



SHESTAKOV

Yacht Sales

TRIUMPH - HYLAS



Builder: [HYLAS](#)

LOA: 69' 0" (21.21 m)

Year Built: 2011

Beam: 18' 0" (5.49 m)

Model: 70

Min Draft: 25' 8" (7.83 m)

Price: \$949,000 USD Subject to change.

Max Draft: 25' 8" (7.83 m)

[See full listing on our website](#)

Location: Portsmouth, United States

Cruising Speed: 8 Knots (9.21 MPH)

Max Speed: 10 Knots (11.51 MPH)

If you would like to buy a yacht **TRIUMPH - HYLAS** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

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OVERVIEW

Combining exhilarating performance, uncompromising safety and salon-level comfort, this luxury bluewater sailing yacht is designed for confident long-range passagemaking. Her sail systems are managed via push-button control and she has been finished to a comprehensive specification with a wide range of options and upgrades; a major refit in 2023/2024 has returned her to turnkey condition, making her ideally suited to private cruising or premium charter.

SPECIFICATIONS

Basic Information

Model Year:
2011

Country:
United States

Year Built:
2011

Dimensions

LOA:
69' 0" (21.21 m)

Beam:
18' 0" (5.49 m)

Min Draft:
25' 8" (7.83 m)

Max Draft:
25' 8" (7.83 m)

Speed, Capacities and Weight

Cruise Speed:
8 Knots (9.21 MPH)

Water Capacity:
360 Gallons

Max Speed:
10 Knots (11.51 MPH)

Fuel Capacity:
710 Gallons

Gross Tonnage:
40 Pounds

Accommodations

Total Heads:

4

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Frers Naval Architecture & Engineering

Deck Material:

Fiberglass

Interior Designer:

Hylas Yachts

Hull Configuration:

Monohull

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY























DETAILED DESCRIPTION

Introduction

Available either for charter or purchase, with attractive financing available, TRIUMPH exemplifies the Frers-designed Hylas 70—the flagship of the esteemed Hylas Yacht Series—built on a semi-custom basis to the highest standards. Her sail systems are fully automated and operated via push-button controls, allowing easy shorthanded handling, while a long list of additional options enhances liveability and capability, including air conditioning, an onboard generator, bow and stern thrusters, a watermaker and an extensive suite of navigation and entertainment electronics. Launched in 2011, TRIUMPH has demonstrated herself as a fast, secure and supremely comfortable bluewater cruiser, featuring an excellent four-cabin layout that suits private ownership—as currently enjoyed by the owner—or charter operation. Inspections are highly recommended.

Accommodations

TRIUMPH is arranged in a classic four cabin configuration that includes three ensuite owner/guest staterooms plus an additional ensuite cabin suitable for crew or guests, all executed with exquisite solid teak joinery finished in satin varnish to an exacting standard. The interior is defined by solid teak raised panel doors—some fully louvered—together with raised panel or latticed cabinet fronts, double grooved fiddles and handrails that evoke traditional seafaring refinement, while satin finished solid teak soles with custom locking hardware emphasize practical durability throughout the living spaces.

Wet areas are treated with white Awlgrip paint and appointed with Corian

vanity tops, solid Corian sinks and molded shower floors. Cedar lined hanging lockers with automatic lighting, a soft white fabric headliner fitted with Oceanair hatch screens and blinds, and strategically placed handrails enhance both comfort and safety, and twelve volt fans are installed throughout the yacht to ensure gentle, efficient air circulation. The salon upholstery, replaced with Ultraleather in 2022, is complemented by matching bedding, towels and decorative appointments, and custom wool area rugs were also added in 2022 to complete the elegant presentation.

A private forward VIP stateroom features a queen sized berth with gas assisted lift for easy access to storage, a comfortable settee and abundant storage including a large hanging locker, drawers and multiple cabinets. Two generous deck hatches flood the cabin with light and ventilation, while an ensuite head forward and a teak grated shower stall with seat are shared with the port guest cabin for added convenience.

