

**Hallberg Rassy 42E Ketch**



<b>Year:</b>	1984	<b>Heads:</b>	
<b>Location:</b>	Preveza, Greece	<b>Cabin:</b>	
<b>LOA:</b>	42' 5" (12.93m)		
<b>LWL:</b>	34' 5" (10.50m)		
<b>Ballast:</b>	4.500kg		
<b>Designer:</b>	Olle Endre		
<b>Beam:</b>	12' 5"		
<b>Draft:</b>			ing keel 1

**Remarks:**  
The boat is a classic Hallberg Rassy design, predates its immediate successor, built from 1980 to 1991. This particular boat is Hull No. 1234 and has a classic Rassy ethos and features all of the firm's signature

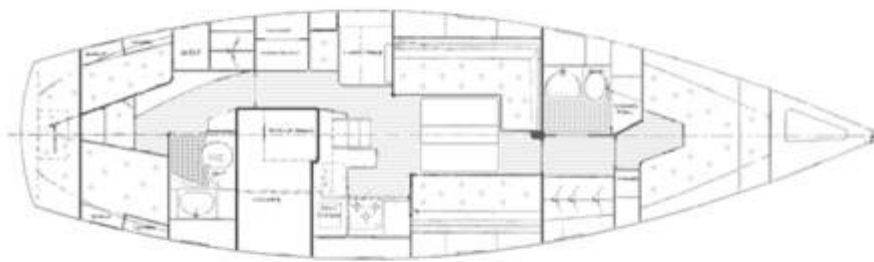
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REF: 22642



# Mechanical and Rigging

## DIMENSIONS

- LOA: 12.93m
- LWL: 10.50m
- Beam: 3.78m
- Draft: 2.05m
- Displacement: 11.500kg
- Ballast: 4.500kg
- Headroom: 1.85m
- Air Draft: 17.00m
- Sail Area (Upwind): 101.5 m<sup>2</sup>

## CONSTRUCTION

- Type: Cruiser
- Builder: Hallberg-Rassy
- Model: 42E Ketch
- Year: 1984
- Hull Colour: White
- Hull / Keel Form: Incapsulated Steel Keel In Deep Bilge
- Rudder Type: Balanced Skeg
- Steering Type: Single Wheel
- Superstructure Materials: Fibre Glass (GRP)
- Deck Materials: Teak
- Fuel Capacity: 400L
- Water Capacity: 725L
- Holding Tanks: 2

## MECHANICAL

- Main Engine Manufacturer: Yanmar
- Main Engine Model: 4JH2-HTE
- Main Engine Power: 72hp
- Main Engine Hours: 4.500h
- Drive Type: Shaft Drive
- Propellor Type: MaxProp 3-Blade
- Rope Cutter
- Main Engine Fuel: Diesel
- Bowthruster: VETUS 18cm

## ELECTRICAL

- Sterling Power Managment
- Sterling Hightec Regulator
- Balmar Alternator 100 Amps
- 2nd Alternator
- Mastervolt 12/50-3 Batterie Charger
- Small Inverter 220v
- Inverter 110v

- Shore Power (Equipped For 220v And 110v Environment)
- 2 x 260ah Varta Professional Dc Lad260 Agm Service Batteries
- Megapulse Battery Refresher
- 1 x Dms Redflash 1000 32ah Starter Batterie (High Cranking Current)
- 1 x 200ah Agm Bowthrustrer Battery (Will Be Replaced Prior To Launch)
- Silentwind Generator + Regulator + Spare Blade
- 2 x Solar Panels Kyocera Kc 130w
- Powersurviver 40 Watermaker (Needs To Be Sevised As Not Used For Longer Period)

## **RIG AND SAILS**

- Type of Rig: Ketch
- Standing Rigging: Assumed Original
- Running Rigging: Changed as Needed
- Mainsail Reefing: Slab
- Lines Lead Aft to Cockpit
- Stack-Pack / Lazy Jacks
- Headstay: Changed 2006 – Harken Furler
- Harken Ball Bearing Mastsliders Main

## **SAILS**

- Main: Full Batten - Good
- Genoa – UV Strip Replaced 2018
- Mizzen - Good
- Gennaker – As New
- Storm jib

