

SEQUESTRIAN — TRINTELLA YACHTS



Builder: TRINTELLA YACHTS

Year Built: 2000

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: Spain

LOA: 51' 1" (15.57m)

Beam: 15' 1" (4.60m)

Min Draft: 6' 0" (1.83m)

Max Draft: 6' 0" (1.83m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **SEQUESTRIAN — TRINTELLA YACHTS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **SEQUESTRIAN — TRINTELLA YACHTS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

SEQUESTRIAN has had one owner from new. The yacht was custom finished for them by Trintella and delivered new in 2000. They sailed away from the yard and the first years the yacht was based in the Channel Islands. Since 2003 her home port has been Menorca and throughout her time there she has benefitted from good care and maintenance by the same team. Having seen light family use cruising in the Mediterranean the yacht is in a great condition. The interior woodwork and fittings are superb. The yacht is a tribute to the builders and her owners. SEQUESTRIAN has always had regular maintenance and this continues today – in March 2015 she had her annual service, lift ashore, antifouling, machinery services etc are all up to date. Other upgrades have included: Compasses were serviced 2013. Batteries replaced 2013. Teak laid decks overhauled 2013. Complete repaint – coachroof, coamings, topsides, in 2013. Navtec hydraulic systems serviced / overhauled in 2010. Mastervolt inverter new 2010. Hood furling genoa renewed in 2009. All rigging replaced in 2009 – all s/s wire standing rigging as well as the running rigging.

Basic Information

Category: Cruising Sailboat

Sub Category: Sloop

Model Year: 2000

Year Built: 2000

Refit Year: 2013

Country: Spain

Dimensions

LOA: 51' 1" (15.57m)

LWL: 42' 8" (13.00m)

Beam: 15' 1" (4.60m)

Min Draft: 6' 0" (1.83m)

Max Draft: 6' 0" (1.83m)

Speed, Capacities and Weight

Gross Tonnage: 25 Pounds

Water Capacity: 224.5462442 Gallons

Fuel Capacity: 290.5892572 Gallons

Accommodations

Total Cabins: 3

Sleeps: 6

Total Heads: 2

Hull and Deck Information

Hull Material: Aluminum

Hull Color: Dark blue

Hull Designer: van der Stadt

Engine Information

Engines: 1

Manufacturer: Yanmar

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Hull and Deck

Hull & Deck: Designed and constructed according to Lloyds classification. Hull, deck, cockpit and superstructure in aluminium (type AlMg 4,5Mn). Rudder and keel also aluminium. Chain plates are of heavy anodised aluminium with s/s ferrules. Chain plates are integral to the hull structure. SEQUESTRIAN had a complete repaint – coachroof/topsides/coaming - in 2013 by Pinmar/RS in Palma (work done in a tent). Hull painted dark blue. Coaming and doghouse painted white. Teak laid decks. In 2013 the decks were overhauled and recaulked. The cockpit offers an excellent all-round visibility from the steering position with seating on both sides and across the aft end of the cockpit. The cockpit seats and sole are teak laid. Large cockpit table with folding leaves. Hydraulic operated teak laid transom door / swim platform. Stern locker in the transom for the liferaft. Two lockers on the aft deck for storage. The lockers are fitted with wood slats on their floor and sides and the interior hull sides are insulated.

