



 **Hallberg-Rassy**

Hallberg-Rassy 40C and 400





















Hallberg-Rassy 400, twin aft cabins



Hallberg-Rassy 400 with one aft cabin and big aft heads



Hallberg-Rassy 400, big aft heads



Hallberg-Rassy 400







Hallberg-Rassy 400



Hallberg-Rassy 400



Hallberg-Rassy 400





Seat in the forward cabin, 40C and 400



Version of optional forward head and shower, both 400 and 40C

*Optional center line berth with en suite
head and shower in the forward cabin,
possible in both the 400 and 40C*



Starboard side aft cabin Hallberg-Rassy 400



Aft WC Hallberg-Rassy 400



Hallberg-Rassy 400







Hallberg-Rassy 40C











Hallberg-Rassy 40C

Hallberg-Rassy 40C







Work table



All-wooden drawers



Ventilated lockers



Retractable 40 inch TV







Hallberg-Rassy 40C







40C, 230 v dish washer



40C, top opening freezer behind the work table



40C, 230 v micro wave oven



40C, combined fiddle and handhold





40C, enormous seagoing galley. Two opening portlights. Front opening as well as top opening fridges. The galley layout does not interfere with the flow into the aft cabin



40C, dedicated wet locker in the walk through directly at the entrance



40C, electric locker in the walk through to the aft cabin



40C, vanity table



40C, full headroom in the walk through to the aft cabin thanks to using the coaming height