## **Inventory**

### **DECK GEAR**

- Decking Type: Teak
- Anchor Locker
- Primary Anchor: CQR 45lb
- Anchor Chain: 75m 10mm
- Masi Powerball Swivel
- Folding Teak Gangway
- Secondry Anchor: Bruce 45lb, Danforth 35lb, Fortress 30lb
- Anchor Windlass: Lofrans Tigres 1500W – 2016
- Winches: Lewmar All Selftailing: 2 x 55 & 5 x 40 & 1 x 16
- WinchRite Mobile Electric Winch Handle
- 2 Lewmar One touch Winch handles
- Bow Ladder
- Boarding Ladder
- Cockpit / Deck Shower
- Cockpit Table-wood
- Cockpit Lockers
- Anchor Washer

### **NAVIGATION EQUIPMENT**

- Raymarine Wind, Depth, Log ST60+
- Raymarine Repeater At Chart Table
- Ais Radar Passive
- Sea-Me Active Radar Reflector (Enhancer)
- Radar Reflector
- Furuno Radar
- Furuno Navtex
- Weatherman
- VHF Icom M601 + Command-Mic
- VHF Apelco 8500
- VHF Icom M1eurov Handheld
- SSB Prepared (Backstay Antenna, Grounding Plate)
- Garmin Gps76 Handheld
- Cetrek Autopilot 701
- Monitor Windvane (Currently Not Mounted) All Parts Complete, Spare Parts, Manual

## **CANVAS**

- Winter Tent
- Complete Boat Cover (3 Parts)
- LazyBag & LazyJack for Main Sail
- Large Sunawning (Main Mast To Mizzen)

## **SAFETY EQUIPMENT**

- EPIRB ACR GlobalFix GPS
- EPIRB ACR 406
- Liferaft 6-Pers. Zodiac SOLAS (ISO 9650-1) Offshore Container
- Hammar Hydrostatic Release
- Lifevests: 2 x Secumar 275N Survival & 2 x Secumar Standard 150N & 3 Soft Foam
- 4 Fire Extinguishers & 1 Automatic in Engine room
- Seacocks DZR (Dezinkification Resistent) Changed in 2018
- Bilge Pump: Manual & Electric

**General Note on Safety Equipment:** Any safety equipment such as liferafts, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement by the new owner and not to be used in any negotiations on price.

- Dinghy Engine: Honda Outboard 4-Stroke 5hp (Not Used Since Last Service In 2019)

## **INVENTORY**

- Paper Charts From Cadiz To Greek Aegean
- Lots Of Tools And Spare parts
- LED-Lamps In All Cabins
- LED-Ancore Light with Twilight-Sensor (Mobile)
- Heavy Duty Sewing Machine
- 2 Scooters

## **Accommodation**

## INTERIOR/DOMESTICS

- No. Of Berths: 2 Doubles & 3 Singles
- No. Of Cabins: 2
- Headroom: 1.85m
- Chart Table
- Saloon Table
- Hanging Lockers
- Heating: 2 x Electric Fan Heaters
- 5 electric cooling fans in salon+heads
- Solar Ventilators in both heads
- XINTEX Propane Monitor + Control
- Pots, Pans, Dishes , Cutlery.....
- 1 Fridge Isotherm watercooled
- 1 Fridge Isotherm aircooled
- Hot Water Boiler
- Sea Water Tap
- Powersurviver 40 Watermaker (Needs To Be Sevised As Not Used For Longer Period)
- Number of Heads: 2
- Jabsco Toilets & sparekit
- Showers: 2
- Cooker: Force10 – 3 Burners, Oven and Grill
- Galley Sink
- Water System: Pressurised
- Stereo
- TV

## Remarks :

The **Hallberg-Rassy 42E**, so designated in honor of its designer Olle Enderlein, predates its immediate successor, the **Hallberg-Rassy 42F** (designed by German Frers), and was built from 1980 to 1991. This particular boat is Hull 91 out of 255.

It is one of the purest expressions of the **Hallberg-Rassy** ethos and features all of the firm's signature design elements—a center-cockpit layout, a flush teak deck crowning a high-freeboard hull, a distinctive fixed windshield, and a well-appointed mahogany interior. The accommodation plan is straightforward for a boat of this type, with the exception of the great cabin aft. This 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.

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