



2016 Hallberg-Rassy Hallberg-Rassy 40 MK II

Boat Type: Cruiser



OVERVIEW

The Hallberg-Rassy 40 Mk II offers great comfort and sailing characteristics for long distance sailing. The Mk II interior layout offers many improvements such as more headroom in the walk through to the aft cabin and more natural lighting and ventilation. She has great storage space and can be fitted with many amenities such as a generator, washer/dryer, retractable 32" TV, even the famous Hallberg-Rassy Armchairs in the saloon.

The boat's mechanical systems are housed in a very generous sized engine room. This allows for easy access, easy maintenance to the vessel's mechanical systems.

There are many improvements compared to the [previous 40](#).

SPECIFICATIONS

Basic Information

Manufacturer:	Hallberg-Rassy	Boat Type:	Cruiser
Model:	Hallberg-Rassy 40 MK II	Hull Material:	Fiberglass
Year:	2016	Hull Type:	Displacement
Category:	Sail		

Dimensions & Weight

Length:	40.00 ft	Draft - max:	6 ft 7 in - 2.01 meter
LOA:	40 ft 8 in - 12.4 meter	Bridge Clearance:	60 ft 10 in - 18.54 meter
Beam:	12 ft 6 in - 3.81 meter	Dry Weight:	24200 ft
Deadrise Aft:	-		

Tank Capacities

Fuel Tank:	119 gallons - 2 tank(s)	Holding Tank:	19 gallons - 1 tank(s)
Fresh Water Tank:	122 gallons - 2 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. Blue decorative band in gelcoat.

Strong under floor reinforcements. Lead keel with reinforcement bolted on with thirteen 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, toerail, cockpit seats, cockpit floor and side trims in top quality teak laid in silicon rubber. Also teak hand rails full length

of superstructure. Strong stem fitting with integrated anchor roller, prepared for Original Delta anchor 44 lbs/20 kg (this

anchor is an extra). Stowage beneath for fenders and lines. Two strong cleats forward, aft and midships. Double stainless

lifelines. Two scuppers on each side which drain rain water overboard just above waterline 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 50 Evo Chrome Selftailing, one mainsheet

winch, size 30 Evo Chrome Selftailing. Hatches to forecabin, saloon and in aft cabin. 11 portlights, 6 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. There is a separate gas locker on port with stowage for two 6 kg P6 gas

cylinders. Integrated bathing platform in transom.

Cockpit

On port 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 the port side cockpit coaming. Strong windscreen with side

handholds, 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. Above the sliding hatch instruments from Raymarine i50 Speed, i50 Depth and i60 Wind. Chart tables and washboards in natural teak. Two washboards, the upper one louvered for ventilation. The washboards stores in the cockpit locker. 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, backstay tensioner and turnbuckles. Three winches; one for reefing, two selftailing for main and jib halyards. Several cleats for various uses. Spinnaker boom track for spinnaker boom is supplied as standard.

Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Winches from Lewmar. Deck light. Windex wind indicator on mast top.

Sails

Mainsail and furling genoa, crosscut dacron in special Off-shore quality with leather reinforcements by Elvström 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 centre island berth in the aft cabin. You may combine the saloon of your choice with the aft cabin of your choice, so that you in reality have four layouts to choose from. If armchairs or centre island berth is required, this must specifically be ordered and confirmed.

All interior woodwork in light mahogany matt silk finish. Flush mounted locker doors with solid wood frames and ventilation

above. Floor is varnished teak with inlaid holly strips. Saloon ceiling has paneling with mahogany strips and ceilings in re-

mainder of boat have light lining. Cushions on all berths 12 cm / 5" thick sandwich construction and resting on unvarnished,

well ventilated boards to avoid condensation. Handholds are in all the right positions. All side portholes are fitted with curtains. Curtains also under the skylights.

Saloon

The settee offers comfortable seating. On port and sb side a 2.00 m / 6' 7" long sofa, both with backrests with upper hinges.

On port side so that the whole width of the berth can be used for sleeping accommodation. The Stb side sofa is L-shaped.

Between the settees a strong table with foldable sides. Top opening bar in the table. Headroom in saloon 1.92 m / 6' 3 1/2".

Galley

Big working surface in composite stone with strong, all round mahogany fiddle rail. Carefully insulated icebox with basket and water cooled electric compressor for chilling. Extra deep, double sink. Twin burner gas cooker with oven, well gimbaled with fiddle rails and locking device for oven door and also for the cooker when in use in the marina. Electric lighting of burners, no matches are necessary. 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.

Heads Compartment

Bulkheads and lockers in white laminate. Teak grating. Wash basin and work top in composite stone. There is a large mirror.

