

Hallberg-Rassy Hallberg-Rassy 48 Mk II

Boat Type: Cruiser



OVERVIEW

The Hallberg-Rassy 48 Mk II is a blue water cruiser that has incorporated a number of features from the HR 64 and HR 55 to improve on both form and function over her predecessor 48:

- There is more natural light and more elegance.
- More opening ports
- Four hull port lights and white painted wooden panels in the alcoves for a brighter interior
- New design for the windscreen
- Improved hatches for the aft deck lockers

- Raymarine instruments as standard; i50 Speed, i50 Depth and i60 Wind
- Seven slim style ventilators
- New design for the pushpits and pulpits
- A slimmer design for the anchor windlass
- Bookshelves in the v cabin and aft cabin

The engine is a state of the art Volvo Penta, D3-110 110 HP. The engine produces high torque at low RPM. That gives comfortable power, low noise and low vibrations. The fuel tank capacity of the 48 is as much as 800 liters with a range of 1 060 Nautical Miles

The standard equipment list is extensive, items such as teak decks and coach roof, electric windlass with Delta anchor and chain, twin heaters, fridge compressor, antifouling, high gloss varnished teak table on steering pedestal, mainsail and furling jib, wind screen with tempered glass, Raymarine Speed, Depth and Wind instruments and a lot more, are examples of the extensive standard equipment.

The Hallberg-Rassy 48 Mk II will take you anywhere, in style and comfort.

SPECIFICATIONS

Basic Information

Manufacturer:	Hallberg-Rassy	Boat Type:	Cruiser
Model:	Hallberg-Rassy 48 Mk II	Hull Material:	Fiberglass
Year:	2016	Hull Type:	Displacement
Category:	Sail		

Dimensions & Weight

Length:	49.00 ft	Draft - max:	7 ft 8 in - 2.34 meter
LOA:	49 ft 2 in - 14.99 meter	Bridge Clearance:	71 ft 4 in - 21.74 meter
Beam:	14 ft 9 in - 4.5 meter	Dry Weight:	40700 ft
Deadrise Aft:	-		

Tank Capacities

Fuel Tank:	212 gallons - 2 tank(s)	Holding Tank:	40 gallons - 2 tank(s)
Fresh Water Tank:	241 gallons - 3 tank(s)		

Accommodations

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

FEATURES

Hull and Deck

Hand lay-up GRP hull, insulated with Divinycell closed cell PVC-foam against heat and cold, except in the keel area and high load areas which has solid laminate. Integrated rubbing strake with brass strip. White hull with blue decorative band in gelcoat. Isophthalic gelcoat and a protective vinylester based barrier coat between the gelcoat and the GRP. Strong under floor reinforcements, bonded with composite. Steel beam molded into the under floor reinforcements under the mast support for additional reinforcement. Bulbed lead keel with reinforcement bolted on with fifteen 30 mm S/S bolts. The rudder is carefully mounted for sensitive rudder feel. Strong engine foundations of GRP for effective sound insulation. Deck and coachroof areas and also cockpit are of sandwich construction, solid in parts, laminated to the hull.

Deck and deck fittings

Deck, coachroof, toerail, cockpit seats, cockpit floor and side trims in top quality teak. Teak hand rails full length of super-structure. Strong stem fitting with integrated double anchor roller. Electric windlass. Original Delta anchor 70 lbs/32 kg. Chain 70 m, 10 mm. Stowage beneath for fenders. Two strong stainless cleats forward, aft and midships. Double stainless lifelines. Opening gates port and starboard. Two scuppers on each side which drain rain water overboard just under water-line to prevent dirt strips on the hull. Deck inlets for water and diesel tanks are on opposite sides to avoid errors. Genoa and mainsheet tracks with blocks. Genoa block adjustable from the cockpit. Selftailing genoa winches from Lewmar, size 65 Evo chrome, two mainsheet winches, size 45 Evo chrome. Hatches in foredeck, forward toilet compartment, starboard cabin, saloon and in aft cabin. 13 portlights, 8 of these are opening. A stainless steel swan neck fitting by the mast for problem free threading of existing and additional mast cables. Pulpit and pushpit have opening for easy access on board. Stowage in aft deck lazarette locker. There is a separate gas locker on sb with stowage for two 6 kg P6 gas cylinders. Integrated bathing platform in transom with bathing ladder.

Cockpit

On starboard side there is a generous sized, dry stowage locker. The cockpit floor is covered with a teak grating. Wheel steering with single lever engine control. High gloss varnished folding teak cockpit table. Panel for engine instruments in the steering pedestal within easy reach of helmsman. Alcove in stb side of the cockpit coaming. Strong windscreen with opening centre section and sprayhood over front part of cockpit. The sprayhood can be rolled away neatly into a protective cover. On either side of sliding hatch there are useful teak covered work surfaces, ideal as chart tables, etc. The chart tables and the washboards are high gloss varnished (on request available as natural teak). Above the sliding hatch Raymarine instruments;

one i50 Speed, one i50 Depth and i60 Wind. Two large cockpit drains.

