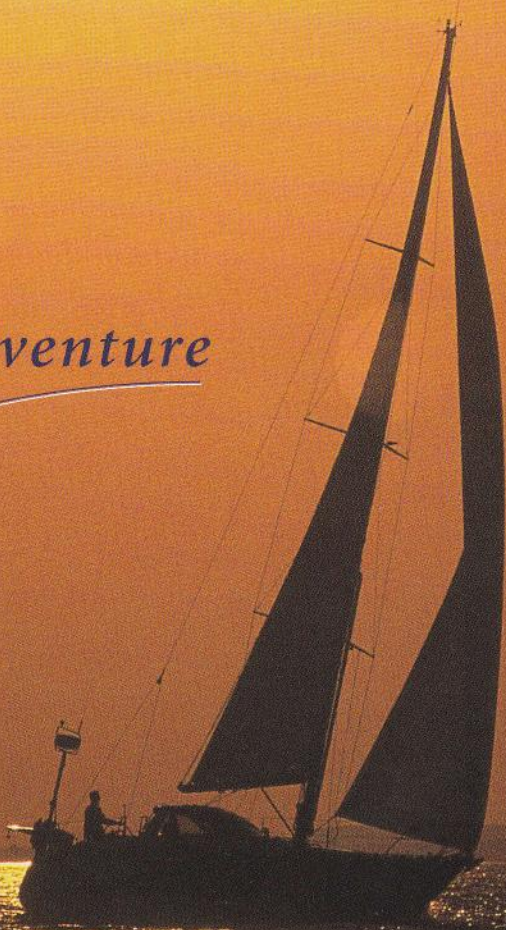


rintella 47

The spirit of adventure



TRINTELLA, A HERITAGE OF EXCELLENCE

The name Trintella needs little introduction to those with a true spirit of adventure, those who possess the urge to strive forth and discover new horizons, who enjoy the challenge of competing with the best, winning and taking pride in their achievement. It is acknowledged by all who have ever owned or sailed a Trintella, that these same characteristics are at the heart of the company, one that has built over 1000 ocean-going yachts since the shipyard was founded 44 years ago. At Trintella we appreciate that achieving perfection takes time, there is no place for shortcuts, half-measures or compromises... only the best is acceptable.

Every Trintella craftsman recognises that each yacht leaving the shipyard must be built to the most stringent standard. This prerequisite takes teamwork and commitment. Our ethos is: "if a job is worth doing, it's worth doing one hundred percent right first time".

Trintella owners to experience the sheer exhilaration of ocean sailing with improved on-board comfort, convenience and superior safety.

Trintella has worked in close collaboration with the E.G. Van de Stadt's design team, a relationship still flourishing today.

In 1960 Trintella pioneered steel-hulled yachts and by 1962 the yard had embraced advances in material sciences and designed and built the first 38 foot GRP hulled yachts.

In 1983 Trintella took again the innovative lead with the introduction of aluminium constructed hulls. These new designs saw the introduction of one of the most influential Trintella design features the covered cockpit or as it is affectionately known, "The Doghouse". This design feature still distinguishes a Trintella yacht today.



