

# Hallberg-Rassy 39 Standard specification

## Hull and deck

The GRP hull and deck are laminated in a HR owned factory in Kungshamn, Sweden. ISO-Polyester and isophthalic gelcoat is used. Laminate construction of hull: Hand lay-up method, insulated above water line with PVC-foam against heat and cold. Integrated rubbing strake with brass strip. Blue decorative band in gelcoat. Strong under floor reinforcements. Lead keel with reinforcement bolted on with 15 s.steel 24 mm 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

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 for CQR anchor. Stowage beneath for 60 m chain and fenders. Two strong cleats forward, aft and amidships. Double lifelines with 4 supports. Two 25 mm scuppers on each side which drain rain water over board just above waterline. Deck inlets for water and diesel tanks are on opposite sides to avoid errors. Genoa and mainsheet tracks from Lewmar Ocean Hardware System with blocks who are adjustable from the cockpit. Footblocks for Genoa. Selftailing Genoa winches, Lewmar 54 CST, two mainsheet winches, size 30 CST. Blocks and winches by Lewmar. Hatches in foredeck, toilet compartment, saloon and in aft cabin. Eleven aluminium framed port holes, ten 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 deck locker by cockpit starboard side with stowage beneath for two 6 kg gas cylinders. Further stowage in aft deck lazarette locker. Integrated bathing platform with bathing ladder.

## Cockpit

On starboard side there is a generous sized, dry stowage locker with storage slots for wash boards. The cockpit floor is covered with a teak grating. Wheel steering with single engine control lever. Recesses for two winch handles. Folding cockpit table in highly varnished teak. Panel for engine instruments in the pedestal within easy reach of helmsman. Strong windscreen with opening center section and sprayhood over front part of cockpit. The sprayhood can be rolled away neatly into a smart protective cover. On either side of sliding hatch there are useful teak covered work surfaces, ideal as chart tables, etc. Above the sliding hatch there is room for mounting wind instruments, log, depth sounder, etc. There are two 12 Volt sockets. The companionway and cockpit chart tables are varnished. Two large cockpit drains.

## Mast and rigging

Double spreader rig by Seldén. Main boom with outhaul and two reefs. Seldén Furlex 300 S jib furling and reefing system. Seldén rodkicker. Three winches, one for reefing, two for main and jib halyards. Seven cleats for various uses. Spinnaker boom track and all other fittings for the spinnaker equipment on mast are supplied as standard. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Turnbuckles from Hasselfors, aluminium protection tubes from Seldén, blocks and winches from Lewmar. Windex. Decklight.

## Sails

Mainsail and working jib made from high quality material by Elvström Sails in Denmark in Offshore quality especially for Hallberg-Rassy. Two reefs in main, battens and sail bags.

## Accommodation details

All interior woodwork in light mahogany matt silk finish. Floor is varnished teak with inlaid holly stripes. Saloon ceiling has paneling with mahogany stripes and ceilings in remainder of boat have light lining. Upholstery on all

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berths 12 cm thick and resting on unvarnished, well ventilated boards to avoid condensation. Hand holds are in all the eight 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**

A solid mahogany mast support is fitted next to the main bulkhead. The settee offers comfortable seating. On the starboard side the backrest can be lifted to enable total width to be used for sleeping accommodation. On port side the settee has fixed backrest with folding sections so that the space behind can be utilised. Between the settees a strong, attractive table. Headroom in the saloon 1.98 m (6' 6").

### **Galley**

Placed separated from the walkthrough and saloon. Good headroom. Working surface in white laminate with strong all around fiddle rail. Carefully insulated icebox. Extra deep, double sink. 2-burner gas cooker with oven, well gimballed with fiddle rails and locking device for oven door and also for cooker when in use at the marina. Opening window over the cooker. 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.

### **Toilet compartment**

Access to the toilet compartment is freely available from any part of the boat without disturbing anybody. Bulkheads and lockers in white laminate. Watertight shower stall, teak grating, china wash basin and large mirror. Shower curtain. Mixer tap in wash basin is pulled out for shower use. Shower water drained by pump directly overboard without going into bilges. Hand switch shower pump for utmost safety. Strong, reliable pump action toilet. Space for holding tank. Cupboard above and below washbasin. Ventilation through ventilator, opening porthole and hatch. Headroom 1.88 m (6' 2").

### **Forward cabin**

The door to the forward cabin has been arranged in such a way to allow free movement for dressing and undressing. Two berths with ample stowage above and below and in addition a number of lockers. A hatch and opening porthole. Headroom 1.87 m (6' 1½").

