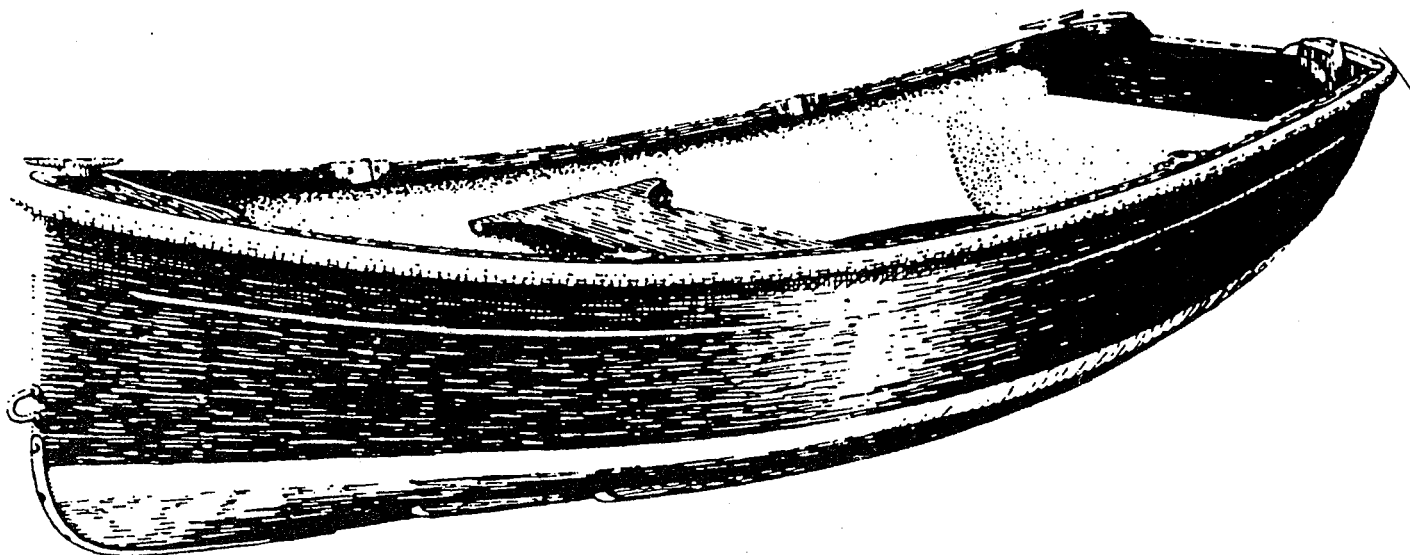


55 Spicer Ave., Noank, CT 06340

860-536-6930

www.mysticriverboathouse.com

DEALER



- Keeps you and your gear dry when the others are getting drenched!
- Holds up to the rugged cruising service that destroys most toy dinks!
- Looks like the fine boat she is ... not a basement bargain or jelly bean!
- Doesn't have to be blown up, won't deflate, and won't flip over in high winds!
- Admired and envied by the most particular and demanding seaman!
- Gets up to 15 feet per stroke!
- Can carry four adults plus luggage or ... two full-size bikes, two adults and a couple hundred pounds of groceries or gear!