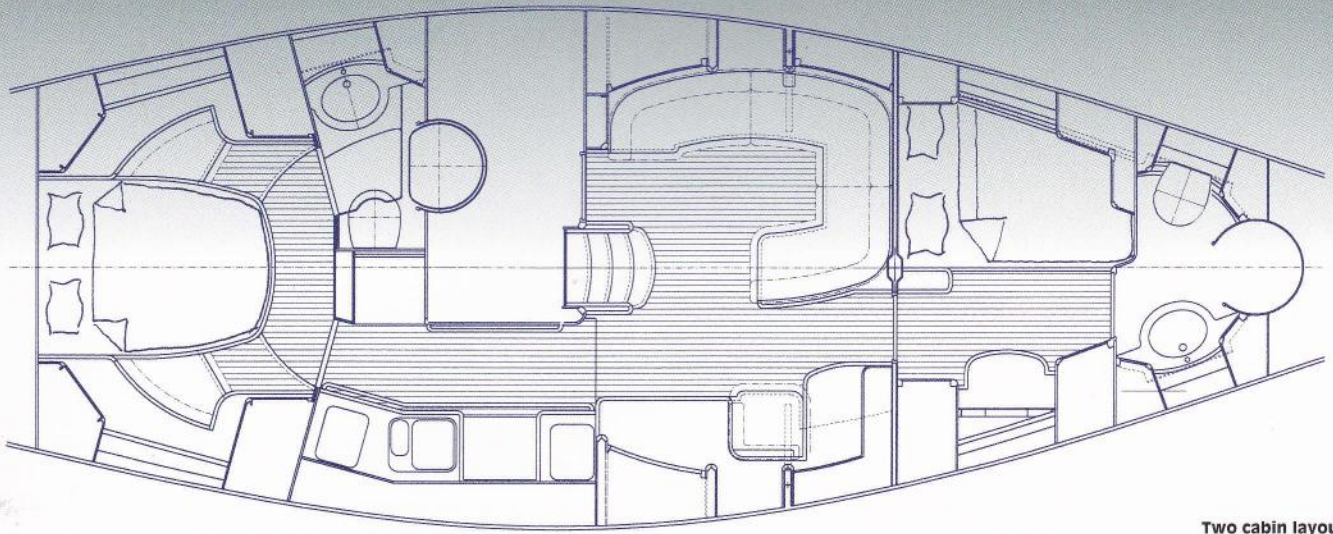
This method of working produces the finest yachts every time... yachts that not only meet their detailed design specification but ultimately satisfy the aspirations of the most demanding customers.

Trintella has long been at the cutting edge of the design and innovation of ocean-going yachts. These innovations have enabled

When Trintella announced their intention to commission Ron Holland, the well known mega-yacht designer and René van der Velden to collaborate in the development of the Trintella 47, it was seen to herald the dawning of a new era in mid-sized ocean-going yachts.



GBR
GBR
5447T
5447



Two cabin layout.

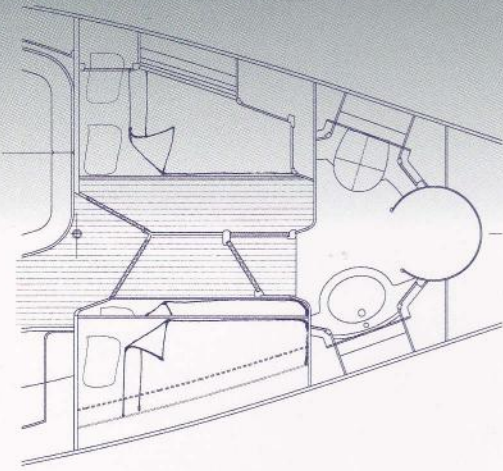
TWO / THREE CABIN LAYOUT:

The two cabin layout is per standard. The three cabin layout is designed to be convenient to a more mixed group of couples, single adults and children and offers six berths in three cabins. The owner's stateroom is aft and the forward area is split into two cabins with two single berths in each, one above the other, or a double in one cabin and upper and lower berth in the other cabin. All berths are full length, however the forward washroom is shared.

This layout gives several seaberths either side of the boat. Although there is only one double berth aft, there is an option to make the longest part of the sofa into an occasional single berth by using a lee cloth. The remainder of the accommodation is unchanged with the ensuite washroom and separate shower compartment aft. A long, spacious galley is situated on starboard side.

Salon with navigation area and entertainment centre.