Lots of ventilation and natural light



Comfort worthy a King



40C, aft cabin worthy a king



40C and 400



40C and 400



40C and 400



40C and 400



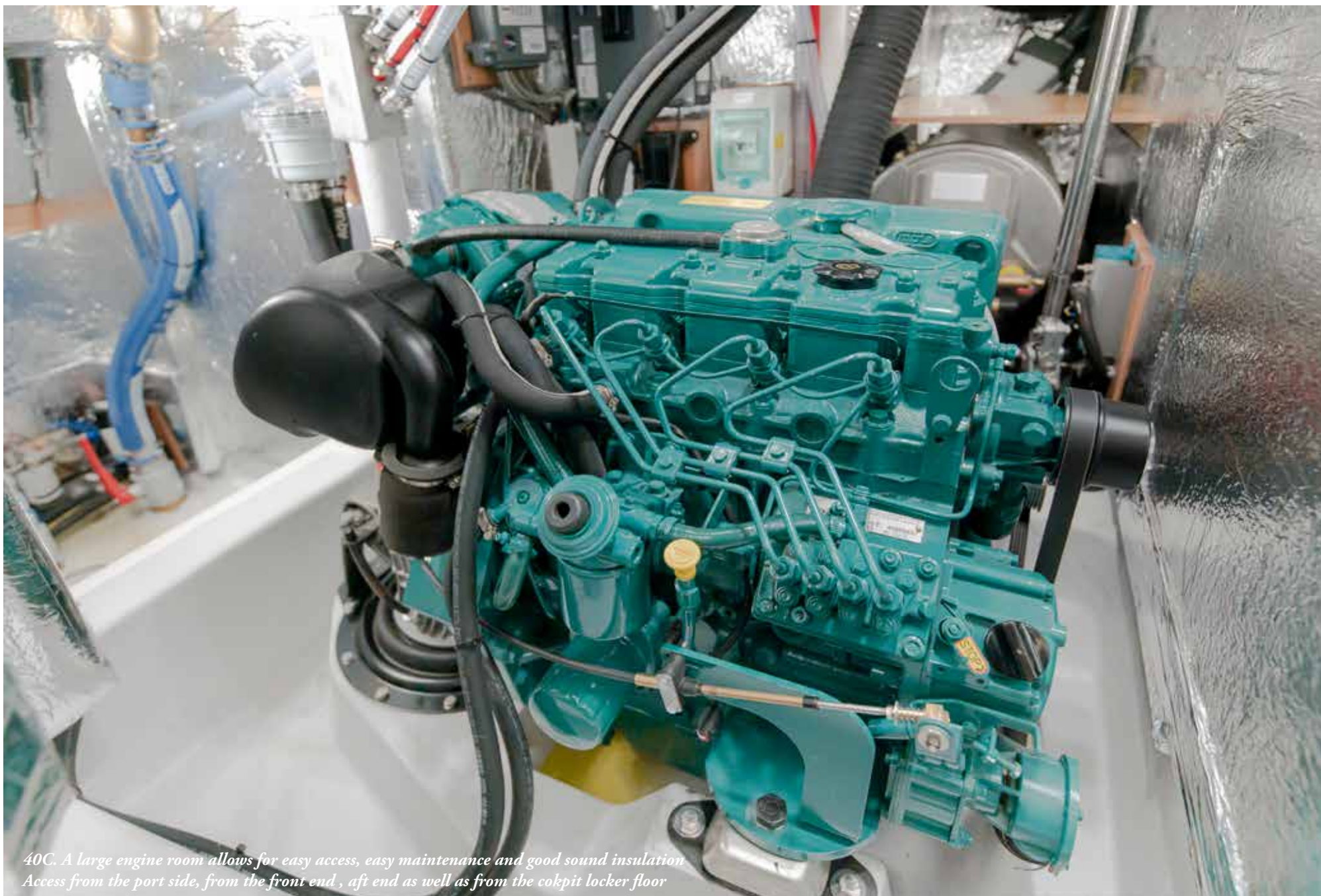


40C and 400, lots of locker space



40C and 400, forward cabin





*40C. A large engine room allows for easy access, easy maintenance and good sound insulation
Access from the port side, from the front end , aft end as well as from the cockpit locker floor*

VOLVO PENTA

Hallberg-Rassy 400 standard specification

Hull and Deck

Laminate construction of hull: Isophthalic gelcoat, vinylester based barrier coat. Hand lay-up method, insulated with Divinycell PVC-foam against heat and cold except in the keel area which is solid laminate. Integrated rubbing strake with brass strip. Blue decorative band in gelcoat. Strong under floor reinforcements. Lead keel bolted on with many stainless steel bolts. The rudders are 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. Six hull portlights.

Deck and deck fittings

Caprail and cockpit in PU teak. Hand rails full length of superstructure. Strong stem fitting. Stowage beneath for fenders. Two strong cleats forward, aft and midships. Double stainless lifelines. Scuppers on each side which drain rain water overboard just above waterline to prevent staining the hull. Genoajib and mainsheet tracks with blocks. Genoajib block adjustable from the cockpit. Selftailing genoa winches, size 50 Evo Chrome. Hatches in foredeck, toilet compartment, stb side of that, two in the saloon and one in the aft cabin. 8 port holes, 6 of these are opening. Pulpit and pushpit have opening for easy access on board. There is a separate gas locker with stowage for two 6 kg PK6 gas cylinders. Fixed swim platform in transom.

Cockpit

On starboard side there is a generously sized, dry stowage locker with storage slots for wash boards. Further smaller cockpit locker to port side. Twin wheel steering with large pedestal heads. Instruments for engine in the stb steering pedestal within easy reach of helmsman. Strong tempered glass windscreen with handholds on the sides, 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 instruments; one i50 Speed, one i50 Depth and i60 Wind. Chart tables and ventilated washboards in teak. Halyard winches size 40 Evo chrome and clutches on port side and starboard coamings.

Mast and rigging

Triple spreader rig by Seldén. Main boom with outhaul and two reefs. Under deck genoajib furling and reefing system Seldén Furlex TD. Seldén rod-kicker. Backstay tensioner, tackle, with generous purchase. Cleats for various uses. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Turnbuckles from Seldén, winches from Lewmar. Windex wind indicator on mast top.

Sails

Mainsail and genoajib made from high quality dacron material in special Offshore quality by Elvstrøm Sails, Denmark. Two reefs in main, battens and coded sail bags.

Accommodation details

As standard the boat has two saloon sofas, one aft cabin with double berth, and one heads with shower. Optional layouts are subject to additional cost. If optional layout is required, this must be ordered and specifically confirmed.

