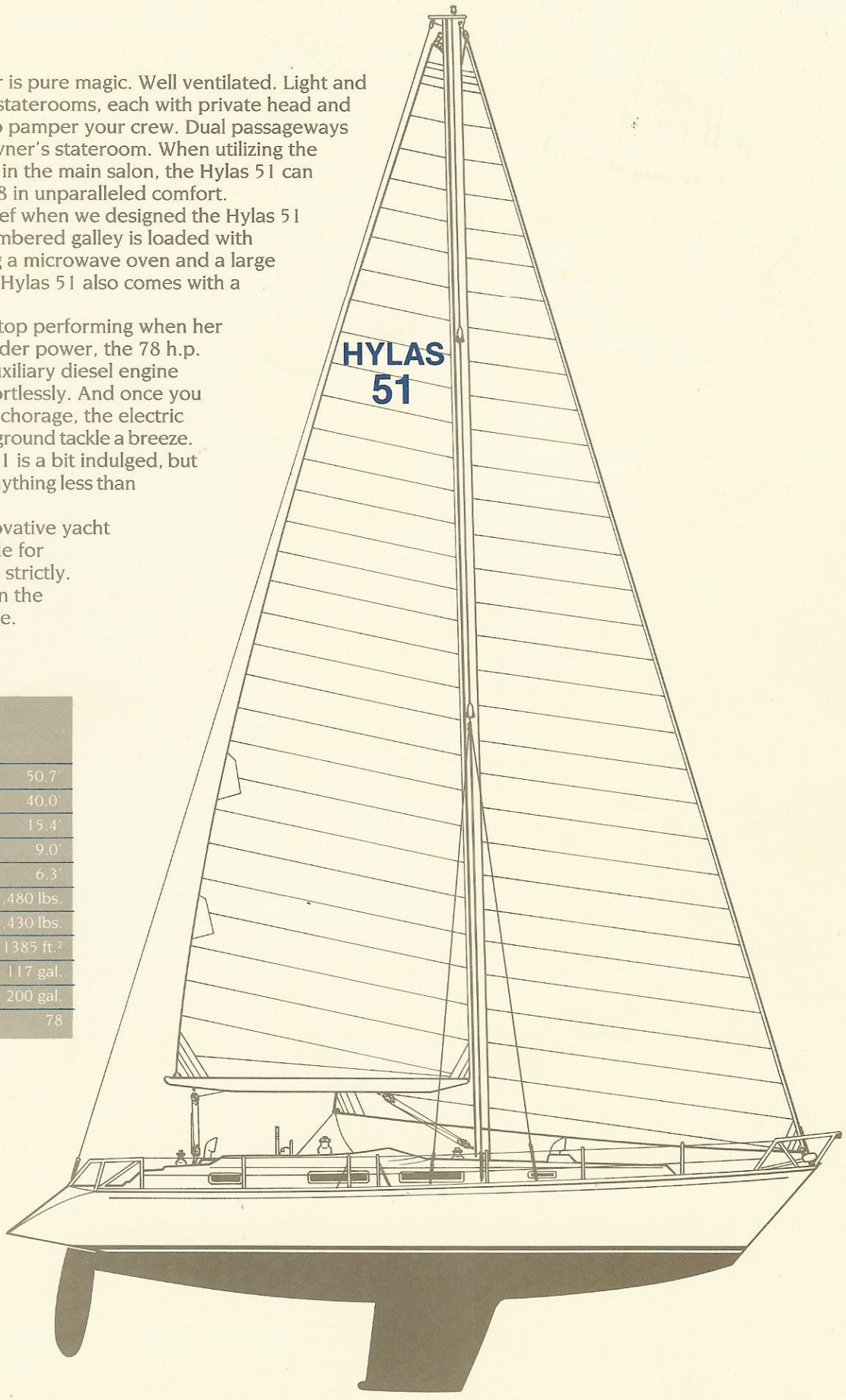
HYLAS 51

The Hylas 51's interior is pure magic. Well ventilated. Light and airy. Her 3 large private staterooms, each with private head and shower were designed to pamper your crew. Dual passageways lead aft to the elegant owner's stateroom. When utilizing the large convertible dinette in the main salon, the Hylas 51 can accommodate a crew of 8 in unparalleled comfort.

We didn't forget the chef when we designed the Hylas 51 either. Her large unencumbered galley is loaded with special features including a microwave oven and a large refrigerator/freezer. The Hylas 51 also comes with a 5 k.w. diesel generator.

The Hylas 51 doesn't stop performing when her sails are furled. When under power, the 78 h.p. turbocharged Yanmar auxiliary diesel engine propels the Hylas 51 effortlessly. And once you arrive at your favorite anchorage, the electric windlass makes handling ground tackle a breeze. So the crew on a Hylas 51 is a bit indulged, but why should cruising be anything less than uninterrupted fun?