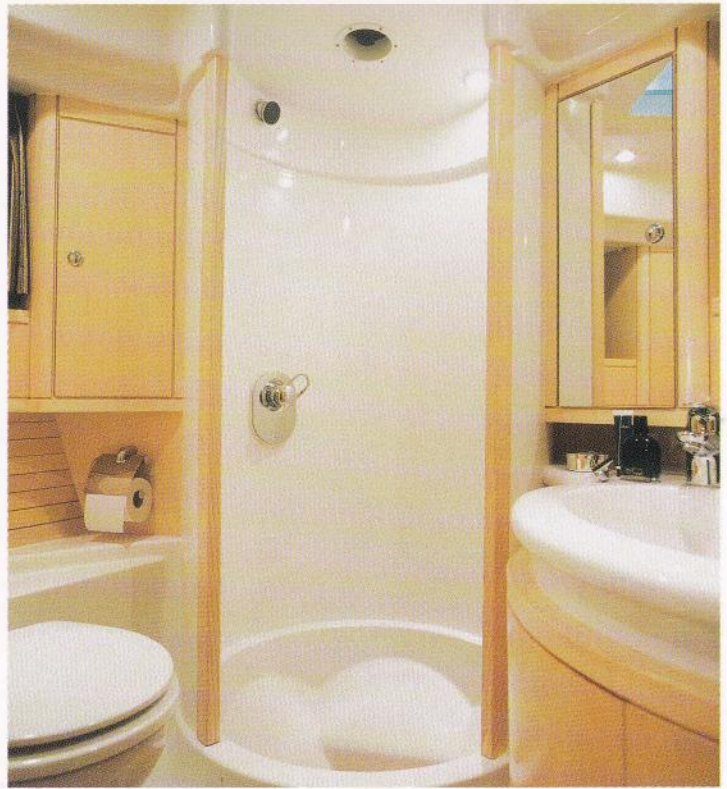




Three cabin layout.

AVAILABLE:

- Teak
- Maple
- Oak
- Cherry
- Ash



En suite shower.

Companionway and galley.





TRINTELLA 47 KEY DESIGN FEATURES:



Henk van Nistelrooy - craftsman.

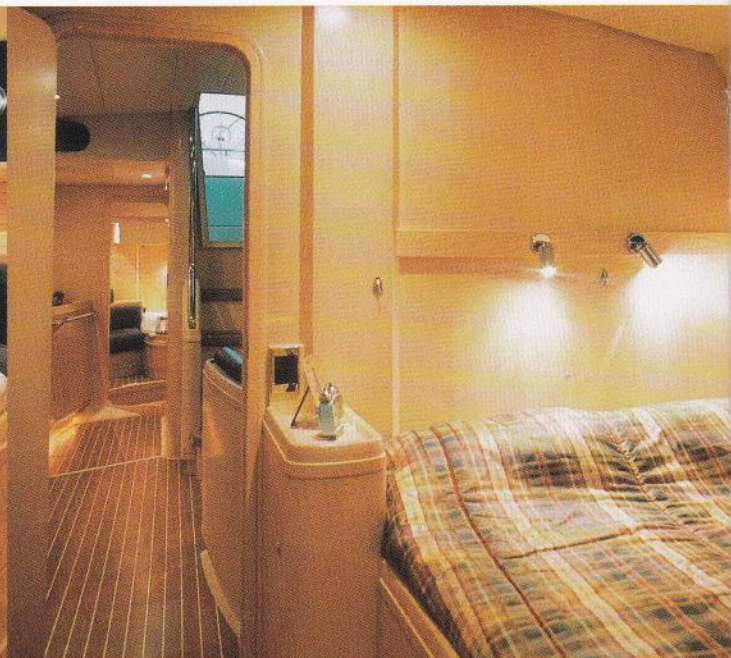
Aft stateroom.