Builder
Johannsen Boat Works

P.O. Box 7048, Vero Beach, Florida 32961

1-800-869-0773 • FAX (561) 562-0304

<http://www.trinka.com>

E-mail: info @ trinka.com

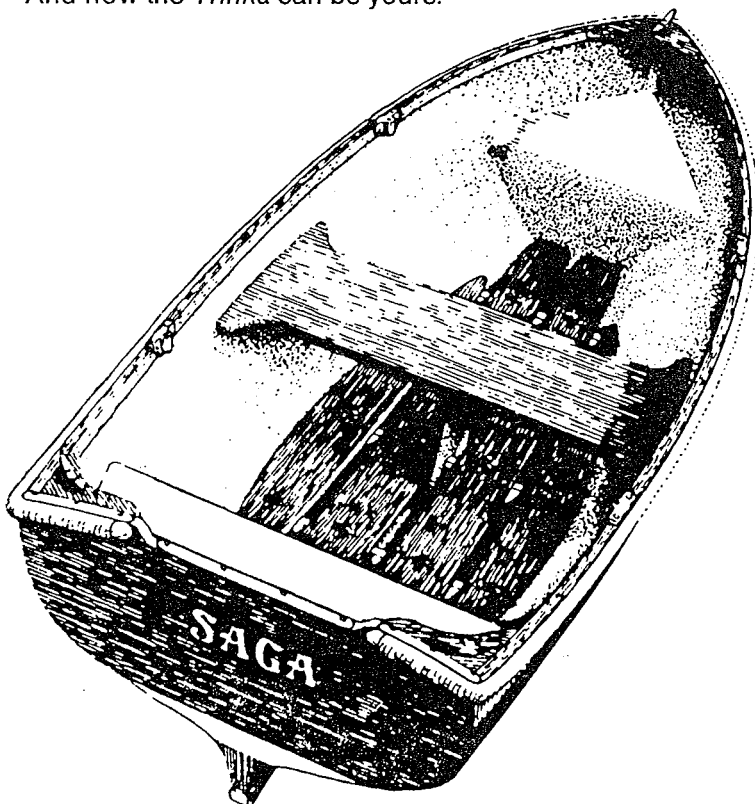
The *Trinka* Story

The *Trinka* dinghy, designed by Bruce P. Bingham, N.A. in 1972, is a remarkably beautiful yacht tender. Her gracefully curved but spunky sheerline, slightly "wineglass" transom and plumb bow give her a classic and distinctive air. A *Trinka*, especially in company with other dinks, stands out (and above) with a most ladylike personality.

The *Trinka* is more than beautiful, though. She was conceived not to cut production expenses nor to compete in the cheap-dink market, but to be an incomparably rugged, practical, reliable servant of utility. Hundreds of "one-off" *Trinkas* have been produced around the world, and our dinks are produced with the same individual attention to detail and quality. To assure the most faithful *Trinka* reproduction, Mr. Bingham supervised the hull lofting, oversaw the plug and mold development and created dozens of special assembly drawings for us.

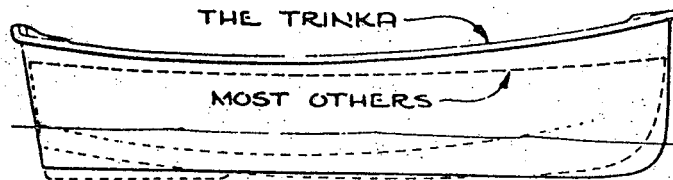
The *Trinka* has proven itself over the years. It is the only fiberglass dinghy endorsed by critical author and famous world sailor Donald M. Street. The dinghy was featured in the *Complete Live-Aboard Book* by K.M. Burke. And Jeff Spranger, editor of *The Practical Sailor*, says, "I couldn't find a really good dinghy so I had to build my own!" (Jeff's dinghy is a *Trinka*!)

Mr. Bingham's own *Trinka*, which we used as our prototype, has been in daily use for ten years. It has withstood thousands of miles of towing, has taxied millions of pounds and been kissed by a thousand beaches. There could not have been a more demanding standard setter. And now the *Trinka* can be yours.



What Makes A *Trinka* A *Trinka*?

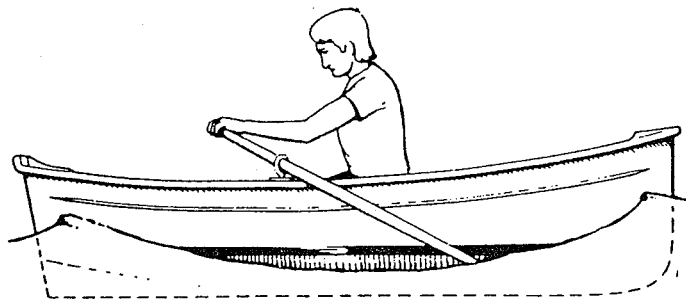
- Ample freeboard for greater capacity and increased safety and dryness in choppy conditions.