Mast and rigging

Triple spreader rig by Seldén. Main boom with outhaul and two reefs. Jib furling and reefing system Seldén Furlex. Seldén

rod kicker. Three winches, one for reefing, two selftailing for main and jib halyards. Several cleats for various uses. Spinnaker

boom track on mast is supplied as standard. Generous dimensions of standing and running rigging avoid fatigue during unre-

stricted ocean sailing. Turnbuckles from Seldén, winches from Lewmar. Windex wind indicator and anchor light on mast top.

Sails

Mainsail and working jib in special Offshore quality by Elvstrøm Sails, Denmark. Two reefs in main, battens and coded sail bags.

Accommodation details

As standard the boat has two saloon sofas and two separate aft cabin berths. As an option at additional cost, there are two

armchairs available in the saloon and, also optional at additional cost, a queen size centre berth in the aft cabin with a sofa on each side and a Ladies Table to starboard. There are options of a port side galley with larger countertop and a supercabin

in front of the mast. You may combine all the different alternatives, so that you in reality have 16 layouts to choose from. If

armchairs, queen size berth aft, supercabin or port side galley is required, this must specifically be ordered and confirmed and is subject to extra cost.

All interior woodwork in light mahogany matt silk finish. Flat locker doors with invisible hinges and ventilation above.

Floor

is varnished teak with inlaid holly strips. Saloon and aft cabin ceiling has panelling with mahogany strips and ceilings in

remainder of boat have light lining. Cushions on all berths 12 cm / 5' thick and resting on unvarnished, well ventilated boards

to avoid condensation. Handholds are in all the right positions. The boat is carpeted throughout, except directly in front of the

galley, press studs avoid movement. Portholes and skylights are fitted with curtains.

Saloon

The settee offers comfortable seating. On the starboard side a 2.21 m / 7' 3" long L-sofa that has backrests with hinges so that the space behind can be utilised as storage. The sofa corner is rounded. On starboard side 2.15 m 7' 1" long settee. The backrests can be lifted to reveal additional storage. Between the settees a strong table with foldable sides. Bar in the table.

As an option at additional cost two easy chairs can be ordered. Headroom in saloon 1.99 m / 6' 6".

Galley

Worktop in composite stone with strong, all round mahogany fiddle rail, which is milled so it can be used as a handhold as

well. Carefully insulated fridge box with water cooled electric compressor for chilling. Extra deep, double sink. 3

burner Force

10 gas cooker with oven, well gimballed and locking device for oven door and also for the cooker when in use in the marina.

Safety switch on gas pipe. Crockery locker and cutlery drawer. Bread board. Room for saucepans and other kitchen utensils.

There are special places for the waste bin and other items.

Forward Heads Compartment

Access to the heads compartment is freely available from any part of the boat without disturbing anybody.

Bulkheads in white formica. Teak grating. Wash basin and countertop in composite stone. Large mirror. Separate shower with watertight shower stall, plexi glass doors. Shower water drained by pump directly overboard without going into bilges. Hand switch for shower pump for utmost safety. Strong, reliable pump action toilet. 78 litres holding tank, emptied by gravity or by deck pump out. Cupboard above and below washbasin. Ventilation through opening porthole, a hatch and a ventilator.

Forward Cabin

The door to the forward cabin has been arranged in such a way to allow free movement for dressing and undressing. Two 2.13 m/7' long berths with ample stowage above and below and in addition a number of lockers. Large deck hatch for light, ventilation and access for sails. Ventilator on fore deck.

Starboard side cabin

On starboard a sleeping cabin with two berths on different levels. The upper berth is foldable to create more elbow space

when not in use. There is a mirror, a vanity and a hanging locker.

Chart Table and Walkthrough

A comfortable chart table seat with spacious chart table. Above a shelf and space for mounting instruments. Five drawers and stowage slots. Electric panel under the cockpit seating area, close to the nav station but enough far away to avoid unwanted switch off. There is a larger rubber sealed two-door access to the engine room off the walkthrough. Bookshelf for A4 files. Good headroom 1.91 m/6' 3" in the walkthrough thanks to use of cockpit coaming for headroom. On portside there is a generous sized wet locker and various cupboards.

Aft Cabin

Aft cabin has two hanging lockers on portside and two comfortable berths, one 2.07 m / 6' 10" long x 150 cm / 4' 11" wide and the other 2.20 m / 7' 3" long and 100 cm / 3' 3" wide. Stowage room below and above. There is a mirror fitted. Seat between the berths. As an option at additional cost one big double centre bed and a seat on each side, with Ladies Table to starboard, may be ordered.

Aft Heads

Bulkheads and lockers in white formica. Teak grating, composite stone worktop and wash basin. Large mirror.

Separate

shower with watertight shower stall, plexi glass doors. Shower water drained by membrane pump directly overboard without

going into bilges. Hand switch for shower pump for utmost safety. Strong, reliable pump action toilet. 77 litres holding tank,

emptied by gravity or by deck pump out. Cupboard above and below washbasin. Ventilation through opening porthole.

