9 Ton - 1970

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

9 605 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

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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 élèctrique : 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 éléc. : Non
Eau chaude : Non
Flaps : Non
Moteur annexe : Non

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électroménager

Congélateur : Non	Glaçons : Non
Micro-ondes : Non	Four : Non
Réchaud élèctrique : Non	Réchaud gaz : Non
Lave-linge : Non	Chauffage : Non
Antenne TV : Non	Lave-vaisselle : Non
TV SAT : Non	TV : Non

Divers

Remarks :
This 1970 Hillyard 9 Ton is a well-maintained and extensively upgraded example of classic British yacht design. Built by David Hillyard, she features mahogany planking on oak ribs, a replaced iroko sheer strake, epoxy- and glass-sheathed marine plywood decks, and solid mahogany cabin and cockpit combings. Recent upgrades include bronze portlights, stainless steel chain plates and mast fittings, teak grab rails, and a fully rebuilt wheelhouse shelter. The original internal iron ballast has been replaced with 1.5 tons of lead ingots for improved stability. Mechanically sound, she’s powered by a Perkins 4107 with hydraulic wheel steering. Rigging includes a spruce mast, stainless standing rigging (new 2015), roller genoa, slab reefing, and sails by Dartmouth Sails (2017). Below, she sleeps five in three separate areas, with a Dickenson solid fuel stove, Taylor's paraffin stove (new burners), and LED lighting throughout. Navigation equipment includes GPS, autopilot, VHF, and depth/speed instruments. Equipped with bronze deck gear, quality ground tackle, winter cover, beaching legs, and a dinghy, she’s a capable and characterful cruiser with significant investment already made.
Accommodation :
Sleeps 5 in three cabins which includes the saloon
Single V berths in the forward cabin
Port and starboard single settee berths in the saloon
Aft cabin with a port side single berth
Separate head with a Jabsco sea seawater toilet in the aft cabin
Small galley to port aft of the saloon
Dickenson solid fuel stove, properly installed with a stainless flue and water iron deck fitting Taylor's paraffin 029 Stove (NEW BURNER 2025 spare for the second burner available but not fitted)
Single stainless steel hand basin with manual cold water
LED cabin and head lights
Drop-leaf cabin table
Inventory :
Navigation Aids:
Clipper Duet
Autohelm 3000 autopilot with serviceable spare units
Steering compass
Furuno GPS,GP-32
Navman 7200, DSC, VHF radio

Ground Tackle:
Bronze Muir (NZ) anchor winch
CQR main anchor
8kg kedge anchor

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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
Bronze main halyard winch

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

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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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Médias





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