- Hollow bows and run for almost effortless rowing, easy, level towing and sailing performance.

- Enough transverse stability to support 120 pounds of gunwale loading without shipping water. Longitudinally, a 150-pound swimmer can climb into the *Trinka* from the transom without fear of dumping the dink, and can stand on the forward seat or even the breast hook for reaching those excessively high seawalls.

- Classic, high end sheers for dryer rough-water rowing, powering and sailing.

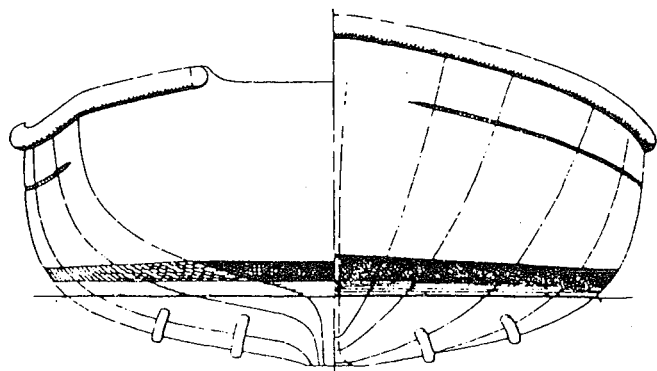


- Long, straight keel/skeg profile for extremely stable tracking when rowed or towed, as well as more uniform weight distribution when landed.

- All hand-laid fiberglass hull construction... no chopper gun or vacuum molding: 1/8" at sheer; 3/16" at bottom; 1/4" at stem, forefoot and skeg.

- Deep, wide molded skeg for bilge drainage, easy pumpbailing, greater landing strength and directional stability.

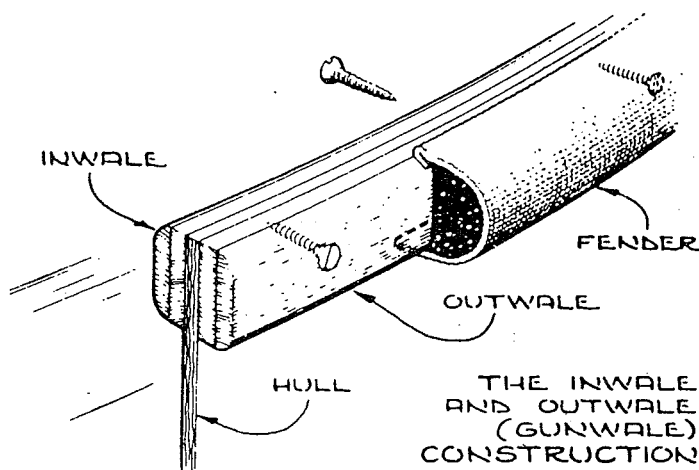
- Thoroughly rounded hull shape for inherent strength, for rowing, sailing and powering performance, and for traditional beauty.



