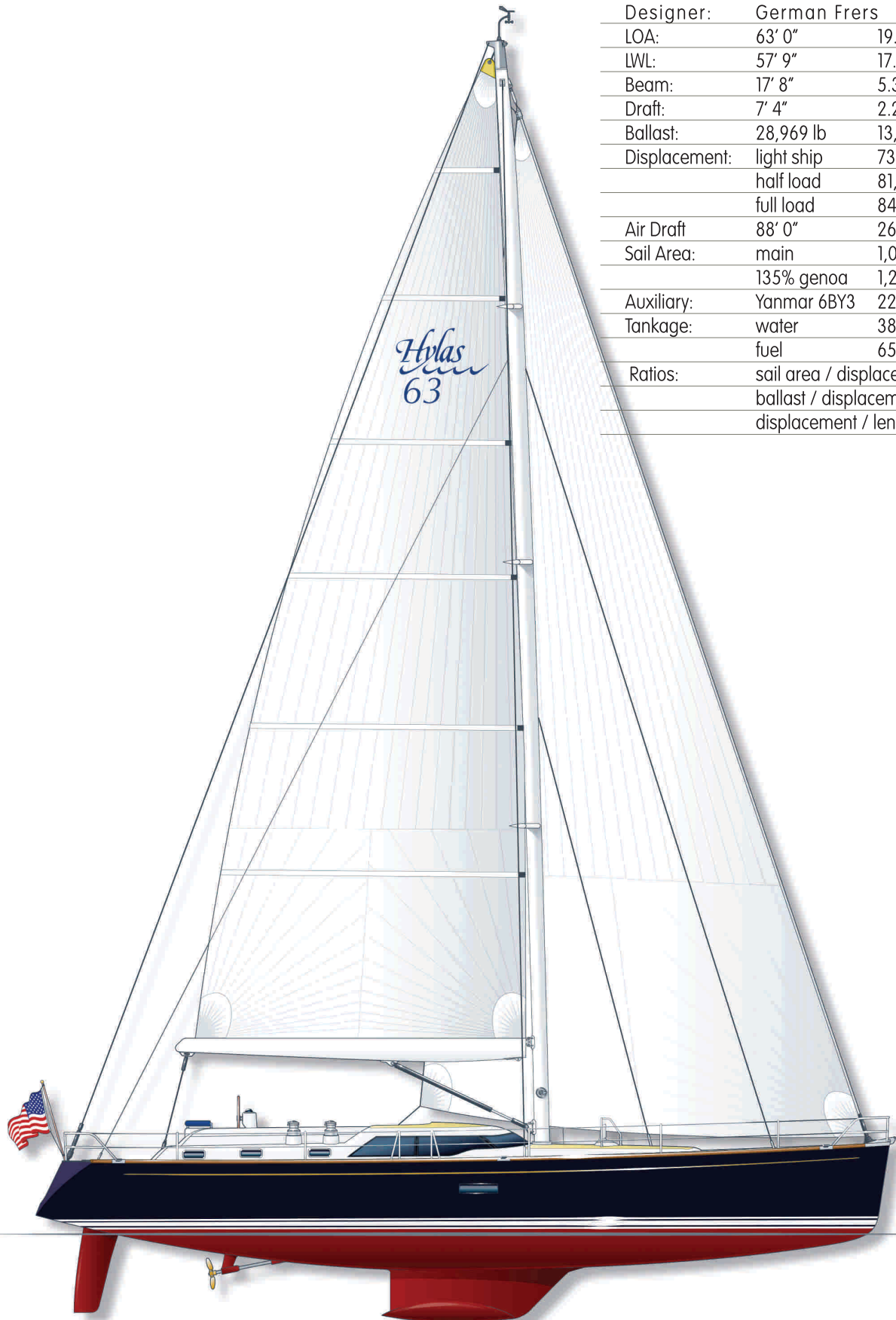


# H Y L A S 63

## STANDARD SPECIFICATIONS & EQUIPMENT



Designer:	German Frers		
LOA:	63' 0"	19.23 m	
LWL:	57' 9"	17.61 m	
Beam:	17' 8"	5.38 m	
Draft:	7' 4"	2.24 m	
Ballast:	28,969 lb	13,140 kg	
Displacement:	light ship	73,900 lb	36.95 tons
	half load	81,200 lb	40.6 tons
	full load	84,800 lb	42.4 tons
Air Draft	88' 0"	26.83 m	
Sail Area:	main	1,082 sq ft	100.5 sq m
	135% genoa	1,238 sq ft	115 sq m
Auxiliary:	Yanmar 6BY3	220 hp	
Tankage:	water	384 gal	1,454 l
	fuel	650 gal	2,461 l
Ratios:	sail area / displacement		19.83
	ballast / displacement		.36
	displacement / length		188.2