All interior woodwork in light khaya mahogany matt silk finish. Flushed locker doors with invisible hinges and ventilation as far as possible. Floor is varnished real wood with inlaid holly strips. Saloon ceiling has paneling with wooden strips and ceilings in remainder of boat have light lining. High quality fabric covered cushions on all berths 12 cm / 5" thick sandwich foam resting on un-varnished, well ventilated boards to avoid condensation. Hand holds are in all the right positions. All portholes are fitted with blinds. Curtains under deck hatches in the sleeping cabins

Saloon

The settee offers comfortable seating. On the port side a 2.10 m long L-sofa that has backrests with hinges so that the space behind can be utilized as storage. On starboard side 2.10 m long settee (with optional twin aft cabins 1.95 m). The backrest can be lifted to enable total width to be used for sleeping accommodation. Between the settees a strong table with foldable sides. Top opening bar in the table. Headroom in saloon approximately 1.94 m.

Galley

Worktop in Corian with strong, all round mahogany fiddle rail. Carefully insulated cooling box with baskets and electric compressor for chilling. Extra deep, double sink. Two burner gas cooker with oven, well gimbaled 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. Cutting board. Room for saucepans and other kitchen utensils. There is a special place for the waste bin.

Heads Compartment

Bulkheads in white laminate. Grating. Wash basin and countertop in Corian. There is a large mirror fitted. Separate shower with watertight shower stall and acrylic 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. Holding tank, emptied by gravity or by deck pump out. Cupboard above and below wash-basin. Ventilation through an opening porthole and a milk coloured deck 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 2.11 m long berths over the whole width with ample stowage above and below and in addition a number of lockers. An automatic deck vent, a deck hatch and an opening porthole.

Work Table

A comfortable work table with seat. Fold-out electric panel to the right of the navigator. Drawers and stowage slots.

Aft Cabin

The aft cabin has a hanging locker and a comfortable double berth, 2.04 m long, 1.47 m wide. Stowage room below and above the berths. As an option at additional cost twin aft cabins can be ordered.

Engine and Engine Room

Engine Volvo Penta D2-60, 44 kW/60 HP 4 cylinder 2.2 Litres cylinder volume. Mounted with rubber feet on strong foundations to avoid vibration and noise. 3 bladed fixed propeller. Water-cooled rubber exhaust pipe. Fresh-water 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. Automatic fire extinguisher in engine room. 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

400 litres total capacity in two tanks with fuel gauges. The tanks are filled through two deck inlets. Between the tank and the engine there is a further large water trap and coarse filter in addition to the one on the engine.

Fresh Water

Fresh water capacity is 520 litres in three tanks. The hot water calorifier has 40 litres. The upper tanks are piped to lower tank and controlled by valves. There is a water gauge for each tank. The hot water calorifier is heated by a 230 V immersion heater as well as the engine's cooling water. 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. Filling of water tanks is through deck inlet. Carbon fresh water filter. There are two bilge pumps; one manual and one high capacity submersible electric emergency bilge pump.

Electricity

Two separate DC circuits, one with 12 Volt and 95 Ah battery for engine start and one 12 Volt 240 Ah deep-cycle for general use on board, the latter being covered by two batteries. Charging of batteries is by 115 A alternator from engine. Lighting throughout the boat is located in all the important positions. There are adjustable reading lights above the berths. Electric 12 v sockets at inner chart table and in the cockpit. Electric panel with circuit breakers at inner chart table. There is a fresh water and diesel meter. LED navigation lights and steaming light. A wiring diagram is supplied with each boat.

Refrigeration

An Isotherm system with Danfoss compressor unit for refrigeration is fitted for the 92 liters cooling box, economical to run.

Ventilation

Seven deck hatches, six opening port holes, companionway washboards, three automatic vents. Separate electric engine room ventilation.

Steering

Twin wheel steering. Cardan linked rod steering which is progressive and combines safety and fine feel in the best possible way. Illuminated compass, single lever engine control and 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 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, except directly under the engine, which is a separate oil bilge. The main bilge is accessible by a removable floor panel. Inspection hatches for easy access to stop cocks and speed transducer. Three fire extinguishers, one fitted to the saloon table, one in the aft cabin and one in the cockpit locker. Fixed automatic fire extinguisher in engine room. Fire and smoke detector in the saloon area.

