

Hallberg-Rassy Hallberg-Rassy 310

Boat Type: Cruiser



OVERVIEW

The Hallberg-Rassy 310 is easy to sail with her contemporary hull lines and modern sailplan. She features an under-deck mounted genoajib furler Furlex TD, a powerful backstay tensioner with 1:24 purchase. The top shrouds and the lower shrouds are separated to individual chain plates, to allow easy passage on deck and good sheeting of the genoajib.

The hull and deck feature standard items like the windscreen, integrated rubbing strake and a lead keel on a proper bilge. The cockpit is over 2.35 m long. There is easy access to the boat when entering from the transom.

The interior is bright and very roomy for her 31' LOA. The saloon is sensationally long and wide. Both the L sofa and the straight settee are a full two meters long. The mast support is in direct conjunction with the main bulkhead and does not obstruct the saloon.

There are fourteen light inlets in total; there are four skylights, of which two are in the saloon. All nine port lights are opening and the same size as the Hallberg-Rassy 43 Mk II. The locker doors are flush and have invisible hinges.

The HR310 has all the impressive Hallberg-Rassy quality at a very affordable price.

SPECIFICATIONS

Basic Information

Manufacturer:	Hallberg-Rassy	Boat Type:	Cruiser
Model:	Hallberg-Rassy 310	Hull Material:	Fiberglass
Year:	2016	Hull Type:	Displacement
Category:	Sail		

Dimensions & Weight

Length:	30.00 ft	Draft - max:	5 ft 11 in - 1.8 meter
LOA:	30 ft 11 in - 9.42 meter	Bridge Clearance:	47 ft 1 in - 14.35 meter
Beam:	10 ft 5 in - 3.18 meter	Dry Weight:	9500 ft
Deadrise Aft:	-		

Tank Capacities

Fuel Tank:	27 gallons - 1 tank(s)	Holding Tank:	13 gallons - 1 tank(s)
Fresh Water Tank:	53 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

Hull and Deck

Hand lay-up GRP hull, insulated above water line with Divinycell closed cell PVC-foam against heat and cold. 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. Under the mast support there is a steel beam cast into the hull stiffener. Strong under floor reinforcements, bonded with composite. Lead keel with reinforcement bolted on with nine M 20 stainless steel bolts. The stainless steel rudder shaft is carefully mounted with two self aligning bearings for low friction in all situations. 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

Toerail, cockpit seats, cockpit floor and bathing platform have top quality teak laid in silicon rubber. Strong stem head fitting with integrated anchor roller. Chain locker with asymmetric opening. Two strong stainless cleats forward, aft and midships, all bolted with four bolts each. Double stainless lifelines. Teak handholds on the coachroof. Two scuppers on each side which drain rain water overboard under the waterline to prevent dirt strips on the hull. Deck inlets for water and diesel tanks are on opposite sides to avoid errors. Genoajib tracks with blocks. Genoajib block adjustable from the cockpit. Genoajib chrome winches, size 40 C. Two 30 C winches in the cockpit for halyards. The halyards are hidden under the sliding hatch garage. Four skylight hatches; two to the saloon, one in the heads and

one in the forward cabin. Eight aluminium framed port holes, all of these are opening. Pulpit and pushpit have opening for easy access on board. Integrated bathing platform in transom.

Cockpit

2.04 m / 6' 8" long cockpit (2.36 m / 7' 9" to the washboards). On starboard side there is a generously sized, dry stowage locker. Tiller steering. Single lever engine control. Panel for engine instruments in alcove in sb cockpit coaming within easy reach for helmsman. There is a separate gas locker with stowage for two optional 6 kg PK6 gas cylinders. 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. Sliding hatch of transparent milk coloured acrylic glass with teak handhold. Two washboards in natural teak, the upper one louvered for ventilation. The washboards store in the cockpit locker.

Mast and rigging

Double spreader deck stepped rig by Seld'n. Top shrouds and lower shrouds are separated on deck for easy passage and easy sheeting of the genoa jib. The mast is supported by a solid mahogany support that is located in conjunction to the main bulkhead and consequently does not disturb the saloon area. Furthermore, there is a steel beam cast into the hull stiffener area under the mast support. Main boom with outhaul and two single line reefs, controlled in the cockpit. Under-deck genoajib furling and reefing system. Backstay tensioner with 1:16 purchase. Spinnaker boom track and preparation for spinnaker boom topping lift are supplied as standard. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Furler TD genoajib furler with furler drum mounted under deck. Turnbuckles from Seld'n, aluminium protection tubes from Seld'n. Windex wind indicator on mast top. Mainsheet and genoa jib sheets. Lines to lower spreader for courtesy- and club flags.

Sails

25.5 square meter mainsail and 21.7 square meter furling genoajib made from dacron in special Offshore quality by a leading sail maker. Two reefs in main, battens and coded sail bags.