### *Hull & Deck*

- American Bureau of Shipping (ABS) standards for hull and deck design
- Solid FRP hull laid up with alternating layers of Twaron, an aramid fiber 2.5 times stronger than steel, and e-glass using vinyl ester resin and isophthalic gel coat; the laminate is vacuum-bagged to create the strongest laminate possible with a precise resin-to-fiber ratio
- Five year FRP hull-and-deck warranty against structural issues and osmotic blistering
- Two epoxy barrier coats below the waterline for optimal protection
- Two coats of Micron CSC bottom paint with a third coat around the waterline to a depth of 4 feet
- All through-hull fittings made of solid bronze and bonded
- Solid-lead keel with 13 solid 30mm stainless-steel keel bolts with transverse-mounted 8mm backing plates
- Rudder balanced for optimum control under sail and power
- Rudder bottom plane above the keel plane delivers grounding safety
- Hull joined to deck with stainless-steel bolts and bonded with 3M 5200
- Deck, cored with 3/4" Baltex balsa only in areas of nonskid, is vacuum-bagged to create the strongest laminate possible with a precise resin-to-fiber ratio; all through bolts are through solid laminate with no core
- Solid laminate with no core in high-stress areas
- Molded contrasting nonskid; available in linen beige or whisper gray
- Proprietary custom solid stainless-steel stemhead fitting with extended split bow roller provides storage for two 90-lb. anchors; owner chooses the primary and secondary anchors to be installed
- Saltwater washdown pump for anchor and rode cleaning
- Solid stainless-steel striker plates for bow protection
- Divided anchor locker drains directly overboard
- Very large sail locker with stainless-steel ladder for sail, dock-line, and fender storage forward with two Bailey Marine latches to make it watertight
- Anchor and sail lockers create watertight collision bulkhead forward of forward cabin with independent overboard drainage; secondary drainage installed with shutoff to main bilge
- Two stainless-steel dorades forward with stainless-steel guards incorporating halyard bales
- Teak handrails on coachroof
- Stainless-steel companionway handrails
- Solid-teak cockpit sole and cockpit seating surface
- Varnished teak fold-up cockpit table with seating for 10 that incorporates top-access storage
- Dual steering stations, each with 40" destroyer wheel
- Lewmar Mamba mechanical steering system
- Large aft deck lazarettes, to port and starboard, with one Bailey Marine latch in each to make them watertight
- Stern garage containing ample storage for SCUBA compressor, SCUBA tanks and more has dedicated Rule 2200 automatic bilge pump with manual override in the cockpit, and dual Bailey Marine latches to make it watertight
- Watertight stern section across aft port and starboard lazarettes and garage
- Transom steps are covered in solid teak for excellent traction
- Stainless-steel protective plate on hull's stern corners
- Freshwater hot/cold shower on stern platform
- Fold-down stainless-steel stern swim ladder extends five feet below surface
- Twelve 12" stainless-steel deck cleats: four at the bow, four at the stern, two forward, and two aft
- 32" high x 1.25" diameter 316 stainless-steel stanchions with double lifelines
- Side-boarding fold-down stainless-steel ladder with teak steps can be mounted on either port or starboard side and, when folded, can be left in place while sailing
- Man Ship custom 316-stainless-steel low-profile hatches and ports inventory:
  - 10" x 10" hatch in forward head
  - 19.5" X 19.5" hatches for forward port (1) and aft (2) cabins
  - 24" X 24" hatches for forward cabin (1) and saloon (2)
  - 7" X 14" opening portlights in galley (2)
- Antal chromed self-tailing winch inventory:
  - Primary headsail: 24V electric size 70 (2)
  - Secondary headsail: manual size 60 (2)
  - Mainsheet: 24V electric size 60 (1)
  - Cockpit control lines: 24V electric size 60 (1)
  - Halyard: manual size 52 mounted on mast (2)
  - Traveler: manual size 52 (2)
- Push-button controls for electric winches at winch location

### *Ground Tackle*

- Maxwell VWC3500 24V Windlass with foot pedals forward and controller in cockpit
- Primary anchor: 90 lb. standard, owner chooses type; 300' system 40 triple B 7/16" galvanized high-tensile chain
- Secondary anchor: 90 lb. standard, owner chooses type; 100' system 40 triple B 7/16" galvanized high-tensile chain and 300' of 3/4" anchor rode
- New England Ropes premium dock lines: four @ 50' x 3/4" and two @ 75' x 3/4"
- Four 10" X 26" Taylor fenders

