



IIA - 1964

<https://www.yachtadvert.com/2949-trintel-ia.html>

5 000 EUR incl vat



General

Year : 1964
Beam : 9.35 Ft
Hull : Monohull
Area : , Netherlands

Builder : Trintel
Length : 33.63 Ft
Draft : 4.59 Ft
Life Raft : No
Leasing in progress : No

Engines

Model : S4L2
Power Unit. (HP) : 42
Tank : 90 L

Engine Brand : Mitsubishi
Engine(s) : 1
Hours : 72

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

Sounder : Yes

Chartplotter : No

Converter 12/220 : No

Radar : No

Pilot details : <p>true</p>

GPS : No

VHF : Yes

Watermaker : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

Mast : 1

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : Yes

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : Yes

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : Yes

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

Trintel IIA now in the online auction. everyone can bid until 24 August 2026.

Classic Trintel IIA steel sailing yacht

This 1964 Trintel IIA is one of those classic sailing yachts that makes you stop and take a look. The lines of her S-frame hull are slim and timeless, and her size makes her attractive for anyone looking for a steel sailboat that is enjoyable to sail on inland waterways as well as on lakes. With a length of 10.25 metres, a beam of 2.85 metres and a draft of 1.40 metres, the Trintel IIA offers a fine balance between good tracking and accessibility. Thanks to her air draft of approx. 2.00 metres, she is also interesting for cruising areas with bridges, while inside you can move around surprisingly comfortably with about 1.80 metres of headroom.

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The boat is steel-built and, in her history, has undergone a major practical change: she was once purchased with a wooden deck and superstructure, which was later converted to steel. This gives her a tough look and suits those specifically looking for a steel sailing yacht with a classic signature. Both inside and out she was stripped back completely at the time and rebuilt with a two-component primer system. In 2024 she was taken out of the water, and in 2025 antifouling was applied.

relevant information for many buyers of a second-hand sailboat via BoatAuction.

What makes this Trintel IIA special to sail?

She was designed as a sporty, course-stable sailing yacht, with a hull known for pleasant handling. The tiller steering outside provides direct contact with the rudder and suits the classic character of this type. Her sail plan consists of jib, mainsail and spinnaker, and the headsail has a furling system, making sailing more accessible when cruising with a small crew. The sails are described by the owner as being in good condition, matching the picture of a boat ready for weekend trips and relaxed days on the water.

How is she equipped for weekends away and staying on board?

Inside you'll find practical accommodation with a dinette, cooker and oven, complemented by mattresses for the fixed berths. With four fixed sleeping places, she is suitable for a couple, a small family or two couples who like to share a classic sailing yacht. Heating is provided by a stove, extending the season and keeping things comfortable on cooler evenings. The toilet is manual; the toilet discharge goes directly to open water; something to consider depending on your cruising area and personal preference.

What about the engine and manoeuvring?

She has a Mitsubishi S4L2 inboard diesel from 2016 with 42 hp and electric start. With only 72 running hours, this is a notably young engine setup for a sailboat from 1964. Reported consumption is around 2.5 litres per hour, with a 90-litre diesel tank, which is convenient for longer transfers or motoring on canals. Cruising speed is approx. 11 km/h and maximum speed approx. 15 km/h. Instruments such as oil pressure gauge, temperature gauge and tachometer are present, and the drivetrain runs via a TMC60 gearbox. A bow thruster is not fitted, in keeping with her classic setup; manoeuvring is done with rudder and prop wash, with the tiller in hand.

What navigation and electrics are on board?

For those searching terms like **sailboat with autopilot** and **VHF radio**, this is an interesting package. She is equipped with an autopilot, depth sounder, compass, VHF radio and wind meter. The electrical system is 12V and includes shore power, battery charger, alternator and voltmeter. This makes her suitable for berths with power and for more comfortable stays on board during weekend trips.

Are there any points of attention to consider?

There is one known point of attention: her wooden mast has been damaged and requires the necessary care. This is important information for anyone wanting to buy a Trintel IIA and make her fully sail-ready again. Furthermore, no documentation is available. Anyone buying a classic steel

sailing yacht will know that a viewing is especially valuable to form their own impression of the finish, installations and the condition of the rigging.

This Trintel IIA has been used for leisure cruising, sporty sailing and weekends away on inland waterways and lakes. She breathes the character of an iconic Dutch design, with an appearance that suits lovers of classic sailing yachts. If you are looking for a Trintel sailing yacht with a steel superstructure, a young diesel engine and a warm, traditional feel on board, she is a lot worth taking a close look at on BoatAuction.

