

Hallberg-Rassy Hallberg-Rassy 340

Boat Type: Cruiser



OVERVIEW

This brand new model delivers the best Hallberg-Rassy stands for combined with the latest in design from Frers. She will provide higher comfort and performance in the concept and will raise the bar to a level no-one previously thought was possible for a boat of this size. The all-new **Hallberg-Rassy 340** provides fast, easy and comfortable sailing at a new level.

SPECIFICATIONS

Basic Information

Manufacturer:	Hallberg-Rassy	Boat Type:	Cruiser
Model:	Hallberg-Rassy 340	Hull Material:	Fiberglass
Year:	2018	Hull Type:	Displacement
Category:	Sail		

Dimensions & Weight

Length:	34.00 ft	Draft - max:	6 ft 2 in - 1.88 meter
LOA:	35 ft 11 in - 10.95 meter	Bridge Clearance:	-
Beam:	11 ft 5 in - 3.48 meter	Dry Weight:	-
Deadrise Aft:	-		

Tank Capacities

Fuel Tank:	50 gallons - 1 tank(s)	Holding Tank:	23 gallons - 1 tank(s)
Fresh Water Tank:	74 gallons - 1 tank(s)		

Accommodations

Total Cabins:	-	Crew Cabins:	-
Total Berths:	-	Crew Berths:	-
Total Sleeps:	-	Crew Sleeps:	-
Total Heads:	-	Crew Heads:	-
Captains Cabin:	No		

FEATURES

CONTEMPORARY DESIGN

The Hallberg-Rassy 340 has an upright bow for contemporary appearance, long waterline and fine sea worthiness with a rounded underwater body. The boat has an elegant integrated bowsprit with many features:

- An ideal position to connect the tack of a code zero or a gennaker.
- An ideal position for carrying an anchor, with a safe distance to the hull, controlled by an optional electric windlass
- Ideal for a bow ladder that will make it easy to enter or depart from the boat in natural harbours or low docks.

TWIN WHEELS

For the first time at Hallberg-Rassy, optional twin steering wheels are offered. The standard version is with a tiller. In both cases, the deep cockpit gives the helmsman good side protection. The design gives an easy passage through the cockpit. As a Hallberg-Rassy tradition, the cockpit is very well-protected. The cockpit length is a generous 2.83 m, which is no less than 42 cm longer than the predecessor 342. The design allows for easy access from the transom.

TWIN RUDDERS

The rudder arrangement, like the successful Hallberg-Rassy 44, has twin rudder blades. This provides an easily controlled boat during all sailing conditions, especially in tough weather. Because of the reduced rudder surface, compared to a single rudder solution, the rudder loads will also decrease which will increase the safety factor. Each rudder has dual self-adjusting rudder bearings that provides an easy to steer rudder construction in all conditions.

CLEAN DECK LAYOUT

There will be two winches on each coaming for sail handling. This will allow for electric winches without interfering the height below deck. There is storage space for access lines aft of the jammers. This helps to keep the cockpit tidy for lines. Also the deck layout is clean and uncluttered, with under-deck-roller for the foresail, flush mounted deck hatches and the halyards running in hidden channels back to the cockpit. It is also possible to fit an electric windlass below deck.

POSSIBILITY FOR FOLDING BATHING PLATFORM

For the first time in this size of boat, Hallberg-Rassy offers the possibility to order a large folding bathing platform. When the platform is closed, an elegant closed transom occurs. By default there is a fixed platform aft of the helmsman and a step down to the water.

MODERN SAILPLAN

The sail plan is modern. The head sail furler is an under-deck fitted Furlex TD. Cap shrouds and lowers are divided with separated chainplates. That gives easy passage on deck, good set up for sheeting the head sail and to create a wide steady support for the mast. A backstay tensioner with a powerful purchase 1:32 comes as standard. The head sail has a small overlap which makes it easy to tack. There is also a possibility to get a self-tacking arrangement. The waterline is 10.1 m, no less than 1.01 m longer than the precursor 342. According to Frers speed diagram, a loaded Hallberg-Rassy 340 will log 7.31 knots in a 90 degree true wind angle with only 10 knots true wind.

LOTS OF NATURAL LIGHT

There are four flush mounted skylights hatches, six openable portlights and three hull windows. All portlights and skylights have clear glass except the hatch in the head which is milk coloured, to let the light in but obscure views. Hallberg-Rassy 340 has lots of natural light and good ventilation throughout the interior.

GENEROUS INTERIOR

The interior is unusually airy. The settees in the saloon are 2.00 m long and further aft than usual. It gives particularly good width and volume to the interior. The mast position is out of the way right aft of the main bulkhead. Through the special layout, the galley also contributes to an unusually generous airiness in the saloon.

The galley is seagoing and out of the way from the natural flow through the boat. The person in the galley does not stand in the way of anyone who wants to enter the aft cabin. There are deep double sinks and a large fridge. The work surface in the galley is already as standard in solid composite stone.

The ventilated cabinet doors are flush mounted and have invisible hinges with built-in end stoppers so that the door does not hit the other interior.

The forward cabin is very spacious and is regarded as the owner's cabin. The length of the double berth is 2.04 m long, 1.98 m in the aft end and a generous 62 cm in the foot end. The forward cabin has two own hanging lockers, two vanities, several lockers and a deck hatch over the berth.

The head has excellent ventilation with openable portlight and deck hatch. The sink and the surface around it are made in solid composite stone. The holding tank can be emptied either to the sea or via a deck suction fitting which comes as standard equipment.

The aft cabin is also spacious with a really generous double berth, 173 cm in the head end and a huge 142 cm in the foot end.

The new Hallberg-Rassy 340 replaces the 342, that is built in 328 units during 13 years. Although the 340 is larger and offers more volume than the 342, the sailaway price remains the same. At the same time the standard specification is adjusted, both up and down, to correspond to the expectations of 2018 and far beyond.

Attachment

- [Standard Specification](#)

GALLERY