Located forward of the main salon to port, the second guest cabin offers a roomy double berth, a hanging locker and extensive drawer and locker storage, served by three opening portholes and a large deck hatch; a head and separate shower stall are positioned across the passageway to maintain privacy and ease of use.

The main salon benefits from TRIUMPH's expansive 18 foot beam, creating an unusually open and gracious living area for a yacht of this size. To port, a large L settee encircles an inlaid laminated table with integrated storage beneath, and a custom folding bench seat sits inboard. Outboard, an LCD television stows discreetly on an electric lift. To starboard, a pair of built in custom lounge chairs are flanked by dedicated liquor and glass lockers. Entertaining is further supported by a wine cooler installed at the forward end of the salon in 2024 and an icemaker located aft and to port ahead of the galley, while two large deck hatches and teak trimmed deckhouse windows on three sides ensure a bright, airy atmosphere.

Aft and to starboard, the forward facing L shaped navigation station provides direct access to the cockpit and a secure command environment, anchored by a comfortable pedestal chair and multiple built in backlit switch panels. Navigation instruments and remote control panels for the watermaker, system monitors and tank level readouts are centrally located, and the workspace includes a lift up chart table with custom storage and a filing drawer; a new safe was installed in 2024 for secure document storage.

To port, the long U shaped galley is engineered for serious cruising and elegant provisioning, maximizing counter and locker space with raised panel doors that conceal thoughtfully arranged storage for glassware, dinnerware and appliances. Corian counters integrate twin stainless sinks, while a Force 10 propane range with oven and broiler and a GE Profile Advantium convection microwave provide comprehensive cooking capability. Refrigeration is handled by a Frigoboat 24 volt system with stainless boxes and both keel cooled and air cooled compressor units, with new condensers fitted in 2024; provisioning is simplified by double front opening refrigeration compartments and a freezer that opens from both the front and the top. Safety and redundancy are addressed by a Xintex propane monitor and a manual freshwater backup pump. An access panel beneath the sink runs the full width into the engine room for convenient portside engine access, and two portholes supply natural light and ventilation; galleyware is carried aboard.

A passage aft along the starboard side leads to a versatile fourth cabin situated outboard and well suited for crew or additional guests, arranged with over under berths, a large hanging locker, multiple storage lockers and its own private head with shower. Two opening portholes brighten the cabin interior and an additional opening porthole ventilates the head.

The owner's suite occupies the aft section of the yacht and is centered around a generously proportioned, nearly king sized centerline berth that lifts on gas pistons to reveal abundant storage and systems access. To port a vanity

complements extensive locker space including two large hanging lockers, drawers and cabinetry, while forward a built-in bureau provides a home for a flat-screen TV. A B&G 9-inch multi-function display, new in 2024, is mounted forward to starboard for immediate access to critical navigation data. The yacht's full beam carries through aft to create an open, airy stateroom further enhanced by a deck hatch and four opening portholes. The owner's private head forward on the port side features a separate shower stall, a Raritan freshwater electric toilet, Corian countertops, a vanity mirror and a linen closet, and is ventilated by two opening portholes.

Navigation equipment

All navigation electronics were replaced in 2024; the nav station is built around a B&G H500 system paired with a Zeus 3s 12-inch chart display and supplemented by two ICOM M424 VHF radios alongside an ICOM M803 MF/HF SSB for long-range voice and data. Both helm stations and the companionway are specified so that each helm features a B&G Zeus 3s 12-inch display, an ICOM remote VHF handset and comprehensive B&G autopilot controls, while B&G H5000 displays are installed at every helm with two further H5000 units positioned above the companionway. A B&G Nemesis 9-inch multi-function display is mounted above the companionway, with a second Nemesis 9-inch provided for the owner's cabin.

