



 **Hallberg-Rassy**

Hallberg-Rassy 69











*She will take you far behind the horizon*



















*Generous deck storage in five lockers totalling 14.8 m<sup>2</sup>*











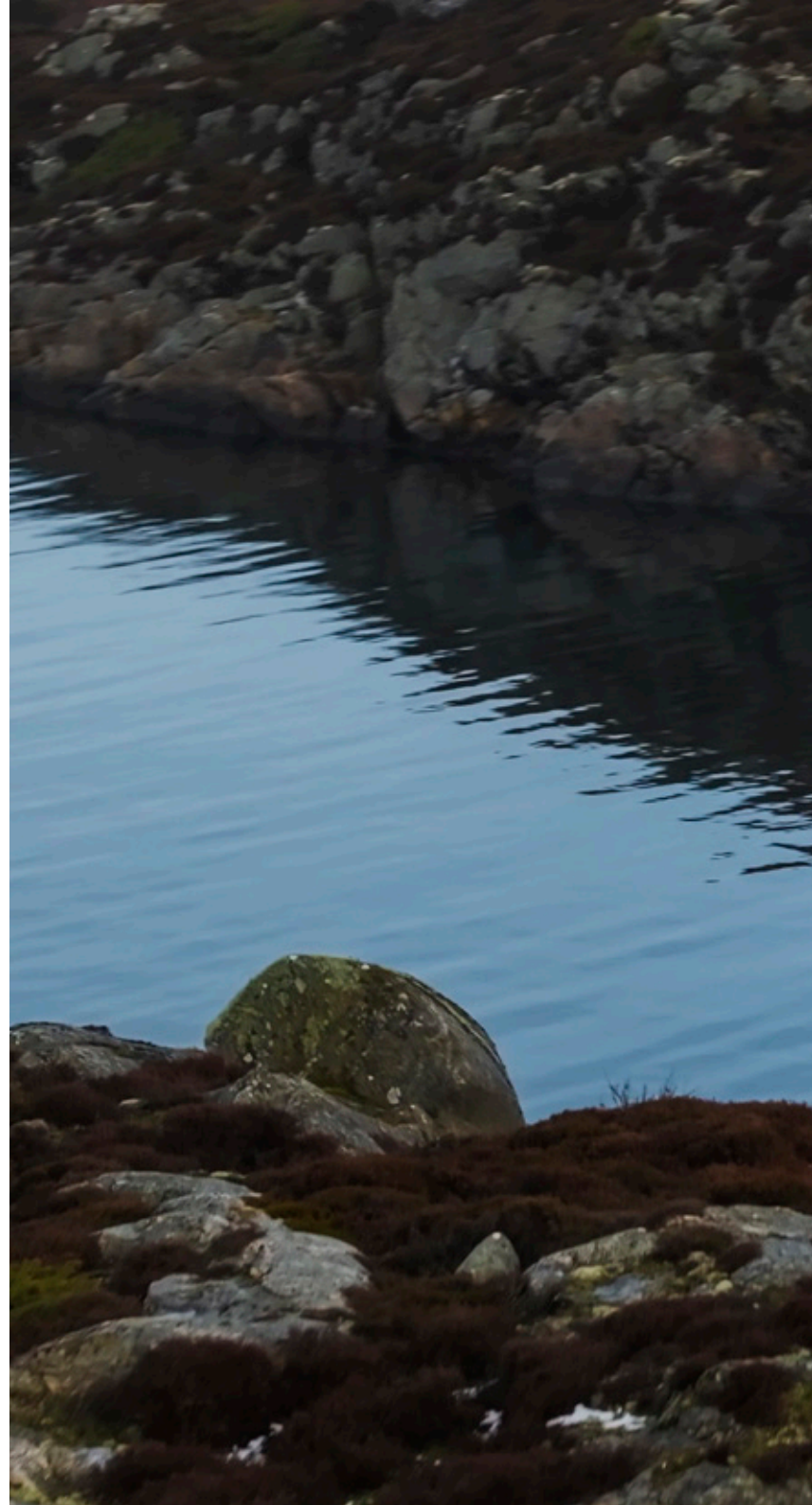








*Clean and uncluttered deck*











*One level  
sole  
throughout  
the interior*

*Safe and  
comfortable*











*Lots of  
natural light  
and  
ventilation*











*Galley spice alcove*



*Panoramic 1.8 m wide saloon hull portlight in tempered glass, in perfect eye level while seated*