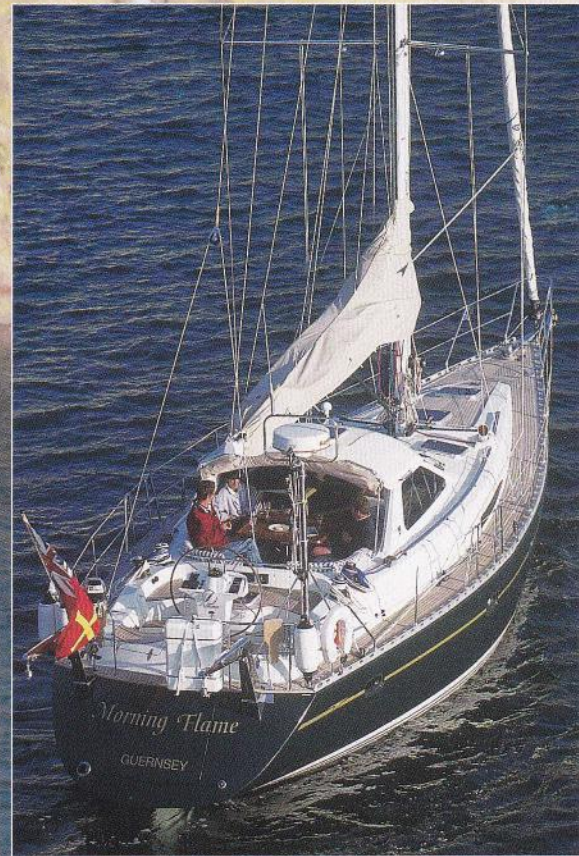


Transom door / swimming platform.

- SCRIMP® vacuum process composite hull for high-impact resistance, lightweight, performance and ultimate strength.
- Covered 'Doghouse', relaxation & viewing area, seats laid in teak.
- Interior finishes in solid teak, teak facing & top quality marine ply. (other wood finishes possible)
- Large stateroom cabin.
- Large double guest cabin aft or two guest cabins.
- Separate helmsman's cockpit with clear vision of deck and sails.
- Large walk-in engine room/workshop with space for generator.
- Maximum stowage capacity for long ocean voyages.
- Maximised headroom of 1.90m or more throughout interior.
- Easy access between deck and accommodation.

Forward stateroom.





"The Trintella 47 has set a new benchmark, a measure by which all other similar sized yachts will be judged".

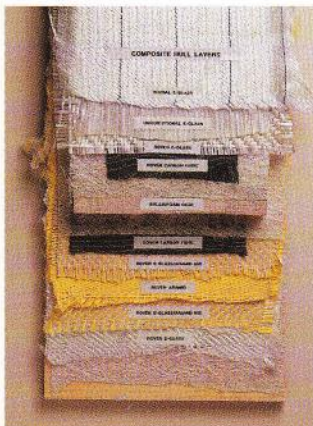
Trintella 47, quality standards you can trust

HULL AND SAIL AREA DIMENSIONS:

• Length O.A.	14.40 m	47.25 ft
• Length W.L.	11.53 m	37.84 ft
• Beam	4.50 m	14.76 ft
• Draft	1.95 m	6.40 ft
• Mainsail (full batten)	55.4 m ²	596.5 ft ²
• Jib (self tacking)	44.2 m ²	475.8 ft ²
• Genoa	80.9 m ²	870.5 ft ²

HULL CONSTRUCTION:

- SCRIMP® vacuum bagged composite sandwich.
- Vinyl-ester resin with enhanced adhesion properties and resistance to osmosis.
- Aramid fibres 'Kevlar®' or 'Twaron®', used in outer skin of the hull for high impact resistance.
- E-glass, woven and uni-directional, used for stiffening and general strength.
- Carbon fibre, used in selected areas for high reinforcing strength.
- Sandwich construction for high stiffness to weight ratio and excellent thermo-acoustic insulation.



Composite layers.

ENGINE INSTALLATION:

ENGINE: Yanmar 4JH2-T(B)E 4 cylinder turbo diesel, 62 HP, freshwater cooled via heat exchanger. KM 4A gearbox with 2.63 reduction and reverse gears. Water injection exhaust with water lock, exhaust outlet on stern.