Separate shower with water tight shower stall. Shower water drained by pump directly overboard without going into bilges.

Hand switch for shower pump for utmost safety. Strong, reliable pump action toilet. 72 litres holding tank, emptied by gravity

or by deck pump out. Cupboard above and below washbasin. Ventilation through opening porthole, opening deck hatch as

well as a electrolux type vent. Headroom 1.93 m in the shower, 1.92 in heads compartment.

Forward Cabin

The forward cabin has been arranged in such a way to allow generous free movement for dressing and undressing. Two

2.05 m/6' 9" long berths with ample stowage above and below and in addition a number of lockers. Hanging locker and vanity. Two opening skylights with curtains under.

Work Table

A comfortable work table seat with spacious chart table. Electric panel to the right of the navigator. There are drawers and stowage slots. Two bookshelves towards the engine room.

Walkthrough

There is a larger rubber sealed two-door access to the engine room off the walkthrough. On starboard there is a hanging locker. Generous walkthrough headroom, maximum 1.83 m / 6' due to using the cockpit coaming for headroom

Aft Cabin

Aft cabin has a hanging locker on starboard and two comfortable berths. Stowage room below and above. There is a mirror fitted. Seat between the berths. As an option at additional cost either a Queen Size centre berth with seats on port and starboard, or a long and wide bed on port side and sofa to starboard is available.

Engine and Engine Room

Engine Volvo Penta D2-55, 41 kW/55 HP 4 cylinder 2.2 Litres cylinder volume. Mounted with four rubber feet on strong foundations to avoid vibration and noise. Hydraulic gearbox. Shaft drive. Fixed 3 bladed propeller. Water-cooled rubber

exhaust pipe. Freshwater cooled engine. The hot freshwater circuit is led into a 40 L / 11 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 75 Ah 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 460 litres / 122 US gallons in two tanks, one appx. 135 litres / 36 US gallons below the floor in saloon with

fuel gauge and another one appx. 325 litres / 86 US gallons under the starboard sofa. The tanks are filled through deck

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

The cruis-

ing range in calm waters is approximately 920 nautical miles.

Water

Water capacity is approximately 460 litres / 122 US gallon in two tanks, both located under the floor in the saloon, the aft one holding approximately 185 litres / 49 US gallons and the forward tank 275 litres / 73 US gallons. There is a water gauge. The water goes to a pump and then on to a two litres pressure equalising tank, and from there via a manifold is distributed to a 40 Litres / 11 US gallons hot water calorifier 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. Carbon filter

to clean the fresh water pumped from the tank. There are two bilge pumps; one manual and one high capacity electric

emergency bilge pump that is floodable.

Electricity

Two separate circuits, one with 12 Volt and 75 Ah battery for engine start and one 12 Volt 240 Ah traction batteries for general use on board. Charging of batteries is by 115 A alternator from engine. Lighting throughout the boat is located in all the important positions. There are attractive adjustable lights above berths. Electric sockets at inner chart table and in the

cockpit. Electric panel with circuit breakers at inner chart table. There is a water- and diesel meter. International navigation

lights and steaming light with switch on the panel for extra safety. The electric panel has provision for additional outlets.

A wiring diagram is supplied with each boat.

Heating

Webasto Airtop 3900 Diesel, 3.5 kW, with outlets in saloon, forward cabin, heads compartment and aft cabin. As far as pos-

sible 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. All outlets, except in the saloon, can be regulated separately.

Refrigeration

A water cooled Isotherm SP system with 12 v Danfoss compressor unit for refrigeration, extremely economical to run.

Ventilation

Five hatches, six opening port holes, companionway washboards, totally six automatic vents in the saloon, on the foredeck, in the heads compartment and in the aft cabin.

Steering

Wheel steering with leather covered steering wheel. Cardan linked rod steering which is progressive combines safety and fine feel in the best possible way. Emergency tiller. Illuminated compass and single lever engine control.

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 sea cocks and speed transducer. Three fire extinguishers; one fitted to the saloon table, one in the forward cabin and one in the aft cabin.

Type of Finish

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

Certification

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

Loose Equipment

- Flagstaff
- Boat hook
- 6 Fenders, 55 cm / 22"
- 4 Mooring lines 10 m / 33', 16 mm
- Emergency tiller
- Main sail cover (not supplied if in mast furling is ordered)
- 2 winch handles

Alternative Options At No Extra Cost

- Starboard side settee to enable full width of berth to be used for sleeping as on port settee. Straight corner.

Attachment

- [HR 40 MkII Brochure](#)
- [HR 40 MkII Layouts](#)
- [HR 40 MkII Standard Specifications](#)

GALLERY



Eastland Yacht Sales