DECK FITTINGS

Anchor windlass: Lewmar bi-directional capstan windlass, 24v / 2000W. Control switch at foredeck & control at aft helm. Winches: Four electric Lewmar winches: • 2 x 66 CEST – genoa sheets • 2 x 54 CEST – staysail sheets / main Two manual Lewmar winches: • 1 x 48 CST, fitted on the mast – genoa halyard • 1 x 44 CST - jib halyard General deck fittings: Lewmar genoa tracks. Lewmar genoa sheet cars. Genoa sheet cleats. Six mooring cleats. Stem-head fitting in aluminium. A stainless steel pivoting double roller is fitted to allow the CQR anchor to self-stow. Anodised aluminium toe-rail, welded to the deck. Anodised aluminium deck filler caps. Three vents with Dorade boxes. Stainless steel fittings: Stanchions either side; custom pulpit and pushpit. Hand holds fitted on the sides of the doghouse. Stern swim ladder in the transom door. Granny bars by the mast. Hatches and windows: There are fixed grey tinted windows in the superstructure (4), and in the doghouse (4), plus a hinged opening window in the doghouse (forward / centre). Aluminium chain locker incorporated in the hull. Sail locker forward - accessed from the deck. Aluminium teak laid hatch over the sail locker. Two teak laid hatches over the aft cockpit stowage lockers. Lewmar hatches: 1 over the forward head, 2 over the forward cabin, 2 over the saloon, and 1 over each aft cabin. All hatches have fly screens.

Engine

115 hp Yanmar diesel turbo engine. 1365 hours at April 2015. 3 blade MaxProp propeller with rope cutter. Diesel tank capacity: – 1100 litres in one tank with large inspection hatch. Electronic Mannesmann engine controls. Engine controls at aft starboard helm with control panel close by. Main engine start panel at the forward cockpit port side by companionway. Control panel includes engine oil pressure gauge, gearbox oil pressure gauge, rev counter, temperature meter, hour counter, stop button, engine ignition switch. Engine room accessed through a door from the galley. Generator: Onan 9,5 kw generator, with sound-shield, installed in engine room. 750 hours

at April 2015.

Steering Spade rudder blade of aluminium, mounted on roller bearings. Twin wheel steering in aft cockpit fully integrated in pedestals with compass on each. Morse control, autopilot control and multifunction display installed on stainless steel pedestal. Joystick steering is provided in the doghouse linked to the autopilot system and the wheels can be manually disengaged when the autopilot is selected. Emergency tiller fitted directly onto the head of the rudder stock. Suede covered wheels.

Bow Thruster: 24v electrical VETUS, in a tunnel, controlled from the starboard steering position.

Other Mechanical

Air conditioning: CLD Marine system, to all cabins and the saloon, (comprising a compressor unit situated in the engine room with chilled water distribution and air handlers to each cabin).

Working in reverse cycle mode the system also provides heating. Water-maker: Sea Recovery, 80 litres/hour. Fire extinguisher: Engine room fitted with an automatic system. Tank monitoring system: Hart Systems "Tank Tender" system installed to indicate contents of fresh water and fuel tank – gauge by the chart table.

Accommodation

All bulkheads and interior woodwork in top quality marine plywood and solid maple or maple faced. Cabin floors are teak and holly covered marine plywood (removable with pull rings where appropriate). Interior doors in Maple with chrome colour finish handles and hinges. Forward cabin: with double berth offset to port; hanging lockers, mirror and vanity unit with swing seat set to starboard. The cabin has air conditioning, plus an opening deck hatch and opening side port lights. Reading lights. Forward of the cabin is an ensuite shower / wash-room, fitted with a fresh water electrical PAR toilet, Corian counter top and white enamel wash-basin, lockers, shower and deck hatch. Saloon with U shaped wraparound settee to port with folding table (opens for dining or folds in half). Small removable circular table with inserts for glasses (the stand of this table acts as the support for the large table when opened out). The saloon is a particularly bright and airy space and is fitted with: Two deck hatches, two Dorade vents, two opening port lights on port side, one non-opening port light by the chart table on starboard side. It has also of course air-conditioning / heating. Forward on the starboard side of the saloon is the chart table with instruments and a chair. Aft of the navigator chair is a semi-circular drinks locker. From there aft runs the galley. The saloon air conditioning is 12000 BTU. There is a radio / CD installed at the chart table area. Sony TV above the bar, set in a locker, also a video player. Concealed lighting port and starboard, as well as deck head lighting. Navigation Area Chart table with chart stowage below. In front of and outboard of the chart table is a wraparound console (housing the flush fitted instruments). The console is covered with pale green leather, matching the navigators chair. Stowage lockers and drawers, below the chart table. Circuit breakers, switches for instrumentation, interior lights and position lights are situated by the chart table. There is a bookshelf forward of / above the chart table. Galley The galley is positioned aft of the chart area,

