

More than twenty years TRIENTJE provided service in Maasholm at the Schlei, until she was moved to the new founded station Ueckermünde in May 1992. Then she changed to the station Freest in the Peene mouth for some months in November that year, until she was taken out of service in July 1993. Afterwards she first came to a sail association in Kiel-Schilksee, until she was given off privately in August 2000.

Today TRIENTJE is in unchanged original state of the time of active service and in the colouring of the commission. She is maintained and conserved privately as an exhibit together with other former rescue units.

During roundabout 22 years of service there were every now and then even oddities to report. Thus the TRIENTJE 1975 accomplished a "show of strength" of a particular kind when she took a passenger ship "on the hook" that drifted disabled in the Baltic Sea. Reason enough for the DGzRS to publish a suitable report on it in the yearbook of 1976 (see next column).

Text in parts taken from: Captain John Schumacher: Der Seenotkreuzer - Entwicklung und Bauprogramm von 1957 bis 1976", p. 43-50. With friendly permission of the DGzRS, Bremen.

Facts:

Length:	6,92 m
Beam:	2,34 m
Draught:	0,60 m
Displacement:	1,65 t
Engine:	Mercedes OM 615 2l, 4 cylinders, 54 HP (40 kW)
Speed:	10 knots
Material:	Aluminium (Al Mg 4,5 Mn / W28)
Year of manufacture:	1971
Shipyard:	Evers (in Niendorf / Baltic Sea)
Shipyard number:	504-72
DGzRS number:	KRST 11
Owner:	Sabine Eckey & Guido Dielen
Contact:	trientje@forum-seenot.de

„The small one helps the large one

... is not only the motto of our advertisement to support the rescue work financially with donations into the collecting boats. Mini lifeboat "Trientje" (exactly 6.92 m long, 2.34 m wide, draught 60 cm, 54 HP = 11 knots) put the collecting-boat motto into practice:

Maasholm. At 21.45 o'clock on August 5th (note: 1975) one calls our station Maasholm about VHF and asks for assistance for a passenger's motor ship drifting with engine trouble in the latitude close Falshöft; a tug would not be available at the moment.

The 830 HP-lifeboat "Günter Kuchenbecker", to whom such a show of strength would be applied, is just otherwise allotted. "Dat moot wi" (we do that), states Maasholms voluntary coxswain of the "Trientje" nevertheless, "snatches" another volunteer from the fishing village on the Schlei peninsula, where nobody lives farther than three minutes from the ship, passes little later the narrow way through Schleimünde with "Trientje" and reaches the brightly enlightened disabled vessel in the breaking darkness one hour after the call.

"... then we have taken the ship in towing; one mile before Schleimünde ‚Stadt Flensburg‘ did replace us . . . " - so the coxswain writes in his operation report which begins with 21.45 o'clock and shows 02.45 o'clock as the end of the assistance.

Not ambition to tow this 34 m long, nearly 7 m wide and 151 GRT measured passenger ship with the small beach motor lifeboat motivated our coxswain to this David-Goliath game. He knows: In the shallow water area inshore near Falshöft thick stones, many metres in the diameter large erratic blocks from the ice age are rising up closely under the water surface. With that stiff north-east wind the motor ship threatens to drift exactly into this hazard area, if the anchors do not hold. And it has 213 passengers and 10 men crew on board!

With maximally 54 HP only seven percent of the engine power of the passenger motor ship are available to "Trientje". However: slowly but surely the small boat tows the disabled vessel mile after mile, until then a motor ship of its shipping company arrives and releases "Trientje" from the hard work.

As on most ferries and passenger ships there is a collecting boat of our society here too. And in that night the more than 200 passengers have found that it is nevertheless quite useful, if the small one helps the large one: The "Plimssoll's mark" of the collecting boat was far exceeded by coins and rolled up notes!"

Source: DGzRS, yearbook 1976, pages 58/59

TRIENTJE

former lifeboat (so called „Strandrettungsboot“) of the German Maritime Rescue Service (DGzRS)

first boat of the 7m class put in service in the 70s



The small „Strandrettungsboot“

The 6.92-metre-long, self-righting and self-bailing so-called "Strandrettungsboote" (beach motor lifeboats) were developed from the daughter boats of the rescue cruisers. As the smallest independently operating, indefinitely seaworthy units of the German rescue service they were operated - primarily from coastal stations - particularly in shallow water inshore and thus supporting the rescue cruisers nearby. This way the problems resulting from constantly increasing inshore traffic with mostly smaller vessels of all kinds - in particular sport boats - were effectively met in the early 70s.

