



Hallberg-Rassy 42 – Sold

Boat Details / Inventory

Price	Sold	Boat Brand	Hallberg-Rassy
Model	HR 42	Length	12.80
Year	1987	Category	Cruising Yacht
Hull Style	Single	Hull Type	GRP
Power Type	Sail	Stock Number	DBY00130
Condition	Used	State	Tasmania
Suburb	HOBART	Engine Make	Volvo Penta

Disclaimer

Our company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents and/or surveyors to investigate such details buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.

Description

1987 Hallberg-Rassy 42E for sale exclusively with DBY Boat Sales.

The Hallberg-Rassy 42E is named in honour of its designer, Olle Enderlein and 255 hulls were built from 1980 to 1991. This 1987 model is one of the finest examples of the Hallberg-Rassy ethos and features all of the firm's signature design elements, a centre-cockpit layout, a flush teak deck crowning a high-freeboard hull, a distinctive fixed windshield, and a well-appointed mahogany interior. She is superbly set up for her intended use as a long distance bluewater cruiser.

Hallberg-Rassy is one of the most respected builders in Europe and their reputation is reflected in the 42E's construction. Build quality, both structurally and cosmetically, are exceptionally good. The hull is solid fiberglass stiffened with stringers and fully tabbed bulkheads; the deck is cored with PVC foam. The joint is glassed over, so the hull and deck together form a monocoque structure. The iron ballast is encapsulated within the long fin keel.

Hallberg-Rassy 42Es have integral fiberglass water tanks that are bonded to the hull (further stiffening the structure). The fuel tanks are stainless steel and come fitted with sump pumps, a useful detail neglected by most builders. The rudder, mounted on a full skeg, is built around a bronze stock, an impressive feature in a modern boat. On this fine example, there is a near new canvas extension from the rigid windscreen-spray dodger which cleverly overlaps to an even greater bimini over the entire helm area. The yacht has full boat storage covers from bow to stern.

The interior joinery work is in excellent condition and features a wealth of hand-rubbed mahogany, both in bulkheads and in the furniture components. The accommodation plan is straightforward for a boat of this type, with the exception of the enormous aft cabin. The aft cabin features a split single and double berth arrangement rather than one large island or athwartship double. The split-berth arrangement is preferable when the boat is underway, as two persons can sleep more comfortably in a seaway in separate lateral berths. The aft cabin has a private ensuite with manual marine head. Separate shower. The forward stateroom also has a fully enclosed private ensuite with electric toilet and holding tank.

The saloon, with opposing full-length settees separated by a fixed drop-leaf table, has four potential sea-berths, as the back supports for the side settee's can swing up to form upper pilot berths. The boat can thus theoretically sleep a total of nine people if required.

As for its sailing characteristics, the 42E was originally configured in more than 1 option. This 42E is the preferred sloop rig with a 2.05m draft. Those most interested in windward performance favour the sloop rig and 2.05m draft. The vast majority of 42Es were delivered in this configuration (a reflection of its European origin). The in-mast furling design is so simple to use and that alone, makes for more easy and more enjoyable sailing. The staysail and genoa are both on drum furlers with all lines coming back to the cockpit.

Take a peek below the waterline, and you'll see the boat's hull form is quite conservative. The keel, though technically a fin, is but one step removed from a classic CCA keel with a cutaway forefoot. The boat's performance, therefore, is solid. It tracks incredibly well in a seaway, has a very comfortable motion, and is exceedingly stable, thus has a great reputation as a bluewater boat. It is faster and more weatherly than most full-keel boats.

For cruisers who rely on engines as much as their sails, the 42E (as is true of most Hallberg-Rassys) is a very efficient motorsailer.

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Bluewater cruising yachts don't come any more ready to go than this one so give us a call on 02 9999 3311 or email [ussales@dbyboatsales.com.au](mailto:sales@dbyboatsales.com.au) to arrange an inspection.

Features

Designer	Olle Enderlein
Builder	Hallberg-Rassy
Water (Potable) Capacity (l)	790
Hull Construction Material	Fibreglass
Hull Type	Monohull
Country Origin	Sweden
Length (m)	12.8
Keel/Ballast	Encapsulated keel with skeg protected rudder.
Number of Helms	1 x wheel with autopilot
Colour	White
Engine Notes	Volvo Penta
Fuel Type	Diesel
Number of Fuel Tanks	2
Fuel Tank Capacity (L)	420
Propeller	4 blade feathering
Accommodation Notes	Large V berth forward with private ensuite fully enclosed. Separate shower. 4 single bunks in saloon area, double and single in huge aft cabin. Saloon - 1.9m headroom.
Number of Showers	2
Number of Toilets	2
Holding Tank (L)	60
Galley Notes	L Shaped galley with hot and cold pressurised water.
Stove	Yes
Refrigeration	Yes
Number of Sinks	2
Mast/Rigging	Rigging: 2022
Dinghy	Yes
EGC Price	\$199,500

Engine Details

Engine Notes	Volvo Penta
Fuel Type	Diesel
Number of Fuel Tanks	2
Fuel Tank Capacity (L)	420

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Propeller

4 blade feathering

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