Type of Finish

The interior is treated with a top quality silk finish varnish. 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
- Four fenders
- Four mooring lines
- Emergency steering
- Main sail cover (not supplied if furling mast is ordered)
- One winch handle

Modifications reserved.

Chosen extra equipment may affect this standard specification.

Drawings and illustrations are for orientation only.

Measurements are not to be taken from these.

Drawings and illustrations may show options at additional cost.

Hallberg-Rassy 40 C standard specification

Hull and Deck

Laminate construction of hull: Isophtalic gelcoat, vinylester based barrier coat. Hand lay-up method, insulated with Divinycell PVC-foam against heat, cold and noise, except in the keel area which is solid laminate. Integrated rubbing strake with brass strip. Blue decorative band in gelcoat. Strong under floor reinforcements. Lead keel bolted on with many stainless steel bolts. The rudders are 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. Six hull portlights.

Deck and deck fittings

Caprail and cockpit in PU teak. Hand rails full length of superstructure. Strong stem fitting. Stowage beneath for fenders. Two strong cleats forward, aft and midships. Double stainless lifelines. Scuppers on each side which drain rain water overboard just above waterline to prevent staining the hull. Genoajib and mainsheet tracks with blocks. Genoajib block adjustable from the cockpit. Selftailing genoa winches, size 50 Evo Chrome. Hatches in foredeck, toilet compartment, stb side of that, two in the saloon and one in the aft cabin. 11 port holes, 8 of these are opening. Pulpit and pushpit have opening for easy access on board. There is a separate gas locker with stowage for two 6 kg PK6 gas cylinders. Fixed swim platform in transom.

Cockpit

On starboard side there is a generous sized, dry stowage locker with storage slots for wash boards. Wheel steering with large pedestal head. High gloss varnished folding teak cockpit table. Instruments for engine in the steering pedestal within easy reach of helmsman. Strong windscreen with handholds on the sides, 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 wood covered work surfaces, ideal as chart tables, etc. Above the sliding hatch Raymarine instruments; one i50 Speed, one i50 Depth and i60 Wind. Ventilated washboards in teak. Two large cockpit drains. Space for optional life raft below the cockpit floor. Halyard winch size 40 Evo Chrome and clutches on the stb coaming.

Mast and rigging

Triple spreader rig by Seldén. Main boom with outhaul and two reefs. Under deck genoajib furling and reefing system Seldén Furlex TD. Seldén rod-kicker. Backstay tensioner, tackle. One winch for reefing, selftailing for genoajib halyards. Several cleats for various uses. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Turnbuckles from Seldén, winches from Lewmar. Windex wind indicator on mast top.

Sails

Mainsail and genoajib made from high quality dacron material in special Offshore quality by Elvstrøm Sails, 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 a queen size center

line berth in the aft cabin with sofa to port and make up table to starboard, a larger galley, as well as a center line berth in the forward cabin available. Optional layouts are subject to additional cost. You may combine the saloon of your choice with the galley and aft cabin of your choice. If optional layout is required, this must specifically be ordered and confirmed.

All interior woodwork in light khaya mahogany with horizontal grain and matt silk finish. Flushed locker doors with invisible hinges and ventilation as far as possible. Floor is varnished real wood with inlaid holly strips. Saloon ceiling has paneling with wooden strips and ceilings in remainder of boat have light lining. High quality fabric covered cushions on all berths 12 cm / 5" thick sandwich foam resting on un-varnished, well ventilated boards to avoid condensation. Hand holds are in all the right positions. All portholes are fitted with blinds. Curtains under the deck hatches in the sleeping cabins.

Saloon

The settee offers comfortable seating. On the port side a 2.10 m long L-sofa that has backrests with hinges so that the space behind can be utilized as storage. On starboard side 1.95 m long settee. The backrest can be lifted to enable total width to be used for sleeping accommodation. Between the settees a strong table with foldable sides. Top opening bar in the table. Headroom in saloon approximately 1.94 m.