Starting in 1971 the DGzRS (German Maritime Rescue Service) put twelve of these lifeboats in service, eight of them in the Baltic Sea, built by the shipyard Evers in Niendorf at the Baltic Sea, and four in the North Sea, built by the shipyard Schweers (now Lürssen) in Bardenfleth at the Unterweser. The boats got (for regional solidarity) North German girl's names (remarkably however without ever being christened).

With a total length of 6.92 metres, a beam of 2.34 metres and a draught of only 0.60 metres the boats displace about 1.7 tons including equipment and crew and reach a speed of approximately 10 knots. The overall power of the machine amounts to 54 HP, transmitted on one propeller.

Building methods and design features of the hull resemble to large extent those of the rescue cruisers. High-strength light-alloy metal Al Mg 4.5 Mn is used as building material. The hull is completely welded in a 'rib-net' style of frame construction. According to the special requirements of these mainly in surf zones, beach areas and tidelands as well as in the area of shallow sand banks and reefs operating boats groundings were to be expected and the construction therefore is built especially strong. The draught of 0.60 metres is very low and allows salvage of persons even in shallow mud flats.

The hull is divided through bulkheads into watertight compartments, which keep the boat buoyant in case of water inrush, as trials have shown. The through-going keel, originally made from flexible material, later on from aluminium, offers full protection for rudders and propeller and permits "digging out" when taking ground. The cooling of the flexible mounted engine is independent of sea water; it is done by intercooler pockets built in the shell plating.

Due to the extreme operating conditions safety belts are assembled for coxswain and crew. The helmstand in the wheelhouse can be operated sitting (view through a heatable clear view screen and side windows) or standing. In the latter case a hatchway in the roof grants the helmsman free circumferential visibility. The wheelhouse, heated by the engine, protects the occupants against heavy sea and coldness as well as breaking, rebounding towing lines.

The boat can also be driven by hand from the astern, self-bailing cockpit with the tiller, which at the same time serves as emergency steering gear in case of failure of the oil-hydraulic steering. There is a second throttle present at the rear edge of the wheelhouse. In the wheelhouse a rescued person can be strapped on and an injured person can be placed lying on a stretcher, further rescued persons can be placed in the open self-bailing cockpit, in case of need lying in a transport hammock.

The VHF-speech radio communication system is waterproof. Searchlights and radar reflector complete the equipment. Damaged vessels can be salvaged with a robust towing gear, which can be released also from within the wheelhouse if required.

The boats are self-righting and recover from capsize within shortest time. The particular problems in the experiments during the development consisted in the lubricating oil supply of the boot capsizing with running engine. The exhaust gas pressure is substantially higher than the water pressure at maximum heeling with the exhaust under water (at 180 degrees), so there is no danger for the engine of water inrush with running engine. All air inlets at the wheelhouse can be closed with a push of a

button all of a sudden and opened afterwards fast again. For the very short time of capsizing a sufficient air reserve is available in the wheelhouse, so that the engine running with small number of revolutions cannot stop, nor the passengers suffer from air shortage. In practical experience of the rescue service however a total capsizing of one of these boats actually never occurred.

The equipment of the boat is extensive and comprehensive: VHF-sea radio communication system, foreign bilge pump, climbing net, medical supplies with bandage material as well as a rescue stretcher. Through the salvage gate persons drifting in the water can be salvaged nearly horizontally on waterline level, thus avoiding having to heave them above the ship's side or to raise them from horizontal for salvage, which could lead to immediate death, in particular with strong hypothermia (salvage death).

The beach motor lifeboats of this type have proven themselves well by numerous operations in the North and Baltic Sea during their time in service, on open sea beaches as well as in mud flats, often under the hardest conditions, and some boats have been standby on sea often all-day or near the beaches during the times of biggest traffic of small boats.

TRIENTJE was built in 1971 by the shipyard Evers. As a new development and first boot of the class she was presented during the "International Lifeboat Conference" in the USA in 1971, yet before being put into commission. On August 7th, 1971 and thus in time for the forthcoming Summer Olympics in the Kiel fjord she was put into service on the station Maasholm at the Schlei (Baltic Sea), replacing KRT 1 (later called KURT GRUNDMANN).