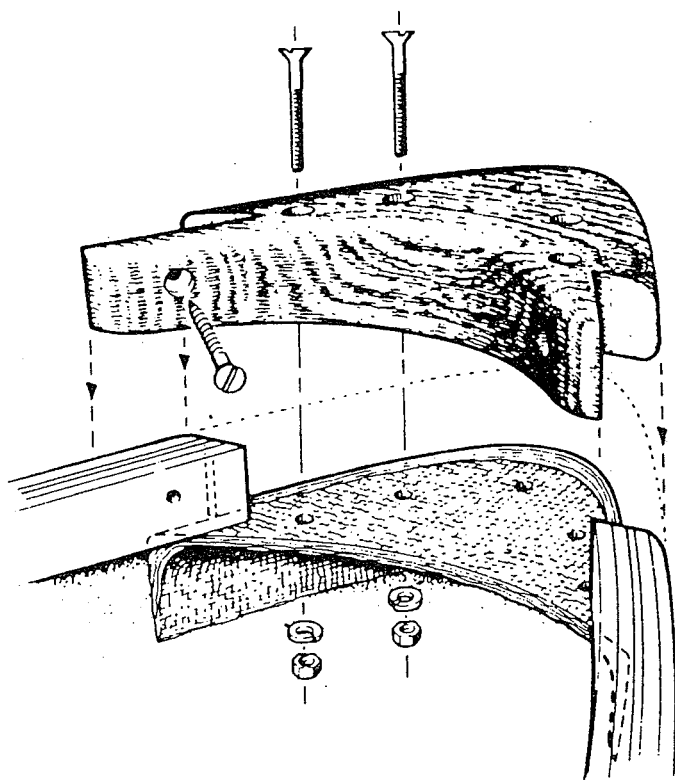
Standard Features That Will Set New Standards

Every *Trinka* dinghy we build includes all the standard features we think a tender must have to provide the years of service you expect. Each feature contributes to the ruggedness, safety and reliability of your *Trinka*, and provides a cruise-ready dink right out of the shop.

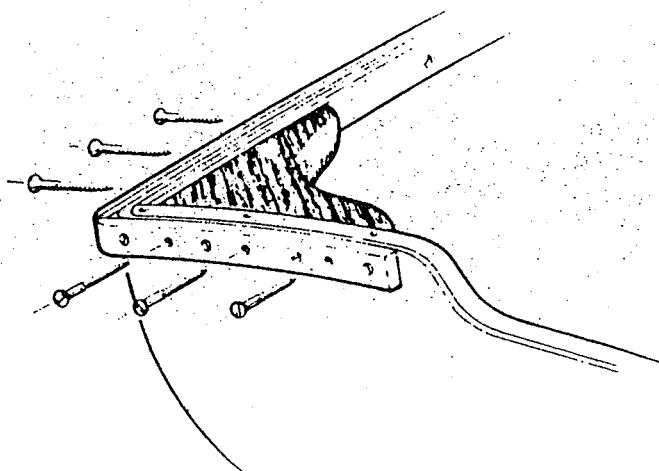
- The hand-laid fiberglass hull is beautifully fair, and finished with gelcoat inside and out.
- The inwale and outwale are double laminates of quarter-sawn, 1/4" x 1 1/4" Teak sandwiching the hull, epoxy glued, and stainless thru-fastened from alternating directions on four-inch centers. This gunwale construction can withstand years of slamming and abuse.



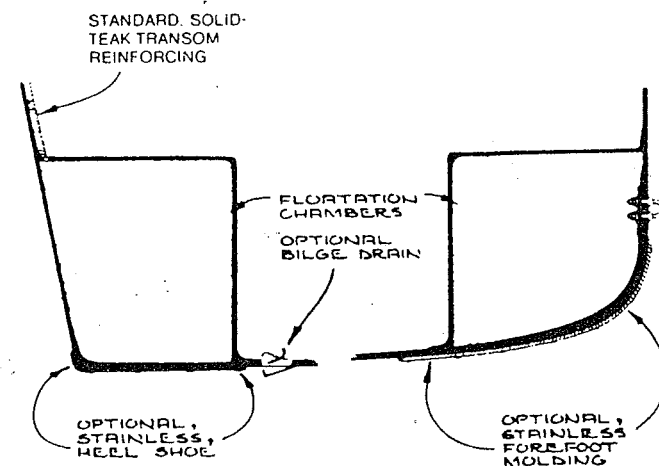
- The breast hook of 1 1/2" Teak is fiberglassed to the hull from underneath, then bolted through this glass as well as the gunwale. This stiffens the bow, increasing *Trinka*'s impact strength while providing a secure base for a bow cleat.