Accommodation details

All interior woodwork in light mahogany matt silk finish. Flush locker doors with ventilation above and invisible hinges. Floor is varnished wood with inlaid holly strips. Saloon ceiling has panelling with mahogany strips and ceilings in remainder of boat have light lining. Cushions on all berths sandwich foam, 10 cm harder and 2 cm softer on top, totally 12 cm / 5" thick and resting on unvarnished, well ventilated boards to avoid condensation. Many handholds. All portholes are fitted with curtains. Curtains also under the skylights in the saloon and forward cabin.

Saloon

The settee offers comfortable seating. On port side an L shaped 2.00 m / 6' 7" long sofa, on starboard a straight 2.00 m / 6' 7", with backrests with upper hinges such that the whole width of the berth can be used for sleeping accommodation. Between the settees a strong table with foldable sides. Top opening bar in the table. Vanity on port side with electric panel. Headroom in saloon 1.86 m / 6' 1 1/2".

Galley

Big working surface in solid composite mineral material with strong, all round fiddle rail. Carefully insulated icebox with Isotherm electric compressor for chilling and a basket for small items. Extra deep, double sink. Two burner gas cooker with oven, well gimballed 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 countertop in solid composite mineral stone

material. There is a large mirror. Strong, reliable pump action toilet. 50 litres holding tank, emptied by gravity or by deck pump out. Cupboard below the washbasin. Ventilation through opening skylight and side portlight. The skylight is milk coloured, to obscure views but allow light through.

Forward Cabin

Two 2.06 m / 6' 9" long berths, foot end 36 cm and aft end 176 cm wide. Generous stowage above and below and in addition a vanity to starboard and a hanging locker aft of the vanity. Opening skylight with curtain under.

Aft Cabin

The aft cabin has a hanging locker and a comfortable double berth, size 2.06 m where it is longest and 2.01 m where it is shortest. 1.43 m wide where it is widest and the foot end 1.00 m. Stowage room below and above.

Engine

Engine: Volvo Penta D2-20 with saildrive. 3 cylinder engine, 13.8 kW/19 HP, measured at crank shaft. Mounted with three rubber feet on strong foundations and saildrive to reduce vibration and noise. Two bladed folding propeller. Water-cooled rubber exhaust pipe. Freshwater cooled engine. The engine is served by a separate 62 Ah 12 V starter battery. Panel with keyless start in the cockpit. Power switch for the engine start inside with a removable key for safety. 115 A alternator. There is a large filter for cooling water.

Diesel

Approximately 100 litres / 26.8 US gallon. The tank is filled through a deck inlet. Between tank and engine there is a further large water and coarse filter in addition to the one on the engine. The cruising range in calm waters at cruising speed (2/3 of full RPM) is approximately 388 nautical miles with the standard 2 bladed folding propeller and 412 nautical miles with the optional Gori 3 bladed overdrive propeller.

Water

Water capacity is approximately 200 litres / 53.6 US gallon. There is a water gauge. Filling of water tank is through deck inlet. There are two bilge pumps; one manual and one high capacity electric emergency bilge pump that is floodable. Both are operated from the cockpit.

Electricity

Two separate circuits, one with 12 Volt and 62 Ah start battery for engine start and 12 Volt 62 Ah for general use on board. Charging of batteries is by 115 Amperes alternator from engine. Mainly halogen lighting is used and is located in all the important positions. There are adjustable lights above berths and settee. 12 V electric sockets and electric panel with circuit breakers at saloon vanity. There is a water and diesel meter. International LED navigation lights and steaming light for low power consumption. The electric panel has provision for additional outlets. A wiring diagram is supplied with each boat.

Refrigeration

An Isotherm refrigeration with electrical Danfoss compressor unit is fitted for the fridge. The unit is economical to run and is operated from the 12 Volt supply.

Instrumentation

Above the sliding hatch a Raymarine i50 Tridata with triducer for speed, depth and water temperature. Magnetic compass. RPM-meter and engine hours counter for engine start in the alcove in the cockpit coaming. Tank meters for fuel and fresh water, located at the electric central at the saloon vanity.

Ventilation

Four hatches, eight opening port holes, companionway washboards, two Dorade vents in the saloon.

Steering

High gloss varnished moulded wooden tiller. The rudder has double self-aligning bearings for low friction in all situations.

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. Inspection hatches for easy access to the bilge, sea cocks and speed/depth transducer. Two fire extinguishers; one fitted to the saloon table 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 epoxi primer and two coats of antifouling.

Certification

The boat is CE certified by Germanischer Lloyd and a CE plaque for category A (unlimited ocean voyages) is supplied.

Loose Equipment

- Flagstaff
- 4 Fenders, 55 cm / 22"
- 4 Mooring lines 10 m / 33', 16 mm
- Two winch handles; one long and one short.

Attachment

- [HR 310 Brochure](#)
- [HR 310 Layout](#)
- [HR 310 Standard Specifications](#)

GALLERY

