

Hallberg-Rassy 43 Mk I Standard specification

Hull and Deck

Laminate construction of hull: isophthalic gelcoat and isophthalic polyester is used. Hand lay-up method, insulated above water line with Divinycell 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 16 S/S bolts; 14 24 mm and two 20 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

Deck, coachroof, 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. Electric windlass with capstan. Original Delta anchor 55 lbs/25 kg. Chain 70 m, 8 mm. Stowage beneath for fenders. Two strong cleats forward, aft and midships. Double stainless lifelines. Opening gates port and starboard. 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, size 54 CST, two mainsheet winches, size 40 CST. Hatches, windows, blocks and winches by Lewmar. Hatches in foredeck, toilet compartment, saloon and in aft cabin. 13 aluminium framed port holes, 12 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. Stowage in aft deck lazarette locker. There is a separate gas locker on sb with stowage for two 6 kg P6 gas cylinders. Integrated bathing platform in transom.

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 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 stb side of the cockpit coaming. Strong windscreen with 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 Raymarine ST 60 Speed, ST 60 Depth and ST 60 Wind instruments. Chart tables and washboards in natural teak. 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 rodkicker. Three winches, one for reefing, two selftailing for main and jib halyards. Several 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 wind indicator and anchor light on mast top.

Sails

Mainsail and working jib in special Offshore quality by ElvströmSobstad, 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, an extra wide berth in the aft cabin

with sofa to port. 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 queen size berth is required, this must specifically be ordered and confirmed.

All interior woodwork in light mahogany matt silk finish. Flat locker doors with ventilation above as far as possible. Floor is varnished teak with inlaid holly strips. Saloon ceiling has panelling 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. Hand holds are in all the right positions. The boat is carpeted throughout, except directly in front of the galley, press studs avoid movement. All portholes are fitted with curtains. Curtains also under the skylights.

Saloon

The settee offers comfortable seating. On the port side a 2.13 m / 7' long L-sofa that has backrests with hinges so that the space behind can be utilised as storage. The sofa corner is rounded. On starboard side 1.98 m 6'6" long settee. The backrest can be lifted to enable total width to be used for sleeping accommodation. Between the settees a strong table with elegantly rounded edges and foldable sides. Top opening bar in the table. As an option at additional cost two easy chairs can be ordered. In this case the table is smaller and is fixed. Headroom in saloon 1.97 m / 6'5".

Galley

Working surface in white laminate with strong, all round fiddle rail. Carefully insulated icebox with water cooled electric compressor for chilling. Extra deep, double sink. 2 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. 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.

Forward 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. Teak grating, china wash basin and large mirror. Separate shower with watertight shower stall, plexi glass doors. Shower water drained by pump directly overboard without going into bilges. Hand switch for shower pump for utmost safety. Strong, reliable pump action toilet. Stainless holding tank, emptied by gravity or by deck pump out. Cupboard above and below washbasin. Ventilation through opening porthole and hatch.

Forward Cabin

The door to the forward cabin has been arranged in such a way to allow free movement for dressing and undressing. Two 2.13 m/7' long berths with ample stowage above and below and in addition a number of lockers. A hatch and opening porthole.

Chart Table and Walkthrough

A comfortable chart table seat with spacious chart table. Above a shelf and space for mounting instruments including Radar and chart plotter etc. Electric panel to the left of the navigator. 5 drawers and stowage slots. There is a larger rubber sealed 2-door access to the engine room off the walkthrough. Good headroom in the walkthrough thanks to use of cockpit coaming for headroom. On portside there is a wet locker and various cupboards.

Aft Cabin

Aft cabin has a hanging locker on portside and two comfortable berths, one 2.00 m / 6'7" long x 90 cm / 3' wide and the other 2.00 m / 6'7" long and 1.35 m / 4'5" wide. Stowage room below and above. There is a mirror fitted. Seat between the berths. As an option at additional cost one big double centre bed and a seat on port can be ordered.

Aft Toilet Compartment

As forward toilet compartment. The separate shower has plexi glass doors. Ventilation through an openable window.

Engine and Engine Room

Engine Volvo Penta D2-75, 55 kW/75 HP 4 cylinder 2.2 Litres cylinder volume. Mounted with four rubber feet on strong foundations to avoid vibration and noise. Hydraulic transmission. Sailing propeller 3 bladed folding 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 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. There is space for a Diesel generator.

Diesel

Approximately 395 Litres /104 US gallon in stainless steel tank, below the floor in saloon with fuel gauge. The tank is filled 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 is approximately 710 nautical miles.

Water

Water capacity is approximately 650 litres / 172 US gallon in two tanks, the main tank under the floor holding appx 420 litres / 111 US gallon and the extra tank under the settee 230 litres / 61 US gallon. The upper tank is piped to lower 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 2 litres pressure equalising tank, and from there via a manifold is distributed to a 40 Litres / 11 US gallon hot water calorifier (heated by 230 V and the engine's cooling water) 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. There is a reserve foot pump in galley. Filling of water tanks is through deck inlet. Carbonfilter. There are three bilge pumps; one manual, one electric and one high capacity electric emergency bilge pump that is floodable.

Electricity

Two separate circuits, one with 12 Volt and 60 Ah battery for engine start and one 12 Volt 450 Ah for general use on board, the latter being covered by four batteries. 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 halogen lights above berths and settee. Electric sockets at inner chart table and in the cockpit. Electric panel with circuit breakers at inner chart table. There is a volt, water and diesel meter. International navigation lights, steaming light and anchor 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 5000 Diesel, 5 kW, with outlets in saloon, forward cabin, toilet compartments and aft cabin. As far as possible 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 Danfoss compressor unit for refrigeration is fitted for the icebox, extremely economical to run. Operated from a 12 Volt supply and providing batteries are in good condition, refrigeration should last 5-6 days without recharging being necessary.

Ventilation

4 hatches, 12 opening port holes, companionway washboards, 4 Dorade vents saloon and aft cabin, automatic Electrolux ventilator for the forward heads compartment. Separate electric engine room ventilation.

Steering

Whitlock wheel steering. Cardan linked rod steering which is progressive combines safety and fine feel in the best possible way. Illuminated compass, single engine control lever on leather 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 without having to remove the steps. Inspection hatches for easy access to stop cocks and speed transducer. Four fire extinguishers, one fitted to the saloon table, one in the forward cabin, one in the aft cabin and one in the cockpit locker.

Type of Finish

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

Certification

The boat is CE certified by Germanischer Lloyd and delivered with a CE certificate and a CE plaquette for category A (unlimited ocean voyages).

Loose Equipment

Flagstaff

Boat hook

6 Fenders, 60 cm / 2'

4 Mooring lines 10 m / 33'

Emergency tiller

Main sail cover (not supplied if in mast furling is ordered)

3 Winch handles

Alternative Options At No Extra Cost

Portside settee to enable full width of berth to be used for sleeping as on starboard settee. Straight corner.

Working surface in galley in marble effect laminate instead of white laminate.

For extra equipment see price list.

Modifications reserved. Chosen extra equipment may influence this standard specification. Drawings are for orientation only. Measurements are not to be taken from these. Drawings may show optional equipment.

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