



H63

SPIRIT OF WATER



HYLAS
SAILING YACHTS



PERFORMANCE

There is nothing quite like the iconic styling of the Germán Frers Hylas 63. Enjoy maximum comfort and safety while cruising the coast or enjoying and extended stay of living life on the water. This high performance yacht advanced technology and custom features make the Hylas 63 a top choice for any yacht enthusiasts.

DESIGNED WITH PRECISION

- ≈ Built using modern techniques and precision
- ≈ Alternating layers of Twaron and fiberglass which makes the hull light with optimal impact resistance
- ≈ Elegant cabinetry using an array of wood types and finishes
- ≈ Specialized countertops and cabinetry offering plenty of storage
- ≈ Breathtaking plush interiors perfect for entertaining or relaxation
- ≈ Luxury galley kitchen with top on the line modern appliances
- ≈ Customized to represent each owner's specific style and taste

SPECIFICATIONS & EQUIPMENT

HULL & DECK

- American Bureau of Shipping (ABS) standards for hull and deck design
- Solid FRP hull laid up with alternating layers of Twaron, on aramid fiber 2.5 times stronger than steel, and E-glass using vinyl ester resin and Isophthalic Gel-coat; vacuum-bagged infusion process to create the strongest lamination possible with a precise resin-to-fiber ratio
- Five year FRP hull-and-deck warranty against structural issues and osmosis blistering
- Five layers of epoxy Interprotect (epoxy primer) coats below the waterline for optimal protection
- Three coats of bottom paint
- All through-hull fittings made of solid bronze and bonded
- Solid-lead keel with 14 solid 30mm stainless-steel keel bolts with transverse-mounted 12 mm backing plates
- Rudder balanced for optimum control under sail and power
- Rudder bottom plane above the keel delivers grounding safety
- Hull joined to deck with stainless-steel bolts and bonded with 3M 5200
- Deck, cored with 3/4" Batek 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 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 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 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 in front 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 boles
- Teak handrails on coachroof
- Stainless-steel companionway handrails
- Solid-teak cockpit sole and seating surface
- Varnished teak fold-up cockpit table with seating for 10 that incorporates beverage cooler and storage
- Dual steering stations, each with 40" destroyer wheel
- Jefa mechanical steering system
- Large aft deck lazarettes, to port and starboard, with Bailey Marine latches 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
- Eight 15" stainless-steel deck cleats: two at the bow, two at the stern, four midship (two forward and two aft); two 12" stainless-steel cleats foremost at the bow
- Twelve 12" stainless-steel deck cleats: four at the bow, four at the stern, two forward, and two aft
- 33.5" high x1.25" 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
- Lewmar Flush hatches and ports inventory:
 - 2G10 (10" x 10") hatch in forward head
 - 2G60 (20" X 20") hatches for forward cabin (1) and aft cabin (2)
 - And portside 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 62 (2) Mainsheet: manual size 52 (1) Cockpit control lines: 24V electric size 60 (1) Halyard: manual size 52 mounted on mast (2)
- Push-button controls for electric winches at winch location

GROUND TACKLE

- Maxwell RC12-12 24V Windlass with foot pedals forward and controller in cockpit
- Primary anchor: 90 lb. standard, owner chooses type; 1/2" G4 galvanized high-tensile chain
- Secondary anchor: 90 lb. standard, owner chooses type; 50' 1/2" G4 galvanized high-tensile chain and 250' of 3/4" anchor rode
- New England Ropes premium dock lines: four @ 3/4" x 35'
- Four 36" X 12" fenders



RIG & RIGGING

- Seldén aluminum three-spreader mast with 24V in-mast furling system; equipped with LED running lights
- Furlex 24V electric genoa furler
- Staysail stay with Furlex 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
- KMH51A transmission with a 2.6:1 ratio

- Propeller size: three-bladed with 23" diameter X 13 1/2" pitch
- Aqualoy 22 propeller shaft WBM 2" X 115"
- Sidepower 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
- Soundown insulation in engine room (2' vinyl/foam composite)
- Two engine-room blowers with 4"-diameter exhaust
- Northern Lights 12KW 120/240 generator
- Two Marincos 50A 220/125V shore-power connections
- All wire is tinned; no copper wiring except 3rd-party electronics
- Copper strips running bow to stern on both port and starboard sides for grounding
- 1310 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 AGM maintenance-free batteries; house bank located amidships, windlass and bow-thruster batteries under forward berth
- 255AH@12V battery for 12-volt needs
- Engine starting battery is a 4D AGM; generator starting battery is a Group 31, both located amidships
- 12V battery charger
- 24V battery charger
- Aqua Signal running lights, masthead anchor light, tricolor steaming light, and foredeck light
- Raymarine depth sounder, speed log, and wind-speed Indicator
- Firebuoy fuel vapor monitor
- Xintex propane/CNG sensor
- Cole Hersee dual 24V fuel/water alarm system
- Fresh air vent to engine room
- DEI galvanic isolators located in line before main circuit breakers for safety ground line

