IERE

Description

Twin screw gentleman's motor yacht designed and built by David Hillyard of Littlehampton in 1929 - Lloyds Registered number 160287 "Iere".

45'2" overall with a beam of 11' and draft of 4'2".

Built of 1" pitch pine on oak timber frames, copper clench fastened.

Requisitioned by HM Government in 1939 served the Navy as part of the Medway Motorboat Patrol before being demobbed back to leisure use after the war.
Having served as a "liveaboard" for 10 years the yacht was salvaged and professionally rebuilt by RJ Prior & Son (Burnham) Ltd over a 15 year period starting 2004.

The seams were raked out, several pitch pine planks were replaced in the bottom. The plank ends were refastened with silicon bronze screws and the through plank copper fastenings were hardened up. The planks were then hard splined in pitch pine and faired off before a number of the oak frames were repaired/replaced.
The deadwoods were repaired with oak and the keel bolts renewed with silicon bronze. The iron ballast keel was blasted off and epoxy coated.
The stem was repaired and all the structural internal bulkheads replaced in BS1088 marine plywood.
The planked deck was removed and scrapped; the deck beams were removed and cleaned up/replaced as required.

After 5 years ashore, stripped back to bare wood the hull was filled with epoxy and then re-faired before sheathing with 2 layers of 610 gram bi-axial cloth in epoxy laminating resin.
The deck was then replaced with two layer epoxied 12mm BS1088 marine plywood and a 15mm teak laid.
The stripped interior of the hull was liberally coated with Cuprinol 5 star before repainting in Danboline. New sole bearers and BS1088 ply soles were fitted.
The topsides were repainted in 2 pack to a semi gloss level ready for final glossing on completion, as was the bottom in primer/undercoat.
New bronze portholes were fitted and the deck hatches/lights rebuilt in teak.
New oak engine beds were fitted and two new Vetus/Hyundai VH4.80 naturally aspirated 80 horse power diesel engines were installed completed with tubes, shafts and propellers (circa £20k)
New wet exhaust systems were run with through transom outlets.
The transom and top strake were teak veneered as depicted in Lonsdale Library of Motor Cruising volume XIX.
Two new 335 litre polyethylene fuel tanks were fitted giving a suggested range of 350nm at 8knts, before a new wheelhouse sole was fitted on new bearers.
The wheelhouse was then rebuilt in teak to the highest of joinery standards.

Whilst the boat has been rebuilt to the highest of "no expense spared" standards by one of our once most well respected boatyards, it has unfortunately not been completed.
Carried out over the years as a retirement plan for the boatyard owner Mr Prior for blue water cruising, personal illness has scuppered these plans.
Whilst structurally complete "IERE" will need some finishing before sailing into the sunset.
This would include plumbing, wiring, steering gear, prop shaft A-brackets, rigging & sails, wheelhouse glazing and soft furnishings.

However, if buying a classic motoryacht of this vintage under normal circumstance one could be acquiring a leaking load of trouble. Not so with IERE; the hard, expensive stuff has all been done.

The boat is therefore priced accordingly and we remain open to any reasonable offer.

Specifications

Vessel type:	Classic gentleman's motoryacht
Designer:	David Hillyard
Builder:	David Hillyard
Make:	Hillyard
Model:	45
Fit Out:	R J Prior & Son (Burnham) Limited
Year constructed:	1929
Sail number:	2544

Registration:	160287
Registry:	Lloyds Register
Berths:	6
No. of engines:	2
Engine model:	Vetus/Hyundai VH4.80
Engine power:	160
Fuel type:	Diesel
Drive type:	Shaft drive
Length over all:	45'
Beam:	11'
Maximum draft:	4' 2"
Hull material:	Wood
Hull type:	Displacement
Hull colour:	White/varnish
Keel type:	Other
Displacement:	11 metric tons
Dry Weight:	11 metric tons
Fuel capacity:	670 Litres

Engine(s)