on the starboard side. This passageway layout and by being set low and aft ensures it is a secure area to work in at sea. The galley has: Corian worktops; a twin stainless steel sink unit (with a cover for the sink); Bosch microwave at eye level; 4 burner ceramic hob and a combi electric oven/grill below it. Above the hob is an extractor hood (vented overboard). Refrigeration comprises: An 80 litre refrigerator/freezer, 24v air cooled, top opening (forward behind the bar unit); An 80 litre front opening refrigerator, 24v air cooled, at the aft end of the galley above the work top. Dishwasher under the counter top next to the oven. A Candy clothes washing machine is installed in the galley, under fridge. Crockery stowage, cutlery drawer, lockers ... there is plenty of stowage space! There is an opening port light to the centre cockpit. Aft from the galley a doorway leads to a small passage – in the passage on the starboard side is a small vanity desk with mirror and stool (stool can be stowed in a locker below the desk). Off the passage on the port side a door leads to the aft wash-room / shower. From the passage doors lead into each of the two aft cabins, one to port and one to starboard. Aft cabins Both cabins have double berths (with sprung slat-bottom), hanging locker, lockers with shelves on hull side, a deck hatch, an opening port light, reading lights and deck head lighting, plus 4000 BTU air conditioning (also acts as heating). There is a double bulkhead between the aft cabins for sound insulation. Aft head Located portside and fitted with with freshwater flushed PAR toilet, wash-basin, Corian countertop and a spacious shower stall with thermostatic shower. There is a clothes washing machine installed in the forward locker. Ventilation via three cowl vents mounted on aluminium Dorade boxes.

Navigation

Raytheon / Autohelm ST 80 instruments: Log, Depth, Speed, Wind Speed, Wind Direction, VMG. 2 x Jumbo readout displays at the doghouse. 1 x MFD and 1 x A'pilot control. Two wind instrument repeats in front of each helm (set in the coaming). At each helm pedestal is a compass, instrument MFD and an A'pilot control. At the chart table there is an instrument MFD. Autohelm Autopilot ST6000, Joystick in doghouse and control unit by aft helm. Autohelm integrated GPS / Radar / Plotter, screen at doghouse (in recessed locker port side forward), radar scanner is on the mast. Navtex NX300. At chart table. Shipmate VHF radio, unit at chart table and at doghouse, with speaker at aft cockpit and at chart table. RR combi antenna

Electrical Systems

12v DC and 24v DC systems. Double pole 24v circuit for service batteries. 220v AC 50 Hz system installed – powered via generator, 24vDC inverter or the shorepower. 4kVA 220v isolating transformer installed to power the DC systems via shore power. Connection plug at the stern. Inverter renewed in 2010, Mastervolt, 1500/24. Mastervolt battery charger, 75 A/h, 24v to charge service batteries. Mastervolt 12 volt battery charger for the engine battery. All service and start batteries were replaced in 2013. 6 x 12v Gel service batteries in 24v, 600 Amp hour bank with dedicated isolating switch. Batteries in a sealed locker below saloon settee – locker vented overboard. Start batteries are in the engine room. • 1 x 12v generator start battery, 115 Amp hour • 1 x 12 v engine battery, 115 Amp hour. The start batteries are charged by alternators on

the main engine and the generator. There is also an 80 Amp alternator on the main engine for charging the service batteries. Electric panel with light and alarm displays. Volt meters, Amp meter, frequency meter. Circuit breakers for the 220v systems. 220v system supplies: battery charger, water-maker, hob, oven, washer, TV and 3 spares.

