

Hallberg Rassy 42 E

Hallberg-Rassy 42 (E) was built from 1980 until 1991. A total of 255 hulls were built. She is admired for her clean flush deck and numeral boats have sailed around the globe. This Enderlein design is not to be confused with the Frers designed Hallberg-Rassy 42 (F) that was built between 1991 and 2001.

Designer	Christoph Rassy / Olle Enderlein
Hull length	12.93 m / 42' 4"
Beam	3.78 m / 12' 5"
Draft, unloaded	2.05 m / 6' 9"
Displacement, empty standard boat	11 500kg / 25 353 lbs
Keel weight, iron	4 500kg / 9 920 lbs
Sail area with jib	75 m ² / 807 sq ft
Engine	Volvo Penta MD 31A
kW / hp	62 / 46
Speed under power	8.1 knots
Fresh water	725 litres / 192 US gallon
Diesel	395 litres / 105 US gallon
Transport height without windscreen	3.82 m / 12' 6" (Genoa winches removed)
Transport height with windscreen	4.00 m / 13' 1"

Specification

(From Dec. 1987)

Certificate

Each hull is built according to Lloyd's specifications for "Certificate of Hull Construction " and under personal supervision of Lloyd's surveyor in the respect of hull, deck and superstructures in GRP, main bulkheads, engine foundations, chain plates, rudder with fittings and built in fuel and water tanks.

Hull moulding release note and certificate are supplied.

Hull

GRP Colour: White, Marina blue decoration strip above the rubbing strake.

Underwater hull treated with GRP primer, 2-component primer and antifouling.
Blue boat top.
Built in longitudinal stringers.
Ballast keel of iron, moulded in and completely protected in GRP.
Rudder blade in GRP. Rudder main shaft Ø 40 mm bronze.
Heavy cast rudder fittings in bronze.

Deck and superstructure

GRP-sandwich construction 25 mm with polyvinyl cellular plastics as core material for strength and insulation.
Color. Ivory white.
Hull and deck completely joined by overlapping the GRP laminate. Bulwark formed in the deck and hull mouldings and fitted with a solid capping in teak.
Handrails, companionway, hatchguides, sole and seats in cockpit are all in Bangkok-teak.
Laid teak deck on top of GRP deck, 1/2". The deck is provided with four 1" scuppers draining below the waterline.
Two 1 1/2" scuppers from the watertight and selfdraining cockpit.

Spars and rigging

Spars and rigging from Seldén Mast AB, Sweden.

Ketch rig:

Masts and booms made from silver anodized aluminium alloy. Main mast 237x162 mm with two sets of spreaders. Mizzen mast 155x104 mm. The masts are provided with separate cable conduits and flood light. They are stepped on the a base on the cabin top directly over a reinforced bulkhead. Chain plates are made of stainless steel.
Halyard winches, main: Two Lewmar 40 CST.
Halyard winches, mizzen: One Lewmar 8 C.
Reef winch main: Lewmar 8C.
Main boom: 162x125 mm with a modern slab reefing system (2 reef lines) + outhaul. Rod kick.
Mizzen boom: 111x75 mm + outhaul.
Standing rigging main mast: Cap shrouds, lower shrouds and forestay Ø 10 mm wire 1x19. Intermediate shrouds and double backstays Ø 8 mm. Rigging screws 3/4" and 5/8".
Standing rigging mizzen mast: Ø 6 mm wire. Rigging screws 7/16".
Running rigging (all halyards internal): Main halyard Ø 5 mm wire + rope tail. Mizzen halyard Ø 4 mm wire + rope tail.
Main sheet (6:1 purchase), genoa sheets, burgee halyard.

Sloop rig:

As ketch rig with the following exceptions;
Main mast 1.42 m taller.
Babystay.

Checkstays.

Bigger genoa track + bigger blocks.

Footblocks for sheets on deck.

Genoawinches Lewmar 55 C.

Main sheet is led over two Lewmar 40 CST.

Sails

Polyant.

Main with slides for track in mast.

Main sail: Ketch 33m²

Sloop 35 m²

Working jib: Ketch 35.5 m²

Sloop 40.5 m²

Genoa: Ketch 58 m²

Sloop 60 m²

Mizzen: 10.5 m

Deck fittings

Stemhead fitting in stainless steel with incorporated anchor roller.

Sheet winches: Two Lewmar 52C.

Two Clamcleats.

Four 400 mm mooring cleats. Two 250 mm mooring cleats amidships.

Pulpit and pushpit in stainless steel.

Mast pulpits in stainless steel.

Built in rubbing strake from 20x3 mm bronze profile.

Double lifelines with seven pairs of conical stanchions.

Height 26 ". Gate on SB and P.

The yacht is delivered with permanent wind screens with hardened glass in light alloy frames. One windscreen panel is opening and is provided with electric wiper. A canvas sprayhood protects the forward part of the cockpit.

Venus compass.

Portlights in 10 mm acrylic glass and light alloy frames, all opening.

Light prisms in deck over nav table, galley and aft toilet cabin.

Bilge pump.

International navigation lights 4".

1000 W electric windlass.

Bathing ladder on transom.