### *Rig & Rigging*

- Seldén aluminum three-spreader mast with 24V in-mast furling system; mast equipped with LED running lights
- Furlex 500 24V electric genoa furler
- Staysail stay with Furlex 400 mechanical staysail furler
- Hydraulic backstay
- Hydraulic boom vang
- All standing rigging is rod rigging
- Doyle Sails: cruising mainsail, 135% genoa with Sunbrella cover, Dacron staysail with Sunbrella cover
- Spectra-cored primary and secondary main halyards for low stretch and durability
- Spectra-cored primary and secondary genoa halyards
- PBO single-line running backstay system
- All sheets led to the aft end of cockpit so they don't interfere with the seating area

## Mechanical & Electrical

- Yanmar Model 6BY3 220 hp diesel engine with cockpit controls and complete alarm system
- Single-lever control system to protect against high-RPM gear shifting
- KMH50A transmission with a 2.6:1 ratio
- Propeller size: three-bladed with 26" diameter X 15 1/2" pitch
- Aqualoy 22 propeller shaft WBM 2" X 115"
- Sidepower 240 KG 24V bowthruster
- Dual Racor fuel-filtration system allowing independent filter and bypass system
- Oil-change pump built in as standard for engine, generator, and transmission
- Sounddown insulation in engine room (2" vinyl/foam composite)
- 35400-0000 Jabsco 12V engine-room blower with 4"-diameter exhaust
- Northern Lights 12KW 120/240 generator
- Two Marinco 50A 220/125V shore-power connections
- All AC distribution-panel neutral and grounding circuits to be ordered on distribution panel consistent with positive wiring; first position on AC main breaker panel to be blank 30A breaker; terminal blocks used for neutral and grounding wiring
- All wire is tinned; no copper wiring except Seldén-supplied masthead lights
- Copper strips running bow to stern on both port and starboard sides for grounding
- 1000 AH @ 24V house bank for all primary systems, including winches, anchor windlass, and rig controls
- All batteries isolated via a built-in reverse-isolation switch
- All house bank batteries are Lifeline AGM maintenance-free batteries; house bank located amidships, windlass and bow-thruster batteries under forward berth
- Engine starting battery is a Lifeline 4D AGM; generator starting battery is a Group 31, both located amidships
- #51211Pro 10-3 Flyback 10A 12V PM battery charger
- #299017 Mastervolt 24V/80A 230V 50/60HZ battery charger
- Two 24V/12V DC/DC Mastervolt 20A step-down chargers
- Aqua Signal running lights, masthead anchor light, tricolor steaming light, and foredeck light
- Raymarine ST60 depth sounder, speed log, and wind-speed Indicator
- S-2A Firebuoy fuel vapor monitor
- MS-2/25' Xintex propane/CNG sensor
- M-4124RC Cole Hersee dual 24V fuel/water alarm system
- Dorade or rear feed with water trap as fresh air feed to engine room
- Newmar galvanic isolators located in line before main circuit breakers for safety ground line

## Tankage & Plumbing

- 384 gallons of water in four vented, stainless-steel tanks
- 650 gallons of fuel in four vented, stainless-steel tanks
- 115 gallons of holding tank capacity (47 gallons forward, 68 gallons aft)
- All tanks are baffled
- All tanks have easy access for inspection with dipsticks, threaded inspection ports, and larger inspection port for interior inspection and cleaning
- Options available to change the total capacity and type of tankage
- Sensotex fuel and water gauges
- Two independent bilge pump systems: One Rule 3,500 gph system, one PAR-MAX 4, 3,000 gph system, both with Bilge Bug conductive switches
- Stainless-steel Isotemp 20-gallon, 220V hot water heater
- WSC-60/24V GROCO washdown pump
- Two Surflo Extreme 24V, 5.7-gpm freshwater pumps

- Four Jabsco quiet-flush electric freshwater heads with tank tenders and electric macerators
- 302400 Sealand T-Series odorless discharge hose for all heads
- Jabsco 24V H/D macerator pump for galley sink
- 10590-0001 Jabsco 24V H/D macerator pumps for waste tanks
- GW2229B Whale waste tank with float
- BP3740 Whale Gusher 10 manual bilge pump
- Groco bronze in-line water strainers for engine, refrigeration units, and generator
- Beckson CV 1-1/2 check valve for all sinks

## Galley

- Force 10 three-burner LPG stove
- Two 20-lb. Trident aluminum LPG tanks in vented, recessed deck locker
- Front- and top-loading freezer with Frigoboat refrigeration and dual Danfoss compressors
- Two Frigoboat stand-up stainless-steel MS130 stacked units with Danfoss compressor
- GP1309B Whale foot pump
- Stainless-steel galley sink with Grohe faucet

## CUSTOMIZED INTERIOR

*Hylas offers owners of its yachts the unique opportunity to customize interiors to a degree that very few other builders permit. Better still, many of these changes are done free of charge or at minimal cost which increases the yacht's value considerably.*