Engine and Engine Room

Engine Volvo Penta D3-110, 81 kW/110 HP 5 cylinder 2.4 litres displacement, turbo charged with intercooler,

common rail and

20 valves. Mounted with four rubber feet on strong foundations to avoid vibration and noise. Fixed 3 bladed propeller. Water-cooled rubber exhaust pipe. Freshwater cooled engine. Aqua Drive flexible link for a quiet and smooth engine. The hot freshwater circuit is led into a 55 L / 15 US gallon well insulated hot water tank. Due to the good insulation water remains hot for many hours after the engine has been run. The engine is served by a separate 12 V battery. There is a large filter for cooling water. The bilge pump has been installed in a position where it can be cleaned even in extremely bad weather conditions.

Diesel

Approximately 800 Litres / 212 US gallon in two tanks, below the floor in saloon with fuel gauge. The tanks are filled through

deck inlets. Between tanks and engine there is a further large water and coarse filter in addition to the one on the engine. The

cruising range at 6.5 knots in calm waters is approximately 1 300 nautical miles, provided that the optional Gori overdrive propeller is ordered.

Water

Water capacity is approximately 910 litres / 241 US gallon under the floor in the saloon in two tanks. There is a water gauge.

The water goes to a pump and then on to a 5 litres pressure equalising tank, and from there via a manifold is distributed to

a 55 Litres / 15 US gallon hot water calorifier (heated by 230 V and the engine's cooling water) and the cold water system.

As soon as a water tap is turned on the water which is under pressure in the pipes starts to flow. As soon as the pressure

reduces the electric pump begins to work and will continue until the pressure is built up again after closing tap. Filling of water tanks is through deck inlet. There is a carbon filter for the fresh water system. There are three bilge pumps; one manual, one electric and one high capacity electric emergency bilge pump that is floodable. The emergency pump is operable from the cockpit.

Electricity

Three separate circuits; one with 12 Volt and 100 Ah, AGM with CCA value 1250, starter battery for engine start, and one 24 Volt 230 Ah AGM deepcycle for general 24 V use on board, covered by four 6 v 230 Ah AGM deepcycle batteries. One 12 Volt 230 Ah AGM deepcycle for general 12 V use on board, covered by two 6 v 230 Ah AGM deepcycle batteries. Charging of batteries is by one 140 A 12 V and one 55 A 24 V alternator from the engine. Lighting throughout the boat is located in all the important positions. There are adjustable lights above berths and settee. Electric sockets at inner chart table and in the cockpit. Electric panel with circuit breakers in the walk through. There is a water- and a diesel meter. For low power consumption LED navigation lights and LED steaming light with switches on the steering pedestal. Anchor light with switch at the work table inside. A wiring diagram is supplied with each boat.

Heating

Two Webasto Airtop Evo 3900 Diesel, with outlets in saloon, forward cabin, starboard cabin, heads compartments and aft

cabin. As far as possible double heater hoses are used in each other for insulation purpose. Also the hull is well insulated and

therefore heating and consequently electric consumption will be minimal. The heating exhaust flue is led outside through the

blue decorative stripe. The heating is installed in the engine room and is easily accessible for servicing.

Refrigeration

A water cooled Isotherm SP system with Danfoss compressor unit for refrigeration is fitted for the icebox, extremely economical to run. Operated from a 24 Volt supply.

Ventilation

Five hatches, 7 opening port holes, companionway washboards, 5 vents in forward cabin, saloon, forward heads, sb cabin and the aft cabin. Separate electric engine room ventilation.

Steering

Wheel steering, cardan linked rod steering which is progressive combines safety and fine feel in the best possible way. Illuminated compass. Leather covered steering wheel.

Safety and General

All outside skin fittings are speedily and securely sealed by using ball-valves with Delrin-sealer. Double hose clips are used under water. For the toilet special non-diffusing hoses are used. All electric cables are, where possible, laid in special tubes and where this is not possible, cables are safely loomed away from the hull. There are large limber holes so that any water can easily drain to the bilge. The bilge is accessible by a removable floor panel without having to remove the steps. Inspection hatches for easy access to stop cocks and speed transducer. Four fire extinguishers, one fitted to the saloon table, one in the forward cabin, one in the aft cabin and one in the cockpit locker.

Type of Finish

The interior is treated with a two component silk finish varnish. The underwater hull has two applications of epoxy primer and two coats of antifouling.

Certification

The boat is CE certified and delivered with a CE certificate and a CE plaque for category A (unlimited ocean voyages).

Loose Equipment

Flagstaff

Boat hook

6 Fenders; two 10 x 25 and four 12 x 30

6 Mooring lines 10 m / 33''

Emergency tiller

Main sail cover (not supplied if in mast furling is ordered)

Winch handle

Attachment

- [HR 48 MkII Brochure](#)
- [HR 48 MkII Layouts](#)
- [HR 48 MkII Standard Specifications](#)

GALLERY

