

DIRT POOR - TRINITY



Builder: [Trinity](#)

LOA: 118' 0" (35.97 m)

Year Built: 1999

Beam: 25' 0" (7.62 m)

Model: Raised Pilothouse

Max Draft: 19' 8" (6 m)

Price: \$2,750,000 USD Subject to change.

Cruising Speed: 16 Knots (18.41 MPH)

[See full listing on our website](#)

Location: Fort Lauderdale, United States

Max Speed: 21 Knots (24.17 MPH)

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OVERVIEW

DIRT POOR epitomizes Trinity's classic luxury motor yacht lineage, marrying timeless exterior lines with a gracious, finely appointed interior and expansive alfresco areas crafted for effortless entertaining and relaxation. Delivered in 1999, she has been lovingly maintained and has benefited from significant refits in 2019 and 2022, with further upgrades carried out through 2024 and into 2025.

The fusion of refined craftsmanship, modernized systems and comfortable guest accommodations makes DIRT POOR an attractive proposition for the seasoned yachtsman seeking a proven superyacht that remains graceful and dependable. Presented fully turnkey, she is ready to convey her next custodians on secure, unforgettable voyages.

SPECIFICATIONS

Basic Information

Model Year:
1999

Country:
United States

Year Built:
1999

Dimensions

LOA:
118' 0" (35.97 m)

Max Draft:
19' 8" (6 m)

Beam:
25' 0" (7.62 m)

Speed, Capacities and Weight

Cruise Speed:
16 Knots (18.41 MPH)

Water Capacity:
2500 Gallons

Max Speed:
21 Knots (24.17 MPH)

Fuel Capacity:
10000 Gallons

Accommodations

Total Heads:
5

Hull and Deck Information

Hull Material:
Aluminum Yachts

Hull Designer:
N/A

Deck Material:
Aluminum

Interior Designer:
N/A

Hull Configuration:
N/A

Engine Information

Engines:
2

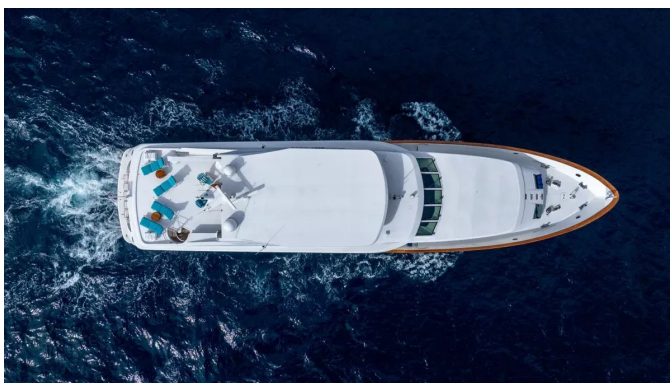
Engine Type:
Inboard

Manufacturer:
Caterpillar

Fuel Type:
Diesel

GALLERY







DETAILED DESCRIPTION

Overview and highlights

DIRT POOR is a classic 118' Trinity raised-pilothouse motor yacht, delivered in 1999 and meticulously refitted through the years to maintain both her pedigree and performance. Her generous volume and enduring lines provide a timeless exterior profile, while the interiors exude warmth and an inviting atmosphere paired with expansive decks crafted for grand entertaining or secluded repose. Stepping aboard from the aft deck, the salon opens seamlessly into a formal dining area and continues forward to a large country-style galley fitted with stainless steel appliances, granite countertops and abundant seating—an ideal hub for family and guests to gather. Guest accommodations are arranged on the lower deck for optimal comfort underway, featuring a full-beam master suite aft, two spacious queen VIP staterooms and a twin with Pullman berth, each finished with its own ensuite. Crew quarters are located forward in the bow and are configured to house up to six crewmembers in three cabins, supported by two separate heads and showers to ensure efficient service. The upper deck is dedicated to leisure, with a generous flybridge lounge, Jacuzzi, full-service wet bar, and a newly installed propane barbecue, while a large boat deck provides secure storage for tenders and toys. Aft, the cockpit invites alfresco dining around a varnished teak table, and dual stairways descend to the swim platform for effortless water access. Having undergone significant work in 2019 and 2022 and with refit efforts continuing through 2024–2025 to address both interior enhancements and machinery systems, DIRT POOR is presented ready for her next chapters, a true testament to Trinity craftsmanship and the lasting appeal of the raised-pilothouse concept.