- Choice of customized teak interior with options for a teak or bamboo sole either with or without inlays
- Solid soles laid on sealed sub flooring and finished with six layers of gloss polyurethane coating
- Corian counters for the heads and galley in the owner's choice of Sahara or Platinum
- Solid teak doors, recessed edges, all trim and all fiddles are solid teak
- Finely finished teak cabinetry; owner's choice of flush European-style design or louvered cabinets with rounded or squared corners or semicircular tops; an option exists for raised-panel cabinetry
- All overhead lighting is LED Ventura lighting or the equivalent
- Caframo Kona 12V three-speed interior jet fans; 14 total
- Solid-teak handrails throughout the interior for easy, safe movement while sailing offshore
- Abundant opening hatches and ports for excellent light and ventilation
- All cabin-sole pieces are positive locking to ensure supreme safety during offshore passages
- Headliner is easily removed for access to deck hardware
- Workbench design in forward, port-side cabin is customized to owner's needs

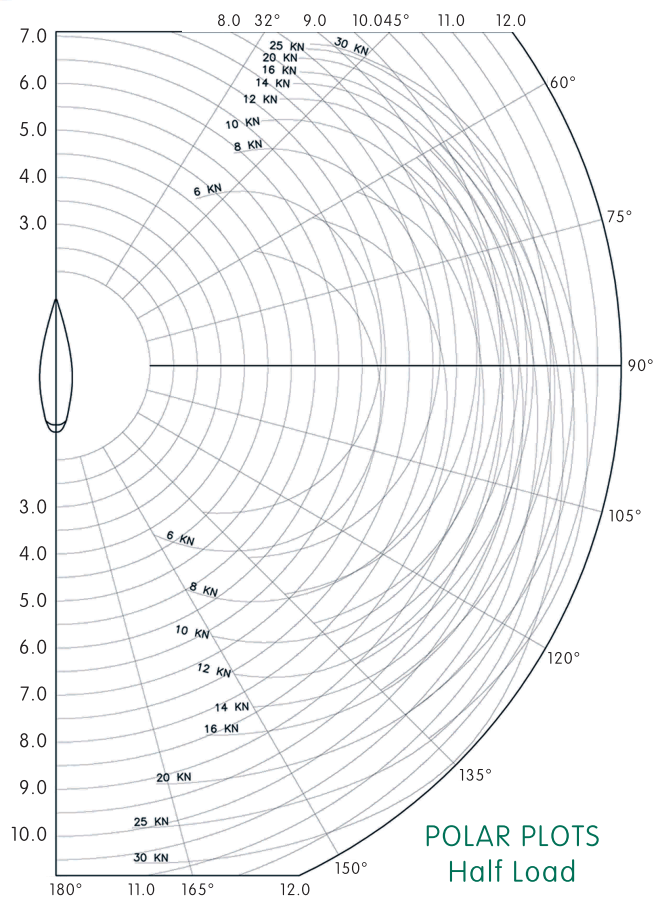
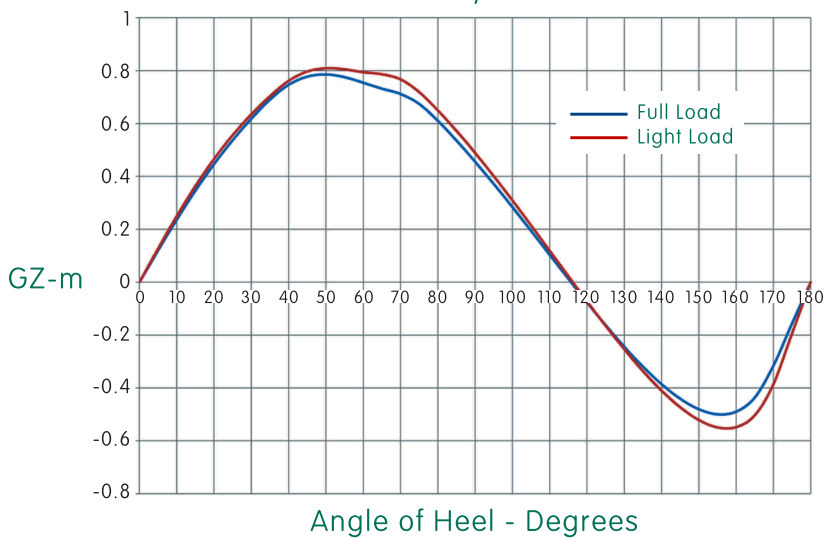
*Specifications are subject to change without notice as Hylas Yachts reserves the right to modify and improve their yachts.*

# HYLAS 63

STANDARD SPECIFICATIONS & EQUIPMENT



Stability Curve



*Hylas*

HYLAS Yachts / 2 Market Square, Marblehead, MA 01945  
 800.875.5114 / hylas@hylasyachtsusa.com / www.hylasyachtsusa.com

Printed on recycled paper.

POLAR PLOTS  
Half Load