*Retractable 58 inch TV*



*Miele dish washer*



*Seagoing galley*









*Generous owner's aft suite*











*Floating ceiling in the aft cabin*



*Work table in the aft cabin*



*Under the aft berth: 150 liters hot water calorifiers and plenty of storage*



*Storage in the aft heads*





*Walk in closet*



*Aft head with shower*





*The dayhead at the entrance*



*The port side twin bunks cabin*





*The starboard side cabin*



*The port side forward heads*





*The forward VIP guest cabin*





*The forward VIP guest heads*



*The forward VIP guest cabin*



*The wet locker at the entrance*



*Full size Miele separate dryer and washer*







*The big walk-in engine room is easy to reach, has good access to maintainance and is well sound insulated*



# Hallberg-Rassy 69

## Standard Specification

### Hull and Deck

GRP hull, insulated with Divinycell closed cell PVC-foam against heat, cold and noise, except in the keel area and high-load areas which has solid laminate. Integrated rubbing strake with stainless 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. Steel beam molded into the hull stiffener under the mast support for additional reinforcement. Reinforced lead keel with bulb bolted on with sturdy stainless steel bolts. The rudders are carefully mounted with self-aligning spherical bearings to ensure sensitive rudder feel. An emergency steering is supplied. Strong engine foundations of GRP for effective sound insulation. Deck and coach roof areas and also cockpit are of sandwich construction, solid in parts, laminated to the hull. Eight hull portlights.

### Deck and deck fittings

Deck, toerail, cockpit seats, cockpit floor, side trims and bathing platform in PU teak. Stainless hand rails. Bowsprit with integrated anchor roller. Electric windlass. Stainless Ultra anchor 80 kg. Chain 100 m, DIN 766 13 mm. Cockpit locker. Two strong stainless cleats forward, four aft and two midships. Double stainless guardrails. Opening gates port and starboard. Three scuppers on each side which drain rain water overboard just under waterline to prevent hull staining. Headsail tracks with blocks, a headsail car is floatingly adjustable with lines from the cockpit. Push button operated selftailing genoa sheet winches, two Lewmar 80 Evo chrome hydraulic, one push button operated main sheet winch Lewmar 70 Evo chrome hydraulic. Hatches in foredeck, forward toilet compartments, forward starboard cabin, forward port side cabin, saloon and in aft cabin. Many port holes, 9 of those are opening. Pulpit and pushpit have opening for easy access on board. Generous stowage in four deck lockers, with five lids. Cockpit locker. All in all 14.8 cubic meters of deck storage. Push button operated fold-out bathing platform in transom with swim ladder.

### Cockpit

On starboard side there is a dry stowage locker. Twin wheels steering with single lever engine control. Leather covered wheels. Fixed high gloss varnished teak cockpit tables. Panel for engine instruments in starboard steering pedestal within easy reach of helmsman. Large cockpit drains. Strong wind-screen, tempered glass with opening center section, handholds on the sides 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 wooden covered work surfaces. These work tables and the washboards are high gloss varnished. Above the sliding hatch are Raymarine instruments; one i50 Speed, one i50 Depth and i60 Wind.

### Mast and rigging

Triple swept back spreaders rig, Seldén Furlin, alloy, hydraulic in-mast furling. Main boom with outhaul. Rod rigging. Jib furling and reefing system Seldén Furlex hydraulic. Rigid hydraulic vang. Hydraulic backstay tensioner. Winch handle adjustment for main and jib halyards. Several cleats for various uses. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Windex wind indicator and led anchor light on mast top.

### Sails

Mainsail and furling genoajib in Epex membrane, batten-less, in special Offshore quality by Elvstrøm Sails, Denmark. Coded sail bags.

### Accommodation details

One level sole throughout the boat. Galley to starboard, out of the way for the passage to the aft cabin. Two saloon sofas, two separate aft cabin berths, three separate forward cabins and a port side cabin at the entrance, each with two berths. Additional interior options are available at additional cost. All interior woodwork in light khaya mahogany matt silk finish with horizontal grain. Flat locker doors, invisible hinges and ventilation above. The soleboard is varnished wood with inlaid holly strips. Saloon and aft cabin ceiling has paneling 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. Thoughtfully placed handholds ensure safety. Portholes are fitted with curtains. Skylight hatches have blinds for blackout and mosquito net.