Entertainment equipment

The audio-visual suite is anchored by a Fusion stereo system newly installed in 2024, with its central head unit located in the salon, individual controls and speakers appointed in every cabin, and four cockpit speakers delivering rich, immersive sound outdoors. Onboard television reception is provided by a KVH HD7 satellite system set up for Direct TV (currently not in use), and the interior

screens comprise an Insignia 24" LCD in the forward cabin, a Samsung 32" LCD in the main salon paired with a DVD player, and a Samsung 32" LCD in the owner's cabin. Streaming is seamless thanks to AppleTV units installed in both the main salon and the owner's cabin.

Electrical system

The yacht's electrical architecture combines 12/24 volt DC and 110 volt AC systems, all routed and controlled through bespoke panels at the navigation station to ensure dependable, versatile power whether at anchor or offshore. Primary generation is delivered by a Northern Lights 12 kW generator showing 4,287 hours as of 9/24, supplemented by a Fisher Panda 6000 24V generator, new in 2024 and recording 35 hours as of 9/24. Renewable output is provided by newly installed, bimini-mounted solar arrays producing a combined 1,116W, managed through Victron charge controllers fitted in 2022, and supported by a Victron inverter/24 volt battery charger (2024) alongside a Victron 12 volt battery charger (2024). Underway charging is vigorous thanks to a 115 AMP, 24 volt alternator installed in 2024, with charge status monitored by a Xantrex battery monitor. Energy storage centers on a Lifeline AGM 24V house battery bank installed in 2021, with AGM 4D batteries dedicated to engine and generator starts and the 12 volt bank added in 2024, all of which are protected by a built-in reverse-isolation switch. Shore-power capabilities are sophisticated, featuring two 50A/220V shore connections, a 15KVA 120/240 50/60 isolation transformer for European conversion, and dual Glendenning Cable Masters housing 50A 75' cords that were replaced in 2022. The installation employs tinned copper wiring throughout and a comprehensive electrical bonding system that includes two three-inch copper strips running bow to stern on each side.

Onboard convenience and situational awareness are elevated with four waterproof USB charge sockets in the cockpit and at the nav station (2024),

exhaust blowers for every head, a Wave WiFi extender with Netgear router (2024), and a Siren Marine yacht monitoring system (2024). Deck and safety communications are augmented by a mast-mounted hailer/loud speaker (2024), a mast-mounted FLIR camera system integrated with B&G displays (2024), and two B&G down-facing IP cameras on the masthead (2024). Nearly all interior and exterior lighting fixtures were converted to LED in 2024 and include recessed lights with dimmers, reading lights, courtesy illumination, rope accent foot lighting throughout including the cockpit table, cockpit lights integrated into the bimini, navigation lights, spreader and foredeck lights, aft deck illumination, transom stair lighting, and engine room lights.

Engine and mechanical equipment

Propulsion is provided by a Yanmar 4LV-250 diesel, rated at 250 HP, fitted new in 2024 and showing 95 hours as of September 2024; a remote engine panel is also located in the engine room. The driveline comprises an Aqualoy 22 two-inch propeller shaft driving a Vari-Prop DF four-blade propeller, which received service in 2024, and a PSS shaft seal installed the same year. Fuel handling is robust, with dual Racor fuel filters and a Walbro (Walborough) inline fuel pump with an engine bypass for fuel polishing, while Teleflex electronic engine controls are repeated at both pedestal stations. The engine room has been treated for acoustic comfort with Soundown insulation, is ventilated by two dedicated blowers, and is equipped with an oil change pump system plumbed to the engine, transmission and generator; WEMA tank gauges and comprehensive fuel/water alarm systems provide vigilant monitoring.

Close-quarters maneuvering is effortless thanks to a Lewmar 24-volt bow thruster rated at 250 kg of thrust, serviced in 2024, complemented by a Lewmar retractable stern thruster installed in 2024; combined joystick thruster controls have been newly fitted at both helm stations for intuitive handling.

Steering is entrusted to a Lewmar Mamba rack-and-pinion system coupled with a 1/2 HP, 24-volt autopilot drive unit, all renewed in 2024, and supported by a Harken dual-pump hydraulic system that was completely overhauled in 2024 with all lines replaced.

