



9 Ton - 1970

<https://www.yachtadvert.com/fr/1622-hillyard-9-ton.html>

9 241 â,- ttc



Général

Année : 1970

Longueur : 9,75 m

Radeau : Non

Leasing en cours : Non

Constructeur : Hillyard

Matériau : Bois

Largeur : 2,44 m

Région : Plymouth, Royaume-Uni

Moteurs

Carburant : Diesel

Puiss. Unit. (CV) : 4107

Marque moteur : Perkins

Nombre : 1

Aménagements

Flybridge : Non

Timonerie : Non

électronique

Pilote auto : Non

GPS : Non

VHF : Non

Déssalinisateur : Non

Radar : Non

Sondeur : Non

Traceur de carte : Non

Convertisseur 12/220 : Non

équipement de pont

Hydraulique : Non

Plateforme AR : Non

Taud d'hivernage : Non

Capote de roof : Non

Cockpit en teck : Non

Grand voile sur enrouleur : Non

Passerelle : Non

Bossoirs : Non

Guindeau électrique : Non

Taud cockpit : Non

Pont teck : Non

Génois sur enrouleur : Non

Spinnaker : Non

équipements principaux

Propulseur Arrière : Non

Clim. : Non

Eaux noires : Non

Annexe : Non

Propulseur avant : Non

Groupe élec. : Non

Eau chaude : Non

Flaps : Non

Moteur annexe : Non

30 metres galvanised calibrated chain

Deck Gear:

Stainless steel staunchions & solid handrails replaced the original galvanised water pipe

Cast iron bollards replaced with BRONZE using originals as a pattern

Bronze fairleads

Bronze genoa tracks & genoa cars

Bronze self tailing sheet winches

Safety Equipment:

All Safety equipment listed is included in the sale, but the vendor offers no warranties.

The purchaser must service the safety equipment, ensure it is appropriate for his purposes, & check the expiry and service dates on all items!

Horseshoe lifebuoy

Rescue sling

Electric bilge pump

Manual bilge pump

LED Tricolour/anchor light

Equipment:

Inflatable dinghy

Watersnake Venom SXW34/26

Cockpit cover

Fully length custom winter cover

Beaching legs

Various warps & fenders

Ships clock & barometer

Mechanical :

Construction:

Built by David Hillyard in 1970

Wood construction

Mahogany planking 1" on oak ribs 6" centres, doubled at midships for mast & rigging stresses

Grown oak stem & stern

Elm keel

Cast iron ballast keel

The ballast is lead ingots, one & a half tons in total which replaced the original internal iron pigs (Iron pigs shed rust & collect bilge sludge, blocking the lumber holes and start to smell after a few years)

Sheer strake replaced with iroko

Rubbing strake & toe rails replaced with mahogany

All decking replaced with high-quality marine plywood, as per the original, epoxy- & glass-sheathed

Complete cabin/cockpit combings replaced with 1" mahogany, as original

Wheel shelter rebuilt

All perspex windows replaced with bronze portlights

External grab rails replaced with teak, through bolted

Stemhead, chain plates, all mast fittings & rudder hardware replaced with stainless as per original pattern or heavier

Hydraulic wheel steering

Stainless steel fuel tank with increased capacity

Part 1 Registered 340111

Mechanics:

Perkins 4107 serviced, new filters, seawater impeller changed

TMP gearbox & one for spares

Shaft driven

Hydraulic wheel steering replaced the original bicycle chain & cable

Electrics:

12v batteries

Charging from engine alternator

LED cabin & heads lights

Tankage:

Fuel capacity 173 litres in a stainless steel tank (this is an increased capacity from the original by 30 litres)

Freshwater capacity 60 litres in a plastic tank (plus 4 x 25 litres individual containers)

Rigging:

Spruce mast finished with 12 coats of Colene;

Single spreader rig

Stainless steel standing rigging, twin forestay, movable baby stay (NEW 2015)

Stainless steel staunchions & rails replaced the original galvanised water pipe.