Construction

Built by Trinity Yachts, DIRT POOR sits on a robust aluminum hull and superstructure, complemented by teak and non-skid decks that combine refined elegance with durable, seaworthy practicality. Her raised pilothouse configuration and semi-displacement motor yacht hull offer an optimal fusion of efficient cruising, dependable seakeeping and onboard comfort. Embodying Trinity's worldwide reputation for crafting high-quality aluminum yachts that balance structural strength, spirited performance and timeless lines, DIRT POOR provides her next owners with the assurance of proven American craftsmanship, backed by attentive maintenance and ongoing upgrades.

Accommodations

Accessed via the starboard foyer beneath soaring headroom, DIRT POOR's lower-deck guest accommodations comprise four generously proportioned ensuite staterooms created for serene privacy and effortless living. Aft, the full-beam master is an intimate sanctuary appointed with a king-size bed, an oversized walk-in closet, a comfortable sofa and plentiful drawer storage, while a sumptuous his and hers bathroom features separate toilets, a spa-style Jacuzzi tub and a large shower; expansive portholes wash the suite in natural light, reinforcing a composed, restorative ambience.

Forward, two mirror-image VIP staterooms—one to port and one to starboard—each offer queen-size sleeping, excellent storage and refined ensuite bathrooms, and amidships a twin cabin with an additional Pullman berth accommodates extra family or guests with ease. Every stateroom is fitted with an entertainment system complete with television and satellite TV for onboard enjoyment and convenience.

The crew quarters are located forward in the bow and house up to six crew across three cabins, served by two separate heads, each equipped with a

shower.

Machinery

DIRT POOR is driven by a pair of Caterpillar 3412C diesel engines, each producing 1,350 horsepower, a choice that reflects Trinity's commitment to durable platforms with global support and long service life. As noted in yard records, both mains report running hours in the 8,000 hour range; summary reporting from September 2025 lists approximately 8,020 hours for each engine, while detailed 2025 log entries record Port: 8,262 and Starboard: 8,318 hours, the port unit having benefited from a complete rebuild in March 2024 with a subsequent SMOH of 405 hours. The recent overhaul included a valve adjustment, replacement of crankcase breathers, new gaskets and valve covers, and installation of a new engine block heater, leaving the twin 3412C shaft drive package in proven condition for extended, safe passages.

Her ancillary systems have been carefully attended and modernized where appropriate; generator rebuilds, air conditioning renewal and shore power conversion are among the upgrades that, together with an ongoing maintenance program, keep the machinery spaces in excellent operational order. Electrical generation is provided by two Northern Lights 55 kW three phase units, with the Port generator at 2,289 hours SMOH and the Starboard at 1,384 hours SMOH. Shore connections are robust, with two 100 amp circuits, dual Stabline voltage booster/regulators, 12V and 24V automatic battery chargers, and an ANG SPC 75 kW shore power transformer/converter configured master and slave, featuring input auto ranging, multi voltage capability for single and three phase 50–60 Hz, and dual cord output of 120/208V+N three phase 60 Hz (U.S.)—this unit was new in April 2023.

Climate comfort aboard is delivered by two Dometic and two Flow Marine titanium chillers combining for 20 tons of capacity, supported by three

soft start compressors rated at five tons each (60,000 BTU), with Aqua Air fan coil assemblies distributing conditioned air throughout the interior; five new Dometic fan coils installed in March 2022 service the salon and galley, and even the lazarette is air conditioned for comprehensive climate control. Additional mechanical equipment includes an Atlas FCI watermaker rated at 1,500 GPD (installed 2024), Naiad stabilizers, an HPS bow thruster, Kobelt steering gear, and Alfa Laval fuel filtration to ensure reliable propulsion and fuel quality.

Sanitary systems are substantial and well maintained, featuring eight LF 210 toilets with diaphragms and springs renewed in 2022, two 110 VAC Oberdoffer macerators, and dual black water tanks with the ability to pump out at dockside or to discharge directly overboard where permitted. Performance and range data are thoroughly documented: at 1,000 RPM she makes 9.5 knots; at 1,100 RPM, 10.5 knots; at 1,300 RPM, 11.5 knots; at 1,400 RPM, 12.0 knots; at 1,450 RPM she consumes 50 GPH yielding a range of 2,000 NM while towing a 42CC and running the generator; at 1,500 RPM, 13.0 knots; at 1,600 RPM, 14.0 knots; at 1,700 RPM, 14.5 knots; at 1,800 RPM, 15.0 knots; at 1,900 RPM, 16.0 knots at approximately 70% load; and at 2,000 RPM, 16.8 knots at roughly 75% load.