### **Chart table and walkthrough**

A comfortable chart table seat with spacious chart table. Above a bookshelf and space for mounting instruments including radar. 5 drawers and stowage slots. There is a larger rubber sealed 2-door access to the engine room off the walk through. On the port side there is a wet locker and various cupboards. Also the instrument panel is located in a protected but visible position.

### **Aft cabin**

Aft cabin has two hanging lockers to port and two comfortable berths, one 2.15 m long and 1.10 m wide (7' x 3' 7") and the other 2.15 m long and 0.68 m wide (7' x 2' 10"). Stowage room below and above. Seat between berths. There is a mirror fitted to the biggest bulkhead. Headroom in hatch area 1.84 m (6').

### **Engine and engineroom**

Volvo Penta MD 22 P, 42 kW/57 HP, 4-cylinder. Mounted with four rubber feet on strong foundations to avoid vibration and noise. Fixed 3-bladed propeller, left-handed. Water-cooled rubber exhaust pipe. 2-circuit cooling. The hot freshwater circuit is led into a 40 litre well insulated hot water tank. The good insulation makes the water remain 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 the cold water. The bilge pump has been installed in a position where it can be cleaned even in extremely bad weather conditions. There is space for a Diesel generator.

### **Diesel**

376 litres in two stainless steel tanks, one with 166 litres below the floor in saloon with fuel gauge and the other with 210 litres under the port side settee with overflow pipe and stop valve to the first tank. The tank is filled

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through 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 and clean under water body is approx. 700 nautical miles.

### **Water**

Water capacity is 450 litres in two tanks, the main tank under the floor holding 300 litres and the extra tank under the settee 150 litres. The reserve tank is piped to the main tank and controlled by a stop valve. There is a water gauge for the main tank. The water goes to a pump and then on to a large pressure equalizing tank, and from there via a manifold is distributed to a hot water system 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. When the pressure reduces, the electric pump begins to work and will continue until the pressure is built up again after closing tap. There is a reserve foot pump in galley. Filling of water tanks is through deck inlet. The water system has a carbonfilter.

### **Electricity**

Two separate circuits, one with 12 Volt and 140 Ah battery for engine start and one 12 Volt 280 Ah for general use on board, the later being powered by two batteries. Charging of batteries is by 60 A alternator from engine. Lighting throughout the boat is located in all the important positions. There are attractive adjustable lights above berths and settee. Electrical sockets in aft cabin, saloon, forward cabin and interior cockpit. Electrical panel with circuit breakers behind the chart table corner. There is a volt, water and diesel meter. International navigation lights and steaming light with switch on the panel for extra safety. The electrical panel has provision for additional outlets. A wiring diagram is supplied with each boat.

### **Heating**

Webasto diesel air heater with outlets in saloon, forward cabin, toilet compartment and aft cabin. The hull is well insulated and the heating and consequently electrical 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 Danfoss compressor unit for refrigeration is fitted for the ice box which is completely encased in a metal housing and extremely economical to run. Operated from a 12 Volt supply and providing batteries are in good condition, refrigeration should last 5 days without recharging being necessary.

### **Ventilation**

4 hatches, 11 port holes including 10 opening ones, companionway washboards, 4 Dorade vents saloon and aft cabin, 2 automatic Electrolux ventilators on the foredeck and toilet compartment. Separate engine room ventilation.

### **Steering**

Wheel steering 2.5 rotations from starboard to portside. Steering wires go over guide rollers where necessary and into a friction free tube which combines safety and fine feel in the best possible way. Illuminated compass, single engine control lever on elk hide 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. In addition to the manual bilge pump, an electrical emergency bilge pump is supplied. Inspection hatches for easy access to stop cocks and other hull fittings.

### **Type of finish**

The interior is treated with a 2-component silk finish varnish. On the outside only the woodwork under the

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sprayhood has been treated with clear varnish. The underwater hull has two applications of primer and two coats of antifouling.

### **Loose equipment**

- Flag staff
- Boat hook
- 6 Fenders
- 4 Mooring lines 10 m
- Emergency tiller
- Main Sail cover
- 3 Winch handles
- 15 kg Breeze anchor for transom use
- Anchor line + short chain

### **Alternative Options At No Extra Cost**

- Hinged backrest on portside settee to enable full width of berth to be used for sleeping as on starboard settee.
- Working surface in galley in marble effect laminate instead of white.
- Unvarnished washboards and outer chart tables.
- Wider berth on starboard side in aft cabin.

### **Certification**

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

*Modifications reserved.*

*Drawings may show optional equipment.*

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