### Saloon

The settee provides comfortable seating. On the starboard side a 2.73 / 9' long L-sofa that has backrests with hinges so that the space behind can be utilised for storage. On the port side a 2.14 m / 7' 3' long settee. The backrests can be folded to reveal additional storage. A robust table with built in bar is placed between the settees. As an option at additional cost two easy chairs can be ordered, as well as a center sofa. Generous headroom throughout the yacht.

### Galley

U shaped, placed to starboard at the entrance, in a way that it is not interfering with the natural flow through the boat. Worktop in Corian with strong, all round wooden fiddle rail, which is milled so it can be used as a handhold as well. Three carefully insulated fridges, of which two are top opening (53 + 41 L) and one front opening (90 L). One of the top opening boxes can be used as a freezer or as a fridge using the same compressor. Extra deep, double sink. Electric cooker with oven, well gimballed and locking device for oven door and also for the cooker when in use in the marina. Many lockers. Cutting board. There is a special place for the waste bin.

### Heads Compartments

Bulkheads in white formica. Locker doors in clear varnish wood. Corian wash basin and Corian countertops. There is a large mirror. Three of the four heads have a separate shower with watertight shower stall, acrylic glass door. Shower water drained by pump overboard without going into bilges. Strong, reliable pump action toilets. Holding tank to each toilet, 3x90 L, aft 97 L, emptied by gravity or by deck pump out. Good storage and ventilation.

### Work Table and Walkthrough

A comfortable work table with seat for two persons to port at the entrance. Drawers and stowage



slots. There is a larger rubber sealed door access to the walk-in engine room off the walkthrough. Good headroom.

### Aft Cabin

Aft cabin has two separate beds and two hanging lockers. Seat to port side. Stowage room below and above. A large mirror is fitted. As an option at additional cost, one big double centre bed, an extra hanging locker and a seat on starboard side, with an extra work table may be ordered.

### Engine and Engine Room

Walk-in engine room. The sound insulation is covered by perforated aluminium linings. Engine: Volvo Penta D6-300, 221 kW/300 HP at crank shaft. Maximum torque 669 Nm. 5.5 litres displacement. The engine has balance shafts, common rail fuel injection, double overhead camshafts and four valves per cylinder. 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 ensures quiet and smooth motoring. The engine is served by a separate 24 V start battery. There is a large filter for cooling water. There is a sump pump in the engine room in order to empty water or sediment from the fuel tanks.

### Bow thruster

Sleipner SidePower retractable bow thruster.

### Diesel

Approximately 2 300 Litres / 607 US gallon, below the floor in the saloon with fuel gauges. 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.

### Fresh Water

Fresh water capacity is 1 900 liters / 501 US gallons under the sole in the saloon. The fresh water goes to a pump and then to a pressure-equalizing tank. From there, it is distributed via a manifold to two 75-liter/20 US gallon (totaling 150 liters/40 US gallons) hot water calorifiers (heated by 230 V and the engine's cooling water) and the cold-water system. When a water tap is turned on, the pressurized water in the pipes starts

to flow. The electric pump begins to work when the pressure is reduced and continues until the pressure is built up again after closing the tap. Filling the water tanks is done through deck inlets. There is a carbon filter for the freshwater system. Seven bilge pumps are installed: one manual, five electric, and one high-capacity electric emergency bilge pump that is floodable. The emergency pump is operable from the cockpit.

### Electricity

Generator Cummins Onan 17.5 kW 230 v 50 Hz in a sound shield. 230 v shore power with outlets in each cabin. Mastervolt Combi Pro 24 V / 230 V 3500 W 100 A with Masterview and shunt. Four separate circuits; one 24 Volt for engine start, one 12 V for generator start, one 24 Volt 460 Ah deep-cycle for general 24 V use on board, covered by eight 6 v 230 Ah deepcycle batteries. Charging of batteries is done by a 55 A 24 V alternator from the engine. Led lighting throughout the yacht is located in all the important positions, with adjustable lights above all berths. Electric sockets at inner chart table and in the cockpit. There is a tank meter for each of the fresh water, black water and diesel tanks. International led navigation lights, led steaming light and led anchor light. An individual wiring diagram is supplied with each yacht.