The Hylas 51 is an innovative yacht where you'll find the code for performance adhered to strictly. Better yet, test sail one in the Caribbean at our expense.



PRINCIPAL SPECIFICATIONS	
L.O.A.	50.7'
L.W.L.	40.0'
BEAM	15.4'
DRAFT DEEP KEEL	9.0'
DRAFT SHOAL KEEL	6.3'
DISPLACEMENT	37,480 lbs.
BALLAST	15,430 lbs.
SAIL AREA	1385 ft.²
FUEL CAPACITY	117 gal.
WATER CAPACITY	200 gal.
ENGINE HP	78

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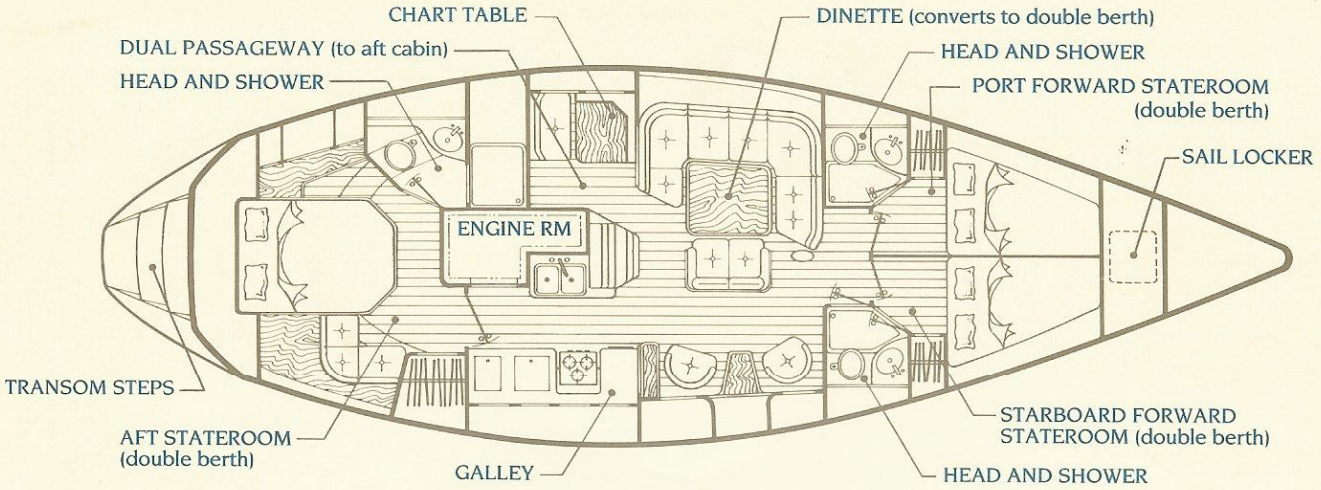
HYLAS 51 ▲ STANDARD EQUIPMENT



ACCOMMODATION

Interior layout to owners choice; as standard, three double cabins with ensuite toilet and shower compartment. Fully fitted galley, saloon/dinette arrangement convertible into an after stateroom if required. Comprehensively and well fitted Nav. station.

HULL AND DECK CONSTRUCTION

Using the hand lamination technique the HYLAS 51 is of a single skin solid KNITEX laminate below the waterline for maximum strength and load bearing properties, while the sides and deck are of a sandwich construction using DIVINYCELL foam as a core. This type of construction provides light & strong structures for increased hull stiffness besides good sound and thermal insulation.

An extensive network of longitudinal stringers and ring frames are bonded in to take all the rigging loads as well as add stiffness and strength.

The hull and deck are structurally bolted and bonded together.

DECK HARDWARE

- 12V 2200 Maxwell-Nilsson windlass.
- Anodized aluminum toe rail with integral fairleads.
- St steel pushpit & pullpit.
- St steel stanchion with double life line and gate.
- St steel double bow roller.
- St steel boarding ladder.
- Six 12" mooring cleats.
- Cockpit guard with Teak table and glass holder.
- Spinnaker pool fixture.
- Twin storage lockers aft.
- Sail locker FWD.
- Deck wash in bow locker.
- Hot & cold transom shower.
- Teak grating in cockpit.
- Molded and colored nonskid pattern on deck.

SAIL HANDLING GEAR

- ST GENOA sheets (2)
- ST SPINNAKER sheets (2)
- ST MAIN sheet (1)
- ST MAIN halyard (1)
- ST AUX halyard (1)
- ST GENOA halyard (1)
- ST SPINNAKER halyard (1)
- ST FOREGUY sheet (1)
- Winch handles (2)
- SPINNAKER pool toping lift.