- The quarter knees of 1 1/4" Teak are epoxied and screw-fastened to the transom and gunwale. These stiffen the hull, increase the rigidity of the transom and add to the *Trinka*'s impact strength.



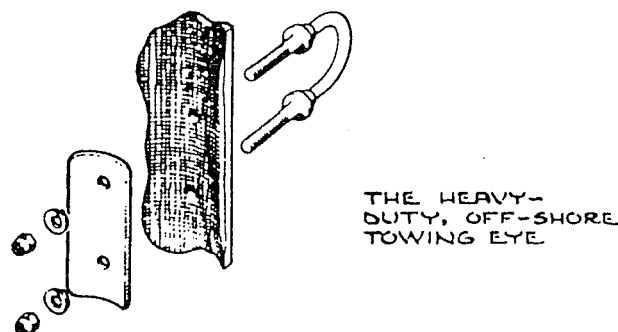
- The transom is reinforced with solid Teak for outboard and sailing-rudder strength.
- The bow and stern flotation seats are integral fiberglass chambers. They're not only airtight, but oil and gasoline-tight, too. Construction exceeds all Coast Guard requirements.



- Every *Trinka* is fitted with the best gunwale fender we've found, of canvas-covered, closed-cell, flexible urethane foam. This fender is far superior to all others we've seen, from pop-riveted plastic flange coverings to laced on rope. We install it with monel staples (hidden, about every inch) on the upper and lower edges of the outwale. If it begins to show wear (probably some years), it can be removed and inverted for another tour of duty. The transom ends are finished with leather.
- Cove stripe/sheer strake lines are scribed into the hull for the addition of second or third colors. And every *Trinka* receives a gold Mylar™ cove stripe.
- Of course, your *Trinka* must have oarlock sockets. We install two pairs in each dinghy (solid bronze, 1/2" bore). The center rowing position is perfect for one person or three, and bow-position rowing is best with only one passenger sitting aft. If you really want to move, you can row in tandem with one or two pairs of oars.

- A 1/2" solid-wood center thwart of select Teak is installed with 3/16" fiberglass flanges and thru-bolts.

- A heavy-duty off-shore towing eye is installed with extra fiberglass reinforcing to withstand even a capsize at high speeds without pulling out or damaging the dinghy. The eye is a 3/8" stainless steel u-bolt (not just a cast eye bolt) backed up with a stainless steel backing plate, lock washers and lock nuts.



- The dinghy's forefoot always takes a beating from beach landings and from debris while being towed or motored. So, we install a stainless-steel half oval to protect your *Trinka's* bow. The stainless-steel extends from 18" aft to 4" above the waterline. This is stainless fastened into extra-thick fiberglass bow reinforcing. We also install the half oval stainless-steel skeg landing shoe to help preserve one of the most vulnerable wear points of the boat.

Further Features To Personalize Your *Trinka*

Every skipper has different requirements for his tender. On top of *Trinka's* exceptional standard features, you can choose from our list of optional goodies and make your dink a real little yacht. Use the "Trinka Tinker Sheet" to order the boat that you want.

- The *Trinka* sailing model comes fully-equipped with mast, boom, Dacron™ sail, dagger board trunk, dagger board, rudder and all running rigging, plus all standard rowing features. She sails like a witch, but is stable enough for use as a trainer. Perfect for exploring and gunkholing on light wind days!