Communication, navigation & entertainment systems

State of the art connectivity and command systems have been fitted to the yacht, featuring Starlink satellite internet (2024) alongside FLIR (2025) and newly installed navigation and camera computers (2025), ensuring seamless data, situational awareness and remote capability. VHF communications are comprehensive, with a SEA M602 at the main helm and an Icom M506 on the flybridge, an Icom M605 currently on order, and long range voice capability provided by a SEA 2250 single sideband radio. Navigation and radar are

handled with precision by a Simrad RA713CA color radar paired with a Furuno ARPA on the flybridge, complemented by a newly fitted Plath gyrocompass and a Simrad AP 70MK2 autopilot installed new in October 2025. Depth and speed information is available via B&G Hydra 2000 depth and water speed indicators at both the bridge and flybridge, supported by a B&G 20/20 CD pack large display and a Datamarine D3000, while positioning and chart plotting are managed by Northstar 952X and 6000i GPS plotters at each helm together with the Nobeltec Admiral Series chart plotter. Essential helm instruments include a Sperry Marine rudder angle indicator, dual spotlight remote controls for bridge and flybridge operation, and an ESL-1500 fire alarm panel with integrated bilge monitoring. Onboard entertainment is delivered through a premium Fusion stereo system with SiriusXM satellite radio, offering zoned audio tailored to the flybridge, sundeck and bow for refined onboard ambiance.

Domestic equipment

Every detail of the interior catering and service areas has been selected to offer both performance and refinement. The main galley is equipped with a new 2024 range, oven, microwave, and refrigerator that form the heart of a polished culinary environment, augmented by a KitchenAid KUID308HPS00 icemaker with an 18-inch footprint and a 35 lb capacity, a pair of KitchenAid dishwashers (KDTE404DSS0 and KUDP02FRSS0) and a KitchenAid trash compactor to keep service seamless.

The salon benefits from an Ice-O-Matic UCG100A icemaker, fitted new in April 2022, featuring an 18-inch size, 48 lb capacity and a 114 lb daily production rate, while a 42-bottle wine cooler ensures vintages are presented at ideal temperatures for any occasion. Al fresco entertaining is equally well appointed on the sun deck where a second Ice-O-Matic UCG100A, also new in April 2022 and matching the 18-inch, 48 lb capacity and 114 lb daily output, is paired with a Kenyon Texan grill (240V, 2600W) installed new in May 2022 to provide an

impressive open-air cooking station.

Provisioning and chilled storage are comprehensive, anchored by a pantry refrigerator, the GE GTS16GSHCRSS with a 15.5 cu. ft. top-freezer layout, complemented by a Kenmore 253-24082100 freezer for larger stores. A Sub-Zero 700BR two-slider drawer refrigerator with a finished front in the guest foyer delivers a discreet, elegantly integrated cold-storage solution.

Laundry facilities are robust and thoughtfully separated, with a main Maytag LSE7806ACE washer/dryer for guest use and a dedicated crew laundry setup featuring a Maytag MEH4200BW2 washer alongside a Maytag MED4200BW0 dryer.

Deck equipment

Forward, a pair of Maxwell VWC 6000 vertical electric windlasses — which were fully rebuilt in October 2025 — provide robust and dependable anchoring power, while to stern there are two Maxwell VWC 3500 vertical electric windlasses with reversing function for precise, controlled retrieval and deployment. The ground tackle consists of two 231-pound Poole galvanized anchors, each fitted with complete rigging and served by individual galvanized anchor chains measuring 350 feet apiece, delivering confident holding across diverse conditions. Tender handling is effortless thanks to a MarQuipt davit rated for 2,500 pounds and operated from dual-speed handheld controls, and shore-side power is accommodated by two 100-amp, three-phase shore supply cords. Discreet yet refined finishing touches, including bespoke handrails and teak cap rails, marry practical safety with a timeless, classic aesthetic.

Security, firefighting & safety equipment

Security aboard is delivered through an advanced CCTV ensemble that begins with three fixed cameras dedicated to the engine room, aft deck and mast, and

is further reinforced by supplementary cameras covering the aft deck, flybridge and engine room alongside a swivelling masthead unit for extended viewing angles. Four Axis 360 P3727 units operate in tandem with Axis S228 recorders to archive imagery, providing 4 TB of storage specifically servicing the engine room and aft deck, while dedicated monitors in the wheelhouse afford instantaneous situational awareness. Discreetly appointed ship safes in the master stateroom and the captain's cabin ensure secure storage. Comprehensive safety systems run the length of the vessel, with fire, heat and smoke detectors installed throughout, a fixed CO₂ fire suppression system protecting the engine room, and strategically positioned portable CO₂ and ABC extinguishers for rapid response in every area.