Sailspar roller reefing genoa furler

Slab reefing with 3 reefs

Antal mainsail track with cars

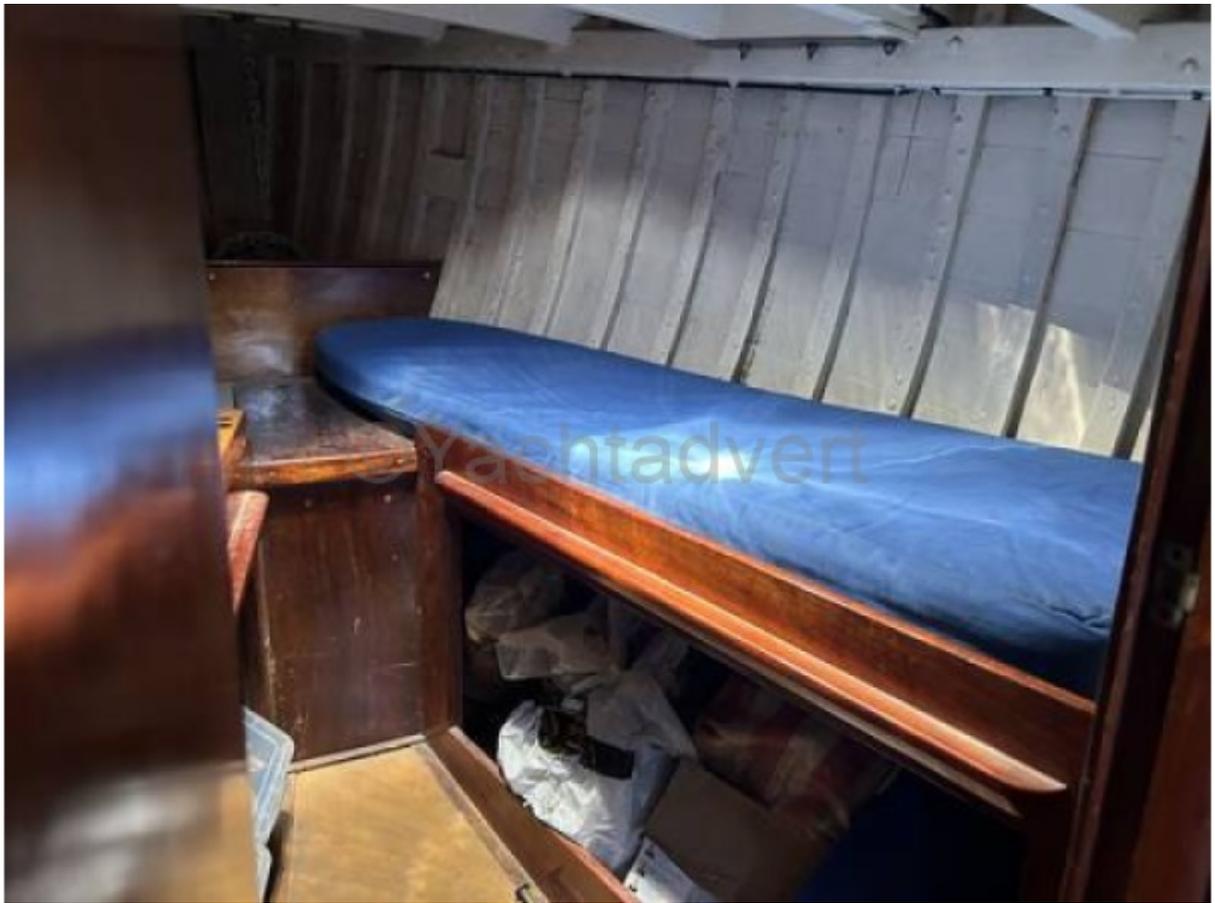
Sails:

Fully battened mainsail by Dartmouth Sails (NEW 2017)

Genoa by Dartmouth Sails (NEW 2017)

















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