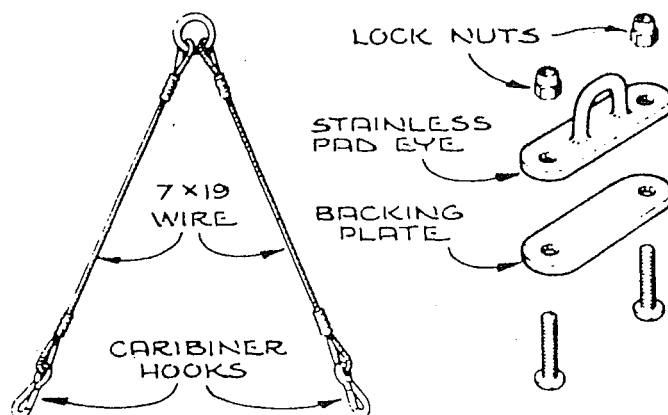
- If you think you might like to convert your rowing *Trinka* to a sailing dinghy sometime in the future, we can install the integral mast step when we lay up your dinghy. Sail, mast, boom, board and rudder/tiller can be ordered when you're ready!

- Solid Teak 3/8" floorboards will keep your feet, groceries and gear out of bilge water while adding measurably to safe footing. These floorboards are turnbutton fastened together in two sections for easy removal. These very attractive floorboards will make your *Trinka* stand out as a no-nonsense dinghy while contributing great practicality.

- A bilge bailer can be installed to provide automatic bilge purging while towing or when the dink is hung, stern down, on davits. The bailer is an Elvstrom™ trap door type bailer, and it can completely purge a swamped *Trinka* in about five minutes at five knots. We know — we've done it!

- If you've ever had to row out an anchor, you know how an anchor chain will chew up the upper edge of your transom. To prevent such damage, we'll install a protective and very attractive stainless-steel transom molding.

- If you wish to be able to lift your dinghy on davits or a halyard, we will install a three-point stainless-steel wire lifting system. Let us know the distance between your davit tips so we can correctly locate the lifting pad eyes.



- Your *Trinka* can accommodate three cleats; the breast hook and two quarter knees. We'll install polished bronze cleats for you. They are three inches long, thru-bolted with large washers and lock nuts.

- We think bottom skids are a real must for the serious cruiser who lands on a lot of rough beaches. We'll bed and thru-bolt four skids of 1/2" x 3/4" oak to help preserve your *Trinka's* bottom paint and retard wear of the fiberglass. They'll also strengthen your *Trinka*.

- Now that you've decided to own the boating world's finest dinghy and yacht tender, wouldn't it be a shame to botch the transom lettering job and/or registration numbers? We have at our disposal one of the finest lettering men in the country who will give your new *Trinka* that final professional touch. We need your own ideas on colors, letter style and design, then we'll send you a sketch of our proposal and agree upon a price.

The Challenge

Obviously, the *Trinka* has evolved over the years as a serious cruiser's dinghy. It took a lot of rough going, redesign and rebuilding but now we've got a boat that can withstand all comparison.

Considering that your dinghy is probably the most used piece of gear you'll ever buy for your yacht, and your safety may even depend on it, don't you think it's silly to go the cheap route with a cute but inadequate little pumpkin seed?

Check out the *Trinka*. You'll never want any other tender again

Specifications

TRINKA 8		TRINKA 10	
L.O.A.	8 Ft.	L.O.A.	10 Ft.
Beam	48 In.	Beam	54 In.
Wgt.	85 Lbs.	Wgt.	130 Lbs.
Ht.	24 In.	Ht.	27 In.

Copy this certificate to any DMV branch office.

Complete and detach BILL OF SALE below and present to new owner.

VESSEL NO. CT4 735AT	EXP. DATE 04/30/02	HULL IDENTIFICATION NUMBER KOWB0543F797
MAKE TRINKA	MODEL DINGHY	VESSEL TYPE OPN
PROPULSION OUTBOARD	HP 3	LENGTH 10
USE PLEASURE	FUEL GAS	HULL MATERIAL PLASTIC
	MSD 0	YR BUILT 1997
		COLOR WHITE

GAULT, HARRY, D, JR
214 NEPTUNE DR
GROTON CT 06340-5441

BILL OF SALE (for use if you sell this vessel)