Loose equipment

- One CQR anchor, 45 lbs, with 60 m chain (198'), 3/8"
- Sixr mooring lines 10 m (33')
- Six fenders, 10'
- Boat hook

- 3 winch handles 10", "Lock in ". One winch handle pocket on mast
- Flag staff
- Cockpit table

Engine

Volvo Penta Diesel 31A. Output 46 kW (62 HP) at 3.500 rpm. Four cylinder Diesel with direct injection. The engine is fresh water cooled and equipped with oil cooler. Reverse and reduction gear type Mono Shift 2.4: 1.

Instruments comprise tachometer, temp. gauge, voltage and oil pressure meter and optic and acoustic warning.

Propeller: 3-blade, pitch 16", diameter 15", left hand.

Propeller shaft Ø 30 mm, stainless steel. Engine and shaft carefully aligned and rubber suspended. Shaft bearing.

Cutlass water lubricated rubber bearing.

"Wet" exhaust line in rubber with water lock and effective muffler.

All drains from the selfbailing cockpit, sinks and wash basins are of durable plastic material. Hoses in pressure system are glass fibre reinforced. All trough hull fittings are provided with seacocks. All hose clips in stainless steel.

The engine compartment is sound insulated for lowest possible noise level. The engine is accessible for service from the passageway from the main cabin to the aft cabin. A panel in the cockpit is detachable for lifting of the engine.

Tanks

Two built in fuel tanks in stainless steel (250 + 145 litres), with separate pump for draining eventual water or sludge. Water tank in GRP (725 litres)

Electricity

12 V electrical system, with four 135 Ah batteries, one for the engine and three on a separate circuit for consumption. One 55 Amp engine driven alternator is charging the two separate circuits over a double diode set. Batteries in closed, vented compartment. All wiring with adequate sectional areas. The cables are where possible protected in plastic pipes or hoses.

26 cabin lights, four of which fluorescent lights: two in the galley, one over the navigation table and one in the engine room.

Central switch panel at the navigation table with automatic circuit breakers for the different circuits.

Volt meter, water and fuel gauge. Eight 12 V outlets.

Two main switches at the companionway ladder (one for the engine and one for the consumption).

Accommodation

First class workmanship in selected mahogany, hand rubbed

and treated to a silk smooth finish. The accommodation consists from forward of:

Water and gas tight locker for liquid gas bottles, anchor chain below. The space is accessible from deck and drained overboard.

Forward cabin with two comfortable berths. Length of berths 2.0 m (6'8"). Filler between berths. Stow room below berths which is accessible through doors. Inside of hull lined with mahogany. Shelves at the sides.

A Sliding door separates the forward cabin from the passage to the main cabin. On SB side of the passageway two well sized hanging lockers.

On port side an unusually roomy toilet with separate shower and a marine head. Wash basin in china, sunk into the countertop. Shower curtain, mirror and toilet lockers.

Running hot and cold water. The floor is made as a shower stall with teak grating over a drained wall. Headroom 1.85 m (6'1").

The main cabin is built with fair sized sofa berths PS and SB. Port side sofa is made as a 7' L-sofa.

The SB sofa is 2.05 m (6'8"). Book shelves and lockers above sofas. Large table 880x1150 mm (35"x45") with folding wings. Stow room for bottles etc. in mid section of the table. Inside of hull above berths is panelled with mahogany. Ceiling is lined with vinyl panels.

Aft in the main cabin is a U-shaped galley equipped with a 2-burner stove with oven in gimbals. Permanent tubing with shut-off valve for liquid gas between stove and gas bottle.

Drained icebox 180 litres. Stainless double sink with running hot and cold water, and a manual fresh water pump in reserve. Surface of counter tops in galley in easy cleaned teak look plastic laminate. Locker for crockery, drawers and dustbin etc.

On the port side is the navigation table (1030x780 mm) with chart locker, drawers, electric switch panel with Volt meter, fresh water and fuel gauge. In the passageway to the aft cabin there is a work bench with roomy stowage lockers and drawers.

In the aft cabin are two berths; 2 m x 71 cm and 2 m x 135 cm. Shelves at both sides. Cabin headroom 1.85 cm.

Stowage room below berths.

Skylight, two Dorade vents.

Aft toilet with shower stall. China wash basin built into countertop. Running hot and cold water. Marine toilet type Blake Baby. Cupboards above and below wash basin. Mirror.

Doors between cabins. Escape hatch to deck. Inside hull is lined with mahogany. All cushions are in heavy 13 cm polyether foam, covered with high quality furniture fabric. Floor boards in teak, covered by wall to wall carpets.

Ventilation

Forward cabin: opening skylight and one Dorade vent.

Head: opening skylight and opening portlight.

Main cabin: Two opening skylights, four opening portlights and two Dorade vents. Ventilating panel in main hatchway.
Aft cabin: One skylight, three opening portlights and two Dorade ventilators.

Steering

Pedestal steering, chain and sprocket system with stainless wire transmission to heavy quadrant 6" sheaves. Leather covered stainless steering wheel with adjustable friction brake.

Cockpit

The cockpit is self draining.
Seats and gratings in teak.
Stowroom, accessible from cockpit, 1400x1000x750 mm for sails etc.
Upper chart table.
Compass, Plath Venus.
Panel for instruments.
Lazarette for lines etc.