Engine model - VH4.80
*Max. output at flywheel (ISO 3046-1) - 59 kW (80.3 hp)
*Max. output at propeller shaft (ISO 3046-1) - 57.2 kW (77.6 hp)
Maximum rpm - 4000
Bore x stroke 91.1 mm x 100 mm
Displacement 2607 cm3
Number of cylinders 4 in line
Combustion system indirect injection
Compression ratio 22:1
Firing order 1-3-4-2
Intake Naturally aspirated
Electrical system 12 Volt - 115 Amps.
Cooling system (standard)
indirect cooling
(keel cooling optional)
Gearbox (standard) TM345(A)
Ratio 2 / 2.47:1
Gearbox - ZF25 - 1.97
Dry weight (incl. std. gearbox) 245 kg
Fuel consumption at 2500 rpm 260 g / kW.h (190 g / hp.h)
Max. torque 170 Nm / 2.200 rpm
Max. backwards installation angle 15°
Max. lateral inclination angle; Continuously 25° - 5 minutes max. 30°
Suction height of fuel lift pump 1.5 m
Calorifier connection kit optional
Instrument panel (standard) MPA22KBS2 / BS25
Warning lights and audible alarm oil pressure, temperature (coolant and exhaust), charging current
Control light for pre-heating
Electric circuit protection fuse 10 Amps.

Certifications - EU-RCDI, RCDII pending

All giving a suggested cruising range of 350 nautical miles at 8 knots.

Construction

The 1" pitch pine planking that is copper clenched to oak timber frames was stripped of all paint coatings inside and out , allowed to air dry for 5 years before hard splining and epoxy sheathing with 1220 gram of biaxial E-glass.

The composite structure of 25mm of epoxy saturated pitch pine and a near 3mm veneer of E-glass running diagonally across the wood grain/planking seams has created a monocoque hull structure of considerable strength. Add in the timber framing, floor frames and deck structure and would suggest that this vessel should easily last another 80 years (or considerably longer) in normal service.

If IERE had been planked in say larch rather than pitch pine or had been galvanised nailed rather than copper fastened, she would not have been worth saving.