SELLING PRICE \$4200.	THE OWNER (SELLER) OF THIS VESSEL DESCRIBED AT LEFT HEREBY TRANSFERS TO THE PURCHASER THE DESCRIBED VESSEL IN CONSIDERATION OF THE AMOUNT (SELLING PRICE) ENTERED AT LEFT, RECEIPT HEREBY ACKNOWLEDGED.
NAME OF BUYER GEORGE NELSON	
ADDRESS OF BUYER 651 NOD Hill Road Wilton, CT 06897	
I DECLARE UNDER PENALTY OF FALSE STATEMENT THAT THE INFORMATION FURNISHED IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE.	
SIGNATURE(S) OF SELLER(S) Harry D. Gault Jr	DATE 5/28/01

TO NEW OWNER:

TO OBTAIN A REGISTRATION IN YOUR NAME, PRESENT THIS BILL OF SALE TO DMV.

MYSTIC RIVER BOATHOUSE

55 Spicer Avenue
NOANK, CONNECTICUT 06340
(860) 536-6930

CUSTOMER'S ORDER NO. 203 962 2799		PHONE HM 203 834 1876	DATE 4/28/01
NAME GEORGE NELSON			
ADDRESS 651 NOD HILL ROAD WILTON, CT 06897			
SOLD BY	CASH	C.O.D.	CHARGE
QTY.	DESCRIPTION		
	TRINKA 10 SAIL (LSC)		
	Deposit check #992		
	Remove reg name		
	Balance		
	Paid in full 5/10/01		
RECEIVED BY			TAX
TOTAL			AMOUNT
			4200.00
			1200.00
			3000.00

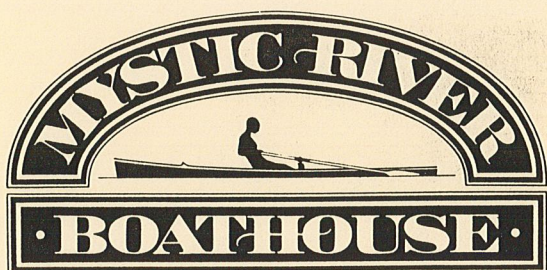
B PRODUCT 610

2101

All claims and returned goods must be accompanied by this bill.

To Reorder:
800-225-8380 or nbs.com

Thank You



55 SPICER AVE. NOANK, CT 06340 (860) 536-6930

Date _____

Name _____

Address _____

Phone _____

Prices Effective February 1, 2001

TRINKA 10

YACHT TENDER AND DINGHY

Standard Equipment

Hull with bright white exterior and off-white interior

Fiberglass bow and stern seats

Teak center thwart

Teak breast hook and quarter knees

Teak transom reinforcement

Dacron-covered foam gunwale fender

Two pair bronze oarlock sockets

Stainless steel 3/8" heavy off-shore towing eye,
extra reinforcing

Gold Mylar cove stripe

7' Oars/Bronze oarlocks/Leathers

Bronze oar clamp

Stainless protective molding on forefoot and skeg

Kick-up Rudder—(sailing only)

Rowing model set up for future sail

Rowing
\$3,000

Sailing
\$4,200

Options

☐ Hull Color: Dark Green, Dark Blue, Black, Gray, Wine,
Off-White

\$75

☐ Sail Color: Rainbow

40

☐ Teak floorboards

295

☐ Bronze drain

25

☐ Self-bailer

100

☐ Extra towing eye

25

☐ Protective stainless transom molding

40

Stainless steel lifting system

125

☐ Halyard

☐ Davits

☐ Two bronze quarter cleats, one bow cleat

35

☐ Canvas boat cover

225

☐ Spar bag

80

☐ Oak bottom skids—four

80

☐ Name carved in teak transom—price per letter

10

☐ Transom lettering—quote upon request

Freight

467

Subtotal

Tax; CT 6%, MA 5%,

Total

Deposit

Balance