Comfort and domestic systems are equally well appointed: Cruise Air reverse-cycle air conditioning serves four climate zones with a combined capacity of 65,000 BTU. Laundry facilities consist of washer and dryer units located beneath the port guest berth, and dual freshwater pumps are installed (two units) with all related plumbing renewed in 2024. Watermaking is handled by a BlueWater 110-volt unit producing over 75 gallons per hour, new in 2024, and a Seagull water purifier supplies the faucets in each head and the galley. Safety and convenience features include a Fireboy fuel vapor monitor, an 18-gallon stainless hot water heater, and anchor washdown pumps for both fresh and salt water.

Tankage and service equipment are generous and purpose-built: stainless water tanks totaling 360 gallons, stainless fuel tanks totaling 710 gallons, and a 90-gallon holding tank. Bilge management comprises two automatic electric bilge pumps in the main bilge, one automatic electric bilge pump in the stern lazarette, and a manual bilge pump. Safety systems include a Fireboy automatic fire extinguisher system with remote panels, all new in 2024, bronze through-hull fittings and seacocks, and four Raritan Sea Fresh Marine Elegance fresh/saltwater heads that discharge to the waste tanks through Jabsco macerator pumps.

Sails & rigging

At the core of the yacht's sail plan sits a Selden triple-spreader aluminum mast equipped with hydraulic in-mast furling, complemented by a Furlex hydraulic furling system installed in 2013. The standing rig is secured by Navtec rod rigging from 2013 together with solid rod components, and the cutter

arrangement benefits from a Furlex hydraulic furling unit with helm-mounted controls. Both the headsail and staysail furlers are operable from the helm, while mainsail furling can be managed from either the helm or the cockpit, providing effortless, safe sail handling. Sail shape and onboard security are further enhanced by a Lewmar mainsheet traveler and an integrated boom preventer.

Hydraulic and dynamic control systems are extensive, including winch-driven hydraulic backstays, PBO running backstays with retrieving lines and a Navtec hydraulic boom vang with split backstay controls, all orchestrated through a Harken push-button control panel at the helm. Recent upgrades include new backstay cylinders and backstay isolators fitted in 2024 and a full renewal of running rigging in 2022. The sail inventory comprises a Doyle furling mainsail from 2019, a Doyle 135% furling genoa with UV sun cover and a Doyle furling staysail with UV sun cover. Sail handling strength comes from an array of Antal hydraulic and self-tailing winches: two Antal W 80 hydraulic self-tailing primary winches; two Antal W 66 hydraulic self-tailing winches dedicated to the mainsheet and outhaul/spinnaker halyard; two Antal W 66 hydraulic self-tailing staysail/runner winches; two Antal W 44 self-tailing traveler control winches; and two Antal W 52 self-tailing halyard winches mounted at the mast.

Hull and deck

The hull is a solid, hand-laid construction of Twaron-reinforced fiberglass, built with Vinylester resins and an Isophthalic Gelcoat, then protected beneath an epoxy barrier coating for long-term integrity. Steering is managed by a balanced spade rudder supported by a partial skeg, delivering a refined blend of performance, strength and protection, while watertight collision bulkheads are installed aft of the forepeak locker and forward of the aft lazarette. A teak rubrail capped with a stainless striker lends both resilience and a polished finish to the hull's exterior.

The deck is molded fiberglass with a balsa core and reinforced with solid laminate where deck hardware is mounted, presented in white Gelcoat with molded in gray non skid. A contemporary transom design incorporates molded in steps, an integrated swim platform and a built in swim ladder, and a hydraulically opening transom garage door grants effortless access to the generous storage area fitted with custom shelving. Large corner lazarette lockers flank each side and are reachable from the aft deck. Forward on the foredeck a deep forepeak locker with line hangers is complemented by a separate split chain locker immediately forward. The topsides are finished in white Gelcoat, compounded and waxed 9/24, highlighted by a blue cove stripe and twin blue boot stripes, while the bottom — painted black — received fresh bottom paint 9/24. Decks were compounded and waxed 9/24 as well and present in white Gelcoat with molded in beige non skid.