Accommodation

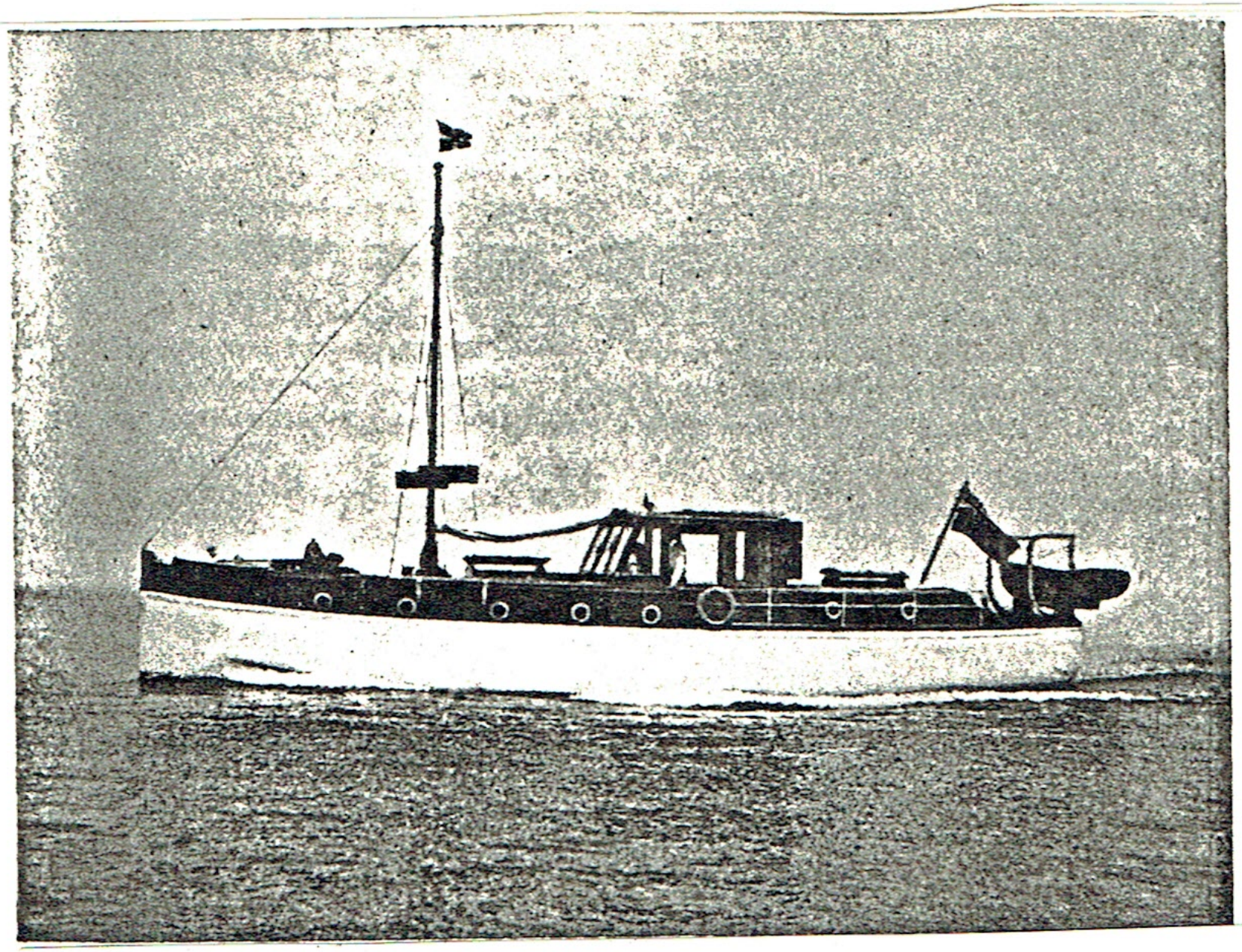
The original layout of the boat was with a galley up forward in the f'csle (forward of the main bulkhead) on the port side with crew bunks to starboard, with spacious hanging lockers on each side.

The main saloon had a traditional central table with bunk/seats to port and starboard with bookcases behind and locker space below. The aft end of the saloon, against the engine room bulkhead had a heads/shower washroom to starboard and we proposed a nav station/office to port.
It was suggested that the spacious wheelhouse could also serve as a deck saloon.
The owners cabin aft has both a double and single bunk/seat, hanging lockers to port and starboard and a heads/shower washroom.
The aft cockpit is a spacious outside secure space that would allow the crew/family to have some "time out" on a long passage.

Sails & Spars

Whilst at launch IERE appeared as a gaff rigged sloop with a single mast housed in a tabernacle fwd of amidships, in later life she appears as a ketch. However, despite being described as a motorsailer at various times in her file of papers I would suggest that the 330 sq.ft. of canvass she was designed to carry on her 26 foot spruce mast would be of most use as a steadying sail unless sailing with a following breeze.

The spruce/douglas fir spars are all clear of rot but in need of refurbishment.



Bottom : M.Y. "IERE."

TRIM AND SEAMANLIKE WITH HER VARNISHED UPPER WORKS, SHE HAS TWIN SCREWS AND IS 45 FT. OVERALL.