### Refrigeration

Two water cooled top opening 53 and 41 liters Isotherm SP systems with 24 V Danfoss compressor units, one for refrigeration and one for freezer. Both are very economical to run. The freezer has a double thermostat, enabling to use the freezer as fridge if required. There is a third 90 liters front opening fridge.

### Ventilation

Nine hatches, seven opening port holes, companion-way washboards, and ten vents; in the forward cabin, forwards heads compartment, in the starboard cabin, port side cabin, two in the saloon, two in the aft cabin, one over the large aft deck locker and one over the big forward deck locker. Separate automatic electric engine room ventilation.

### Steering

Twin wheel Jefa steering. Cardan linked rod steering

with progressive purchase combines safety and fine feel in the best possible way. Illuminated compass. Leather covered steering wheels.

### 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 toilets special non-diffusing hoses are used. All electric cables are, where possible, laid in special channels and where this is not possible, cables are safely loomed away from the hull. There are large limber holes to ensure easy drainage of any water to the bilge. The bilge is accessible by a removable floor panel. Inspection hatches for easy access to stop cocks and speed transducer. Four manual fire extinguishers. One automatic fire extinguisher for the engine room.

### Type of Finish

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

### Certification

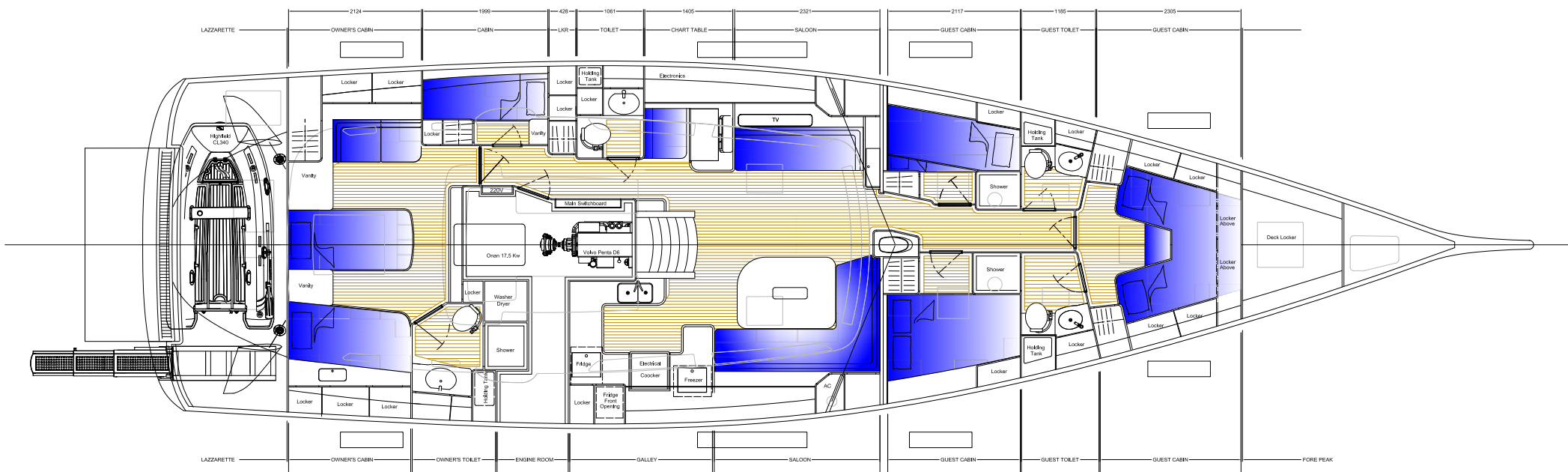
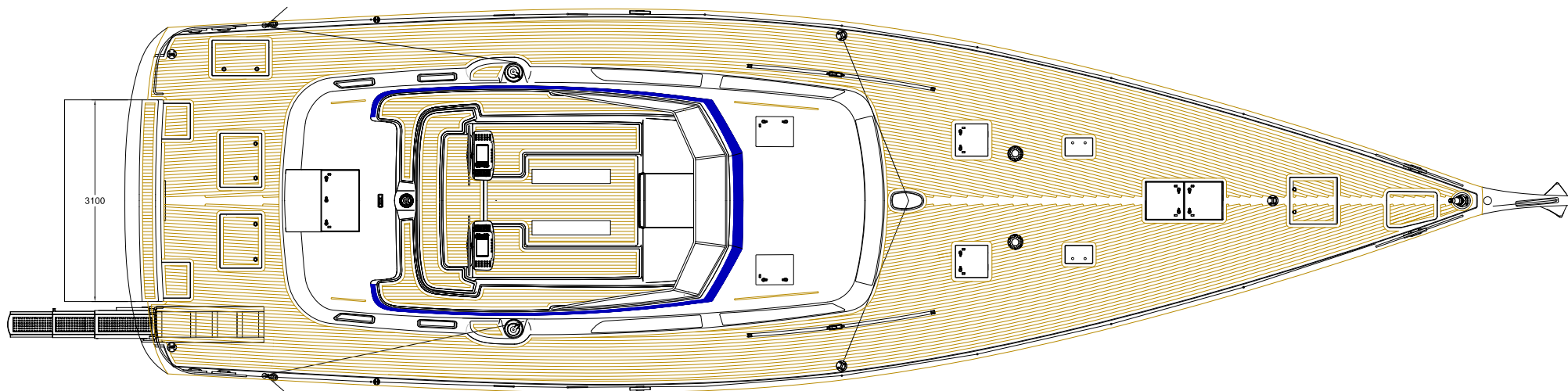
The boat is CE certified by DNV-GL (Det Norske Veritas-Germanischer Lloyd) and delivered with a CE certificate and a CE plaque for category A (unlimited ocean voyages).