Cockpit

The cockpit aboard TRIUMPH is a singular expression of thoughtful design and generous proportions, featuring twin helm stations that are accessible from both the aft and side decks and that deliver exceptional visibility when at the wheel. All sail controls and navigational equipment are concentrated at the helms for effortless, intuitive operation. The entertaining area comfortably seats ten around a beautifully varnished six-foot teak table with drop-leaves and an integrated drink cooler. Guest comfort is enhanced by custom oversized cockpit cushions with comfort backrests and built-in drink holders (2022), paired with helm cushions fitted with backrest bolsters (2022). A bimini with full side enclosures and a large forward panel (2022) provides protection without compromising the line of sight forward, while the laid teak cockpit sole reinforces the yacht's enduring craftsmanship.

Deck and equipment details

A stainless stemhead fitted with twin anchor rollers and a deck plate leads a formidable ground-tackle arrangement driven by a Maxwell 4000 hydraulic windlass, which feeds an Ultra 80 kg stainless plow anchor on a 200' all-chain rode and is backed up by a Fortress FX 125 anchor complete with rode and chain. The foredeck remains immaculate thanks to salt and fresh water washdown points, while a stainless stern rail extends forward to integrate side gates and an opening gate aft that delivers direct access to the swim platform. Safety and secure footing are provided by 32-inch wire lifelines mounted on stainless stanchions, complemented by stainless steel handrails along the cabin top, and docking is handled with assurance via eight 15-inch stainless mooring cleats with bow, stern and two springline chocks per side supported by bespoke stainless deck hardware, Harken stainless turning blocks and Antal genoa tracks and cars. Natural light and ventilation are abundant through two stainless dorade vents, seven low-profile stainless hatches and eighteen stainless opening portholes, all set off by a natural teak toe rail. The cockpit is refined with a varnished teak table and companionway trim, while a Ritchie 6-inch compass is positioned at each pedestal and flanked by stainless grab bars for confident navigation and secure movement underway. Boarding is effortless with a stainless and teak side boarding ladder and stainless antenna poles on the aft deck; water access and aft-deck convenience are enhanced by a stainless fold-down swim ladder and a hot/cold shower at the transom. Tender operations are simplified by Simpson 300 electric tender davits that serve a Zar 12' RIB equipped with plotter, depth and VHF, new in 2020, and powered by a Yamaha 40 HP outboard also new in 2020. Leisure fittings include fold-down teak and stainless seats on the stern rail to each side with cushions and backrests added in 2022. Completing this turnkey package are five fenders and six dock lines, varnished teak companionway hatch slides with a padded storage bag, leather steering wheel covers, a bosun's chair, tools and

numerous spares.

Safety

Configured for serious ocean passagemaking, the yacht carries a life raft stowed in a valise and is further equipped with a Lifesling and a Switlik MOM to expedite rapid man-overboard recovery. An ACR EPIRB delivers reliable emergency distress signaling, while twin radar reflectors fitted to the shrouds enhance the vessel's radar signature for improved detection by other traffic. A sea anchor is carried to help steady the yacht in heavy weather, and on deck two horseshoe life rings alongside eight life jackets provide immediate flotation for guests and crew. A well-stocked flare kit completes the signaling ensemble, offering an additional layer of reassurance on extended passages.