EX LONSDALE LIBRARY
"MOTOR CRUISING"
VOLUME XIX

IERE

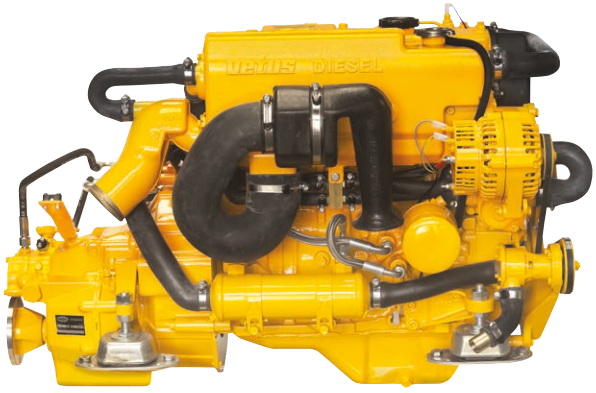
VH4.65

48 kW / 65.3 HP

VH4.80 *)

59 kW / 80.3 HP

*) Available outside the EU, RCD2 pending



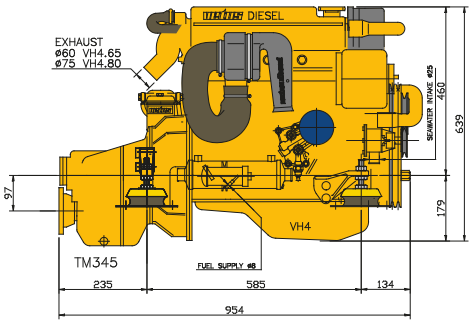
TECHNICAL SPECIFICATIONS

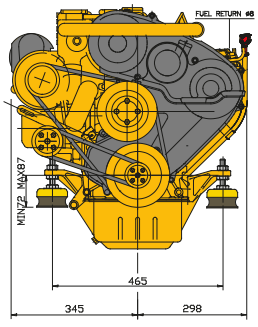
Supplied as standard with instrument panel type MPA22KBS2 / BS25 (see page 105), four flexible engine mounts type HY100 (see page 51) and an oil sump pump.

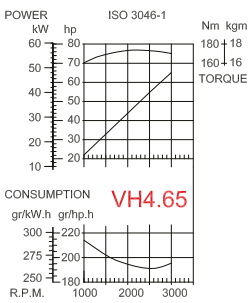
Engine model	VH4.65 / VH4.80
*Max. output at flywheel (ISO 3046-1)	48 kW (65.3 hp) (VH4.65) 59 kW (80.3 hp) (VH4.80)
*Max. output at propeller shaft (ISO 3046-1)	46.6 kW (63.4 hp) (VH4.65) 57.2 kW (77.6 hp) (VH4.80)
Maximum rpm	3000 (VH4.65) / 4000 (VH4.80)
Bore x stroke	91.1 mm x 100 mm
Displacement	2607 cm³
Number of cylinders	4 in line
Combustion system	indirect injection
Compression ratio	22:1
Firing order	1-3-4-2
Intake	Naturally aspirated
Electrical system	12 Volt - 115 Amps.
Cooling system (standard)	indirect cooling (keel cooling optional)
Gearbox (standard)	TM345(A)
Ratio	2 / 2.47:1
Gearbox options	ZF25A 1.93 / 2.29 / 2.71:1 ZF25 1.97 / 2.8:1

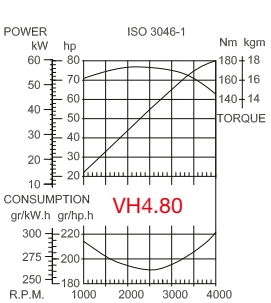
Saildrive	SP60 2.15:1 SD10 2.23:1
Dry weight (incl. std. gearbox)	240 kg (VH4.65) 245 kg (VH4.80)
Fuel consumption at 2500 rpm	260 g / kW.h (190 g / hp.h)
Max. torque	170 Nm / 2.200 rpm
Max. backwards installation angle	15°
Max. lateral inclination angle;	
Continuously	25°
5 minutes max.	30°
Suction height of fuel lift pump	1.5 m
Calorifier connection kit	optional
Instrument panel (standard)	MPA22KBS2 / BS25
Warning lights and audible alarm	oil pressure, temperature (coolant and exhaust), charging current
Control light for	pre-heating
Electric circuit protection	fuse 10 Amps.
Certifications	EU-RCD II (VH4.65) EU-RCDI, RCDII pending (VH4.80) RRR emission standards (VH4.65/VH4.80)