Galley

Working surface in Corian with strong, all round wooden fiddle rail. Carefully insulated cooling box with baskets and electric compressor for chilling. Extra deep, double sink. Two burner gas cooker with oven, well gimbaled 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.

Heads Compartment

Bulkheads and lockers in white laminate. Grating. Wash basin and countertop in Corian. There is a large mirror fitted. Separate shower with watertight shower stall, acrylic 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. Holding tank, emptied by gravity or by deck pump out. Cupboard above and below wash-basin. Ventilation through an automatic vent, opening porthole and a milk coloured deck 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 2.11 m long berths over the whole width with ample stowage above and below and in addition a number of lockers. An automatic deck vent, a deck hatch and an opening porthole.

Work Table and Walkthrough

A comfortable work table seat. Electric panel to the left of the navigator. Drawers and stowage slots. Good head-room in the walkthrough thanks to use of cockpit coaming for headroom. There is a larger rubber sealed door access in the aft cabin to the big engine room. Opposite the work table there is a wet locker.

Aft Cabin

Aft cabin has a hanging locker on port side and two separate comfortable berths, port and starboard side 2.0 m long, starboard 1.34 m wide and on port side 76 cm wide. Stowage room below, above and in between the separate berths. Seat between the berths. As an option at additional cost one big double centre bed, 2.02 m long and 1.56 m wide, and a seat on port and make up table to starboard can be ordered.

Engine and Engine Room

Engine Volvo Penta D2-60, 44 kW/60 HP 4 cylinder 2.2 litres cylinder volume. Mounted with rubber feet on strong foundations to avoid vibration and noise. 3 bladed fixed propeller. Water-cooled rubber exhaust pipe. Fresh-water 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. Automatic fire extinguisher in engine room. 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

400 litres in two tanks with fuel gauges. The tanks are filled through two deck inlets. Between tank and engine there is a further large water and coarse filter in addition to the one on the engine.

Water

Fresh water capacity is totally 520 litres in three tanks. The hot water calorifier has 40 litres. The upper tanks are piped to lower tank and controlled by valves. There is a water gauge for each tank. The hot water calorifier is heated by a 230 V immersion heater as well as the engine's cooling water. 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. Filling of water tanks is through deck inlet. Carbon fresh water filter. There are two bilge pumps; one manual and one high capacity electric emergency bilge pump that is floodable.

Electricity

Two separate circuits, one with 12 Volt and 95 Ah battery for engine start and one 12 Volt 240 Ah deep-cycle for general use on board, the latter being covered by two 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 reading lights above the berths. Electric 12 v sockets at inner chart table and in the cockpit. Electric panel with circuit breakers at inner chart table. There is a fresh water and diesel meter. LED navigation lights and a steaming light. A wiring diagram is supplied with each boat.

Refrigeration

An Isotherm 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 re-charging being necessary.

Ventilation

6 deck hatches, 8 opening port holes, companionway washboards, 5 automatic vents for saloon, aft cabin, heads compartment and forward cabin. Separate electric engine room ventilation.

Steering

Cardan linked rod wheel steering which is progressive and combines safety and fine feel in the best possible way. Illuminated compass, engine control throttle and 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. Three fire extinguishers, one fitted to the saloon table, one in the aft cabin and one in the cockpit locker. Fixed automatic fire extinguisher in engine room. Fire and smoke detector in the saloon area.

Type of Finish

The interior is treated with a top quality silk finish varnish. 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
- Four fenders
- Four mooring lines
- Emergency steering
- Main sail cover (not supplied if in mast furling is ordered)
- One winch handle

Modifications reserved

Chosen extra equipment may affect this standard specification

Drawings and illustrations are for orientation only. Measurements are not to be taken from these.

Drawings and illustrations may show options at additional cost.