Refit summary

A substantial refit, carried out primarily during 2023–2024, transformed TRIUMPH from propulsion through navigation and habitability systems to return the yacht to like new condition. The heart of the powertrain was renewed with a Yanmar 4LV250 engine mated to a ZF6868 transmission, complemented by a Yanmar remote start and remote control unit installed in the engine room for simplified remote operation and a new 24 volt engine alternator driven from the PTO. Electrical reliability was further reinforced by adding a Fisher Panda 6000 24 volt generator to serve as a backup to the existing Northern Lights unit, and a Fireboy engine, generator and blower shutdown system was installed to heighten onboard safety. Steering and sail handling received a comprehensive upgrade with a new Harken hydraulics system including updated control electronics and hydraulic lines, new hydraulic backstays, new isolators and fresh SSB antenna wiring; a new autopilot and a Mamba drive steering system were fitted, and close quarters

handling is now aided by a Lewmar retractable stern thruster together with new combined bow and stern thruster helm controls at each station. Electronics and communications were upgraded to a cutting edge 2024 B&G H5000 suite built around three Zeus 3 12 inch MFDs and two Nemesis 9 inch displays—one positioned above the companionway and a custom installation in the owner's stateroom for convenient remote monitoring—augmented by WS310, ZG100 compass and antenna, DST810, BT 1 and four H5000 graphic displays. The chart station now hosts two ICOM IC M424G VHF marine radios with remote handsets at each cockpit helm, plus an ICOM IC M803 MF/HF SSB radio. Entertainment and connectivity were modernized with a new Fusion audio system featuring remote controls at the chart station, master and VIP staterooms and in the cockpit, integrated SIRIUS satellite radio, a WaveWiFi extender, a Siren Marine yacht monitoring system and an onboard NetGear RAXE300 router delivering a dedicated boat Wi Fi network. Cruising autonomy and comfort were addressed with a BlueWater 110 volt watermaker; a Victron inverter/24 volt charger; new 12 volt engine/generator start and house batteries; a bimini mounted solar array controlled by new Victron solar charge controllers; and a full height forward dodger and bimini fitted with Eisenglass all weather panels for exceptional visibility. Refrigeration systems received new condensers and a new wine cooler, freshwater was renewed with two fresh water pumps and a complete fresh water plumbing replacement, and deck ergonomics were elevated by new ultra comfortable cockpit cushions including oversized helm seat cushions, integrated beverage holding systems and new aft pushpit seat cushions with backrests. Belowdecks the salon was reupholstered entirely in Ultraleather with refreshed cushions at the settee, folding dining stools, starboard seating and the chart table seat, accompanied by custom wool area carpets. Charging convenience was expanded with four all weather USB ports in the cockpit that support legacy and modern connections and allow charging of up to eight USB devices from the cockpit, while security was enhanced by the addition of an extra large safe at the nav

station. All interior fixtures were converted to LED with a new LED dimming system, mast and navigation lights were upgraded to high performance LED, and situational awareness was improved by a mast mounted hailer/loudspeaker for broadcasts from the cockpit radios, a mast mounted FLIR infrared camera integrated with the B&G chart plotters for exceptional night vision under sail, and two masthead mounted downward facing B&G IP cameras that deliver superior sail area visibility from the helm and simplify docking. The refit was rounded out by a full running rigging renewal completed in 2022, which includes a new mainsheet, genoa sheets, staysail sheets, spinnaker sheet, outhaul and six new halyards.

Exclusions

All personal effects and any artwork aboard shall remain the sole property of the owner and are expressly excluded from the sale.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

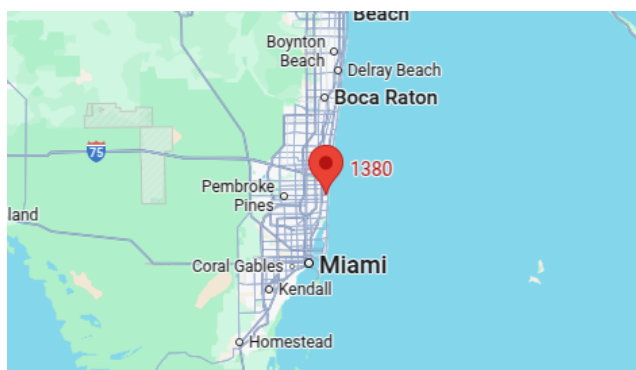
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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