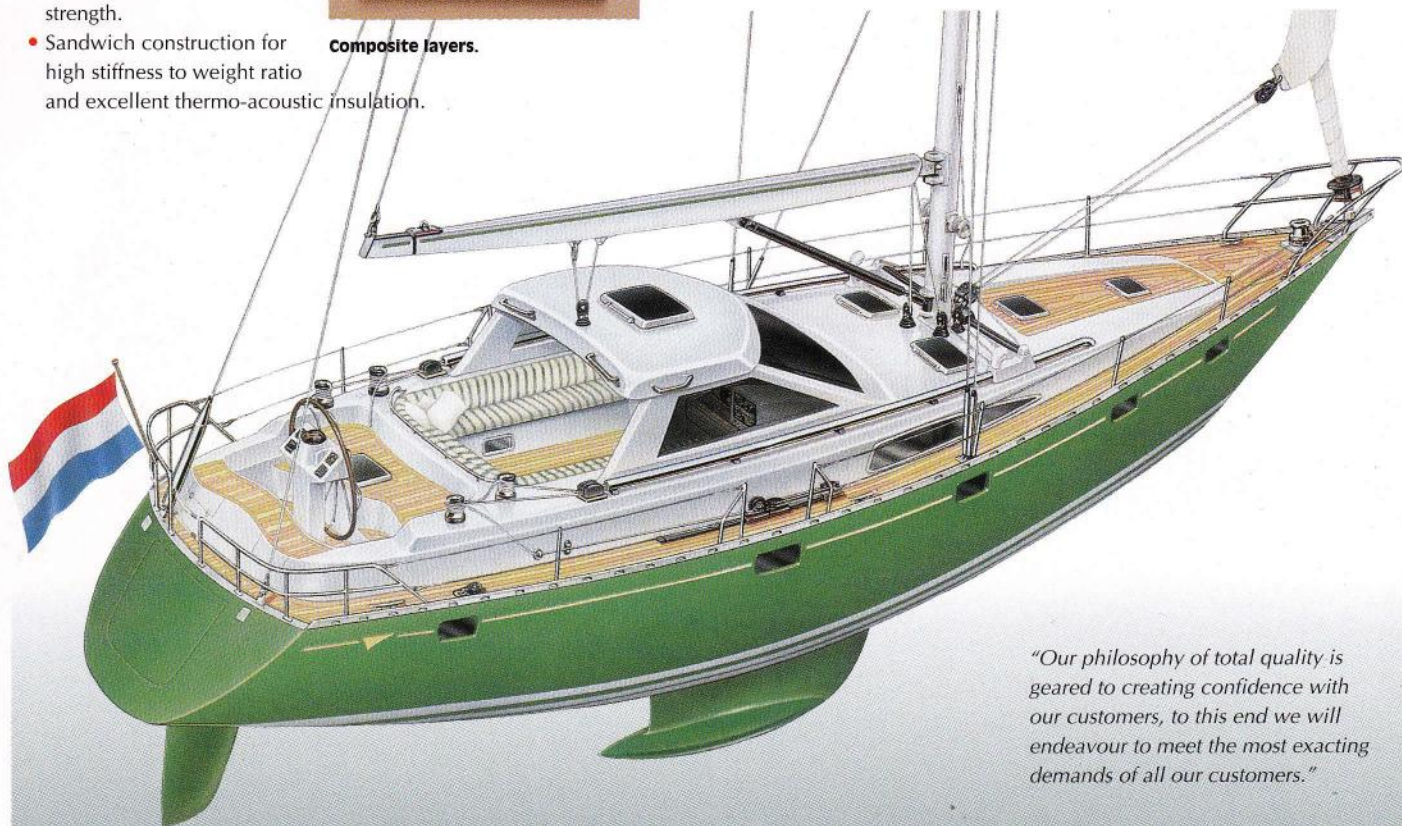
SHAFT: 25 mm stainless steel 316 shaft, 3 blade propeller, installed with P-bracket and Volvo seal.

TRINTELLA SELECTS DERAKANE*

DERAKANE epoxy vinyl-ester resin has been the choice among manufacturers of high-performance structures in the marine, chemical and electrical industries for more than 30 years. This extremely lightweight and impact-resistant material offers a high degree of osmosis blistering resistance making it the ideal resin for extremely safe, low-maintenance, long-lasting yacht. Unlike many other resins used in marine applications, **DERAKANE** has an epoxy - not a polyester - backbone, ensuring the ultimate weight-to-impact resistance performance.

On the water nothing is faster and nothing is safer than **DERAKANE**.

* Trademark of The Dow Chemical Company



"Our philosophy of total quality is geared to creating confidence with our customers, to this end we will endeavour to meet the most exacting demands of all our customers."

Trintella
SHIPPARDS

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For more details please ask for our full specification.