40C - standard salon, khaya mahogany interior



40C - standard size galley, khaya mahogany interior



HALLBERG-RASSY 40C AND 400

Designer	Germán Frers	
Hull length	12.30 m	40' 4"
Maximum length	13.06 m	42' 10"
Waterline at rest	11.74 m	38' 6"
Beam	4.18 m	13' 8 1/2"
Draft, empty load	1.92 m*	6' 4" *
Displacement, empty standard boat	11 t	24 250 lbs
Lead keel	3.65 t	8 050 lbs
Sail area with working jib	90.1 m ²	970 ft ²
Sail area, optionally optimized	96.6 m ²	1 040 ft ²
Engine, Volvo Penta	D2-60	
Cylinder volume	2.2 litres	
Power at crank shaft	44 kW	60 HP
Max torque	169Nm/2000 rpm	
Fresh water capacity, appx.	520 l	137 US gal.
Diesel capacity, appx.	400 l	106 US gal.
Mast over water, ex Windex	19.75 m	64' 10"

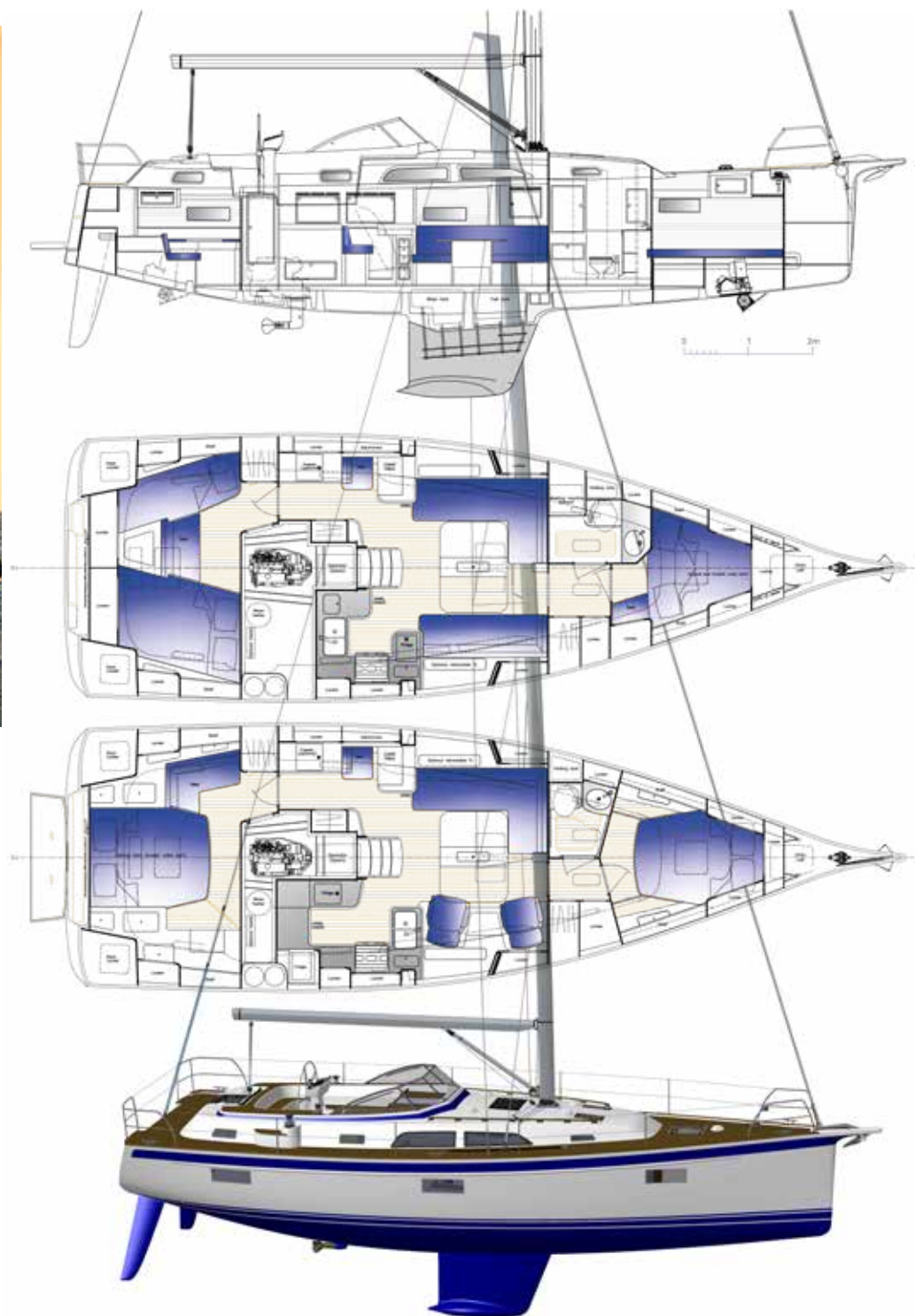
**Also available as a 25 cm/10" more shallow draught version upon request*

