



9 Ton - 1970

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

9 264 â,- incl vat



General

Year : 1970

Length : 32.00 Ft

Life Raft : No

Leasing in progress : No

Builder : Hillyard

Material : Wood

Beam : 8.00 Ft

Area : Plymouth, United Kingdom

Engines

Fuel : Diesel

Power Unit. (HP) : 4107

Engine Brand : Perkins

Engine(s) : 1

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

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 : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

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:

Ground Tackle:

Bronze Muir (NZ) anchor winch

CQR main anchor

8kg kedged anchor

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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