PLUMBING & TANKAGE

- 384 gallons of water in four vented, 316L stainless-steel tanks
- 650 gallons of fuel in four vented, 316L 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
- Three independent bilge pump systems:



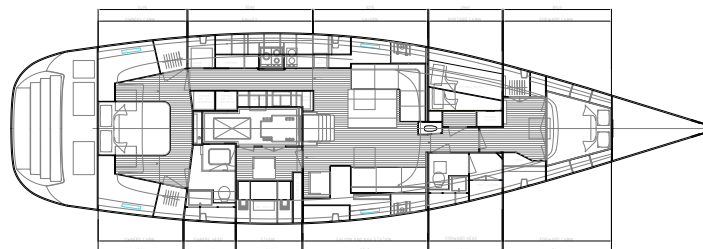
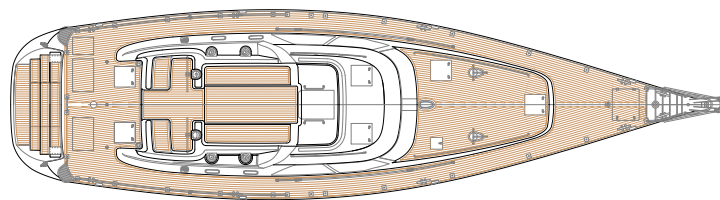
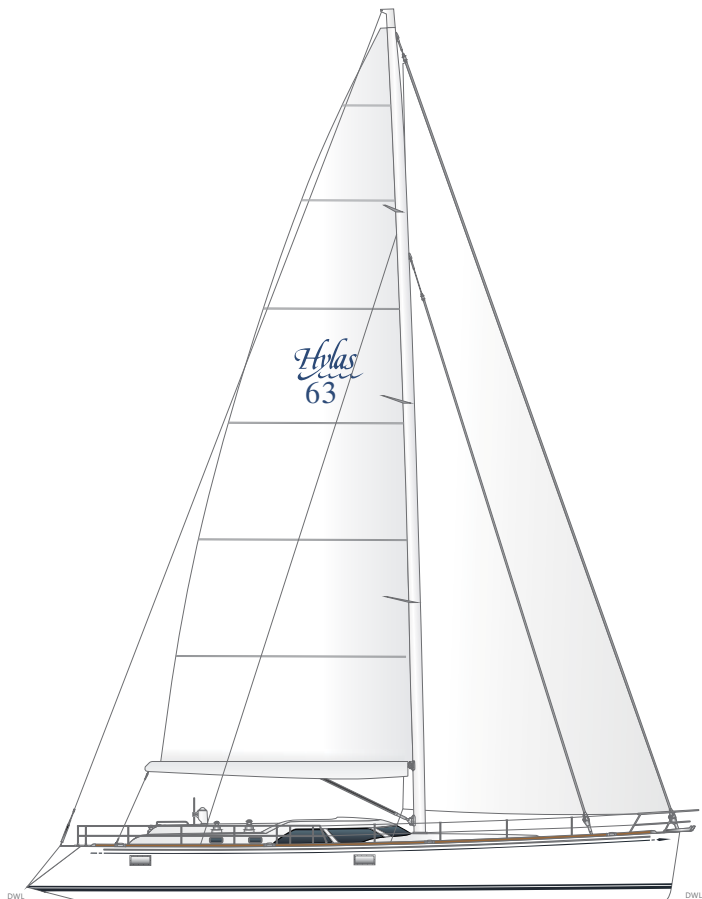
- Stainless-steel 20-gallon, 220V hot water heater
- 24V Flojet washdown pump Two Shurflo Extreme 24V, 5.7-gpm freshwater pumps
- Jabsco Deluxe flush electric freshwater heads with tank tenders and electric macerators
- Sealand odor safe discharge hose for all heads
- Jabsco 24V drain pump for galley sink
- Sealand electric discharge macerator pumps for waste tanks
- GW0810 Whale waste tank with switch
- 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 20-1b. 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 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

LENGTH OVERALL	63'0" 19.23 m
LENGTH OF WATERLINE	57'9" 17.62 m
BEAM	17'8" 5.38 m
DRAFT	7'8" 2.29 m
DISPLACEMENT	84,800 lbs 38,456 kg
BALLAST	28,969 lbs 13,140 kg
WATER TANKAGE	384 gal 1,454 litres
FUEL TANKAGE	650 gal 2,461 litres
SAIL AREA	1,082 sq ft 101 m ²
ENGINE	Yanmar 220 hp
BALLAST / DISPLACEMENT RATIO	.36
DESIGNER	Germán Frers



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Hylas

HEADQUARTERS
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