- GENOA T tracks (2)
- GENOA cars (2)
- Main traveller track (1)
- AFTGUY (2)
- Halyard block (2)
- Main sheet block (2)
- Double turning block (1)

VENTILATION

- HATCH 50-50 series (3)
- HATCH 50-37 series (2)
- HATCH 45-32 series (1)
- Sliding access hatch (1)
- Dorado ventilators (3)

MAST AND RIGGING

- Anodized Kemp aluminum mast, keel stepped and supported by babystay, runners, forestay & backstay, all fitted with turn buckles and togles. Tentioner on the backstay. Running rigging linked to through deck bolted and bonded chain plates.
- Halyards inside mast and mainsail reefing jiffy with under the boom jamcleats.
- Furlex furling system.
- Ultra low stretch dacron sheets.

SAIL INVENTORY

- Mainsail . . . . . 46.4 m (500 Sq ft)
- 130% genoa . . . . . 62.6 m (674 Sq ft)

KEEL

- Shallow draft scheel keel, lead cast and through hull bolted with 15*1" 25 316 stainless steel bolts.

STEERING

- Semi balanced and hung rudder, quadrant steering, pulleys and cable, pedestal with brack and destroyer wheel. Self lubricated nylon bearings and stuffing box. Square rudder stock for emergency steering.

HULL PROTECTION

- INTERNATIONAL PAINT epoxy primer and osmosis hull protection. INT. PAINT antifouling and molded in waterline.

NAVIGATION INSTRUMENTS

- 6" steering compass pedestal mount.
- 4" gimbaled compass at NAV station.
- NAVICO SYSTEM 200C multi function display that includes:
- Depth sounder with alarm.
- Anemometre.
- Speedometre with triplog etc.
- NAVICO SYSTEM 200C repeater at NAV station.
- Full set of IMCO navigation lights.
- Spreader mount deck lights (2)

ELECTRIC 12V DC SYSTEM

- Two battery banks made of:
  1*115 AH for engine start.
  2*200 AH for domestic use.
- 6 fans.
- 11 reading lights.
- 1*55 AH engine driven alternator.
- 12V 50 Amps battery charger.
- 12V distribution panel fitted with circuit breakers, L.E.D. indicators and batteries monitoring instruments.
- 2* isolating master switches with emergency paralleling facility.
- 2*72 Amp alternators.

ELECTRIC 110V/220 DC SYSTEM

- Power provided either by shore power or the onboard 4.5 KW generator. AC distribution panel fitted with shore/generator change-over switch, safety cutout tripswitch and reverse polarity check indicator. Thermal circuit breakers, L.E.D. indicators and current monitoring instruments.

GENERATOR

- 4.5 KW Westerbeke diesel generator, watercooled and remotely operated from the NAV station. Comes with its own watertrap exhaust silencer, sound shield and own start battery. Monitoring gages as supplied by manufacturer.

ENGINE AND STERNGEAR

- YANMAR diesel 78 H.P. engine MCR 96 KW installed on flexible rubber mounts. Water cooled exhaust manifold watertrapped and silenced wet exhaust system.
- Stainless steel exhaust guardflap.
- Exhaust bilge fan.
- High capacity raw water strainer.
- High capacity fuel/water separator.
- Engine monitoring instruments as supplied by engine manufacturer.
- Throttle and gear control in cockpit.
- Fully insulated engine room and well lit, also flow coated bilges for improved visibility and easy maintenance.
- Double taper stainless steel shaft tapered at both ends and diving a 22" conventional propellor.
- Waterlubricated shaftlog and stuffing box.
- Streamlined bronze P bracket.

FUEL SYSTEM

- 117 gallons of fuel in three stainless steel tanks, fitted with balance pipe & shutoff cocks in between.
- Fuel guage.
- Stainless steel fuel filler cap & vent. Fuel shutoff cocks located outside the engine room. Fuel piped through copper pipes via a heavy duty fuel & water separator.

FRESH WATER SYSTEM

- Water supplied by shore connection or by the onboard 200 gallon three stainless steel water tanks communicating via a balance pipe fitted with shutoff cocks. Stainless filler cap & vents.
- 2 independent Par water pump systems.
- 14 gallons water calorifier connected to engine heat exchanger fresh water circulation pump & fitted with an AC immersion heater.
- Hot & cold water distributed by an automatic pressure pump and accumulator tank to prevent against water surges.

SEWAGE WATER COLLECTION SYSTEM

- Sewage water collected from all three electric sea toilets into a stainless steel holding tank via a macerator. Overboard diverter valve and pumpout cap and vent on deck.

BILGE PUMPS ARRANGEMENT

- Two 2000 GPH electric pumps fitted with automatic switches and high/low water alarm. Can be operated manually from NAV station if required.
- High output manual bilge pump equipped with a diverter valve and strum box. Pump fitted on deck for easy service.
- All through hull skin fittings below & above the waterline are fitted with bronze seacocks. Antisyphon devices fitted where appropriate.

LPG GAS STORAGE

- Storage provided for twin LPG gas bottles in self venting locker aft.
- Gas piped via brased copper pipes.

CARIBBEAN YACHT SALES

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