Plumbing

850 litre fresh water tank - supplying electric heads, galley, wash-basins, showers, a deck wash system for the anchor forward, and a deck shower aft. Electric pressure pump with pressure tank. Hot water system 80 litre calorifier tank, in the engine room, heated via the engine cooling system or by 220v. Grey/black water Forward sump tank: 220 litres. Aft sump tank: 150 litres. Electrical pump for each tank. Grey and black water drains to the tanks. Each tank has an inspection hatch, a deck discharge outlet and is fitted with a high level alarm. Marine toilets: are electric PAR units with fresh water flushing (two). They may be discharged overboard or to the sump tanks. Sinks, showers and wash-basins all drain to the sump tanks. Bilge system: one electric heavy duty membrane style bilge pump, for main bilge and engine room. Two further electric bilge pumps, one in the chain locker and one in the aft lazarette. Manual secondary bilge pump. Deck-wash: Connections at the forward hatch – both sea-water and fresh-water, with a hose. Deck shower: Hot and cold fresh water shower at aft deck (lazarette).

Rigging and Sails

Proctor aluminium white painted mast, stepped on deck. The mast has 3 sets of aft angled spreaders. Internal halyards for the main, genoa, jib and spinnaker. Leisure Furl white painted aluminium boom, with manual furling. Harken headsail furlers, one for the genoa and one for the jib. Standing rigging is of stainless steel wire. The standing rigging and the running rigging was all changed in Palma by A+ in 2009. Aluminium white painted spinnaker pole, secured at the mast. Spinnaker gear. Navtec hydraulic adjusters for the backstays and boomvang with central control panel at aft cockpit. This system was fully serviced 2010. Running rigging includes: halyards, main sheets, jib sheets, genoa sheets, spinnaker sheets. Navtec hydraulic boom vang. The mainsheet goes from the top of the doghouse through the boom to the aft cockpit. Mast height from water-line: 23m (75.5 ft). SAILS Hood - Mainsail (furls into boom). Hood - Headsail / furling genoa, renewed in 2009. Hood - Staysail

Accessories

Zodiac Inflatable dinghy 4 person, 2012 Mercury outboard motor Liferaft Flat canvas lifelines on deck. 2 x lifebuoys. Trintella branded crockery and glassware; cutlery; cooking utensils and various pots and pans. Deck / cockpit upholstery at the doghouse / centre cockpit and for the aft helm seat. Natural finish teak table in doghouse with s/s base. Blue canvas cover / bimini for the aft section of the doghouse – with side and aft panels to form a “tent” enclosing the area. Separate blue canvas bimini with s/s frame for the aft cockpit. Stern boarding gangway (

passerelle. 60 lbs CQR anchor with 50m chain, 10mm diameter in galvanised steel. Mooring lines. Fenders. Winch handles. Owners manual. Note: Whilst SEQUESTRIAN was not fitted with davits by request of her owner, the foundations are on the transom for possible future use (with cover plates).

Exclusions

Owner's personal belongings.

Disclaimer

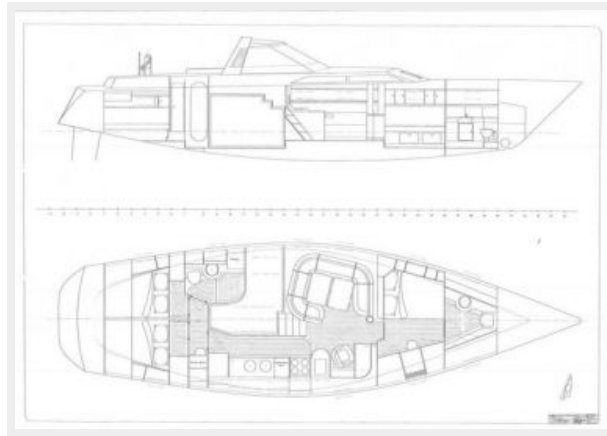
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PHOTOS









CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com/en/

Telephones

USA: +1(954)274-4435

Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004