### Loose Equipment

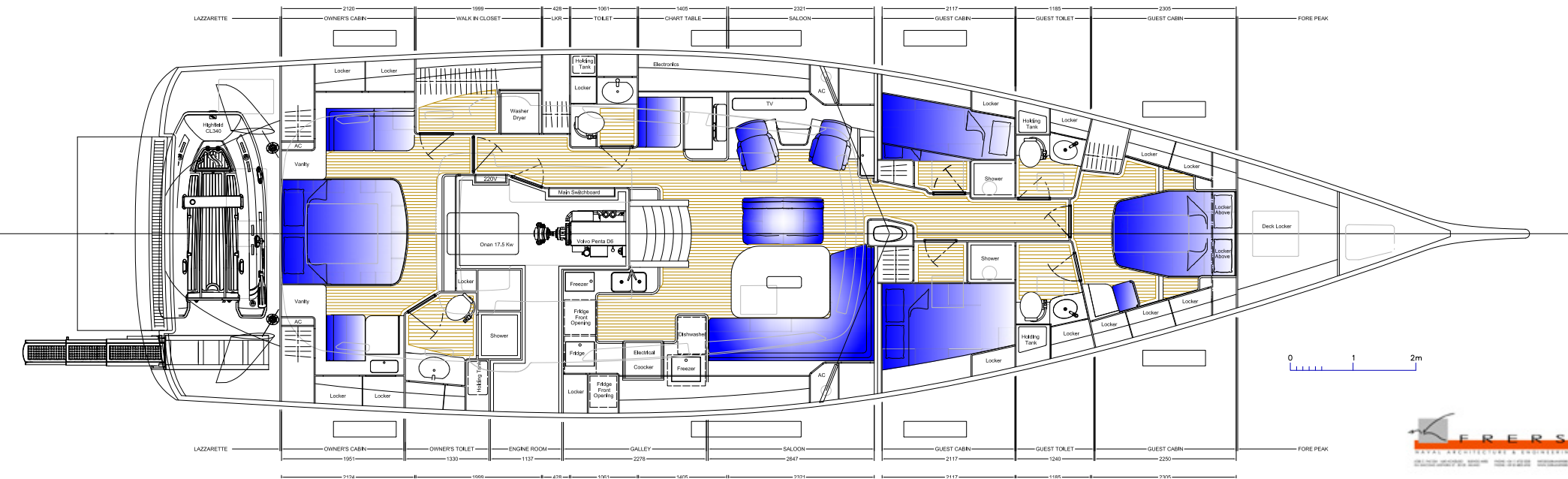
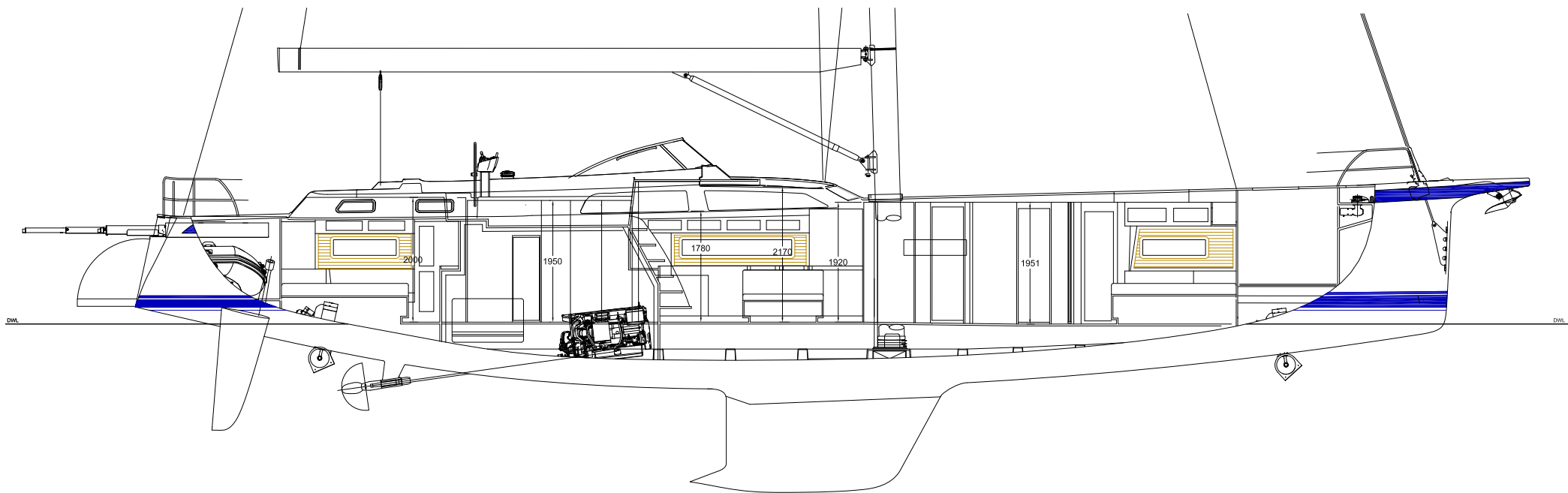
- Flagstaff
- Boat hook
- 6 Fenders 10" x 25"
- 4 Mooring lines 10 m / 33'
- Emergency steering
- Fire blanket for the galley
- One winch handle

*Printed January 2024. Modifications reserved. Chosen extra equipment may affect this standard specification. Drawings are for orientation only. Measurements are not to be taken from these drawings. Drawings and photos are preliminary, indicative only and do show optional equipment.*













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## Main datas:

Designer	Germán Frers	
Hull length without bowsprit	20.96 m	68' 9"
Maximum length with bowsprit	22.22 m	72' 11"
Waterline at rest	19.70 m	64' 8"
Beam, without rubrail	5.89 m	19' 4"
Draft, empty load	2.70 m	8' 10"
Displacement, empty standard boat	46.5 t	102 500 lbs
Lead keel	18.1 t	40 000 lbs
Standard sail area	216 m <sup>2</sup>	2 325 ft <sup>2</sup>
Optional optimized sail area, main and jib	247 m <sup>2</sup>	2 659 ft <sup>2</sup>
Optimized main and furling code zero	345.5 m <sup>2</sup>	3 719 ft <sup>2</sup>
Engine, Volvo Penta	D6-300	
Power at crank shaft	221 kW	300 HP
Number of cylinders	6	
Engine displacement	5.5 liters	
Fresh water, approximately	1 900 l	501 US gal.
Diesel, approximately	2 300 l	607 US gal.
Mast over water, ex Windex	31.3 m	102' 8"











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