* In accordance with ISO 8665









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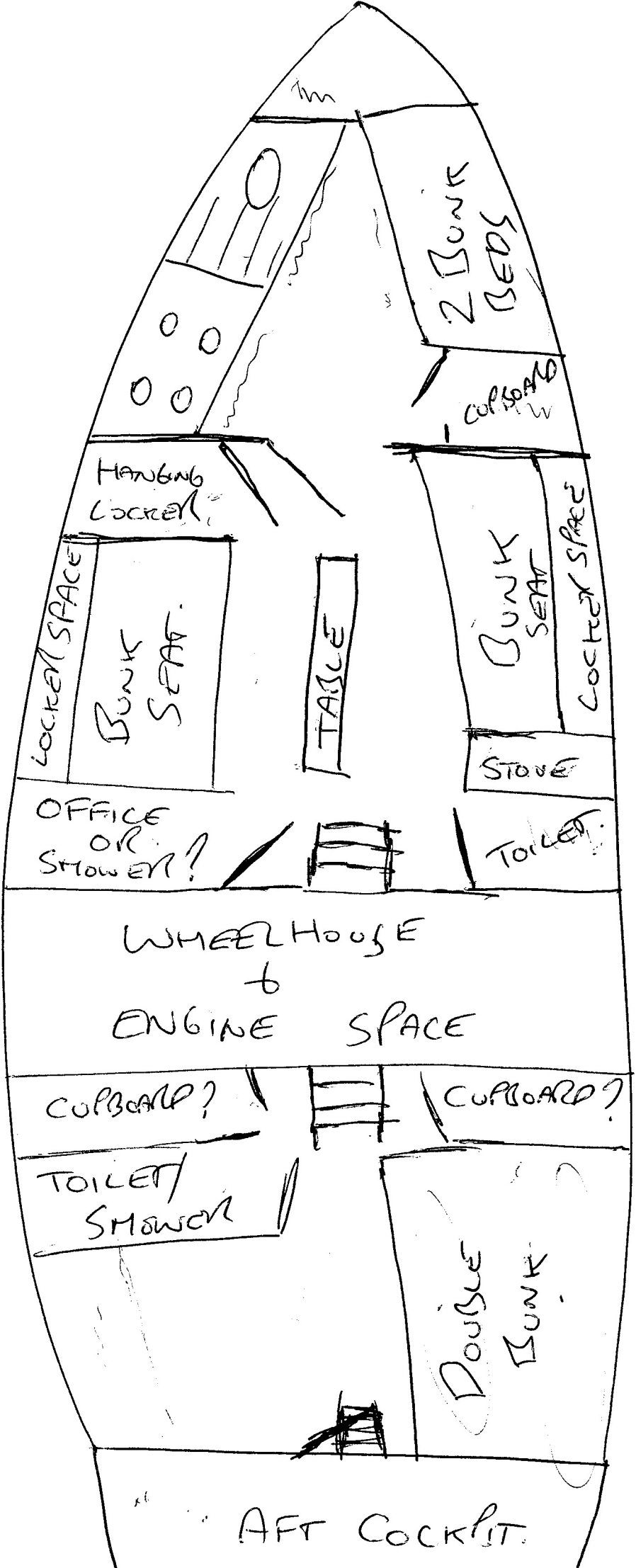
2 BUNK BEDS
CUPBOARD
HANGING LOCKER
LOCKER SPACE
BUNK SEAT
TABLE
BUNK SEAT
LOCKER SPACE
STOVE
OFFICE OR SHOWER?
TOILET
WHEELHOUSE & ENGINE SPACE
CUPBOARD?
CUPBOARD?
TOILET/ SHOWER
DOUBLE BUNK
AFT COCKPIT