Recent refit and updates

Over the course of 2024–2025 the yacht was the subject of a comprehensive upgrade campaign designed to raise standards of performance, dependability and onboard comfort. Navigation and bridge systems were substantially modernized, including the installation of a Simrad AP 70MK2 autopilot in October 2025 alongside an additional Simrad autopilot, and the fitment of a new gyro compass. Navigation and camera computers were renewed and a Furuno touch-screen unit was replaced, while a FLIR thermal camera and Starlink connectivity markedly improved situational awareness and communications when offshore. Self-sufficiency was enhanced with the addition of an ATLAS FCI watermaker, the hull bottom received new anti-fouling with Prop Speed applied to the running gear, and guest conveniences were increased with a new sundeck barbecue. Exterior safety and ambiance were upgraded with adjustable LED lighting, and ground tackle was refreshed: both anchor windlasses were rebuilt and the two 230 lb anchors were galvanized. Climate control received significant attention with two new chillers installed, six new air handlers fitted, three of four frequency

drives replaced, and a full cleaning of the AC ductwork completed in October 2025, while the freshwater tank and lines were cleaned and chlorinated.

Interior finishes and soft furnishings were carefully refreshed to preserve the yacht's refined character: galley cabinets were repainted, new galley appliances installed, the majority of headliners throughout the yacht were replaced, varnish touch-ups and other interior refinishing were carried out, and new wall coverings and soft goods were installed in the guest staterooms. Exterior teak decks were refinished and a program of paint touch-ups and cosmetic improvements was completed, accompanied by an extensive schedule of systems maintenance and upgrades—pumps, compressors and electrical components were serviced or renewed as required, with ongoing replacements maintaining excellent operational condition.

Engine-room works in 2024–2025 focused on long-term reliability. The port main was fully rebuilt in March 2024 and now records 405 hours SMOH; the starboard engine received a top-end service with valve lash adjustment, replacement of valve cover gaskets and resealing of the covers, renewal of crankcase breathers and main engine mufflers, and both port and starboard engine block heaters were replaced. In 2022 both generators were fully rebuilt to zero hours; current hours are port 2,289 SMOH and starboard 1,384 SMOH. A comprehensive Caterpillar service program addressed starters, alternators, turbochargers, heat exchangers, fuel racks, ECMs, all water pumps, hoses and filters, and main engine and generator exhausts were renewed. The compressor plant was rebuilt with two new compressors and ducting cleaned, salon air handlers were replaced and all mechanical fluids renewed. Additional hospitality and systems enhancements included high-output icemakers, a Hybrid High Efficiency Smart Tank water heater with High Demand Mode, Axis 360° cameras and an Axis 4 TB recording storage system for security, full servicing of the bow thruster and stabilizer systems with actuators and bearings replaced, Alfa Laval service, and flushing and servicing of raw water plumbing with valves replaced as needed.

Both windlasses were fully serviced with chains cleaned, painted and marked, a new main engine battery charger was installed, and the yacht underwent a full drydock haulout with audio gauge checks. During the haul the vessel received fresh antifouling, shafts were removed and trued, propellers were removed and trued, new sacrificial zincs were fitted, and all systems were tested, serviced and proven. Earlier work in 2019 included replacement of the salon, dining and galley headliners, installation of a new bimini top, servicing of the main engines and stabilizers, replacement of the stainless exhaust system, and pressure cleaning of all fuel tanks.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

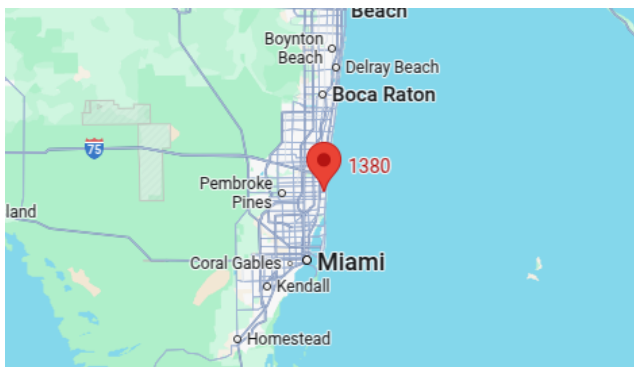
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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