Photos by Ludovic Fruchaud/Imacis, Marnix Hameeteman and Magnus Rassy. Photos and drawings show extra equipment. For many further photos as well as videos and more in depth info please see <https://hallberg-rassy.com>

Photos: Ludovic Fruchaud/Imacis, Marnix Hameeteman und Magnus Rassy. Die Fotos und Zeichnungen zeigen Extraausrüstung. Für viele weitere Fotos sowie Videos, bitte besuchen Sie unsere Webseite <https://hallberg-rassy.com>



Hallberg-Rassy 40C

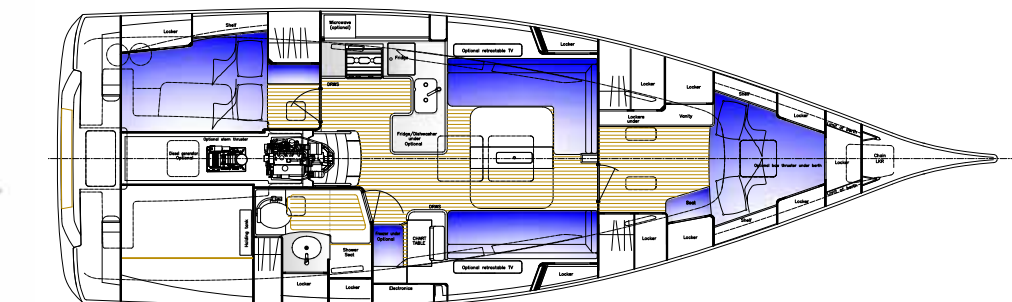
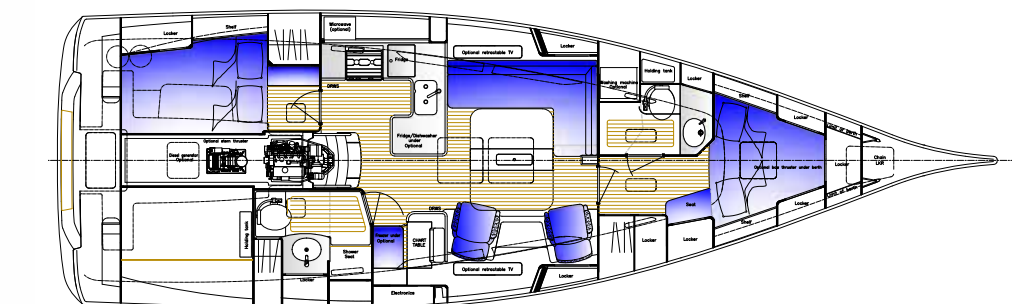
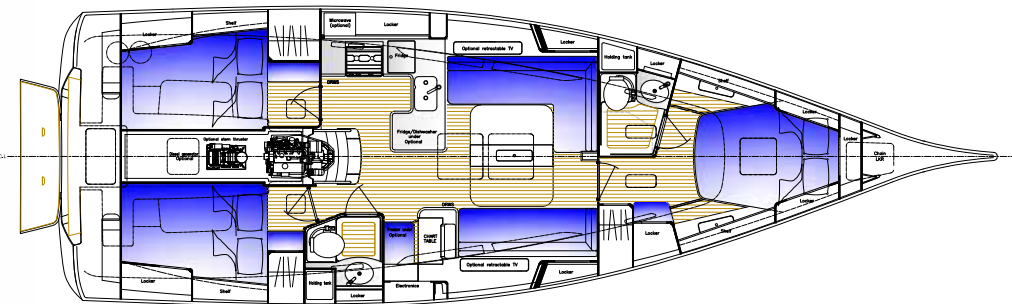
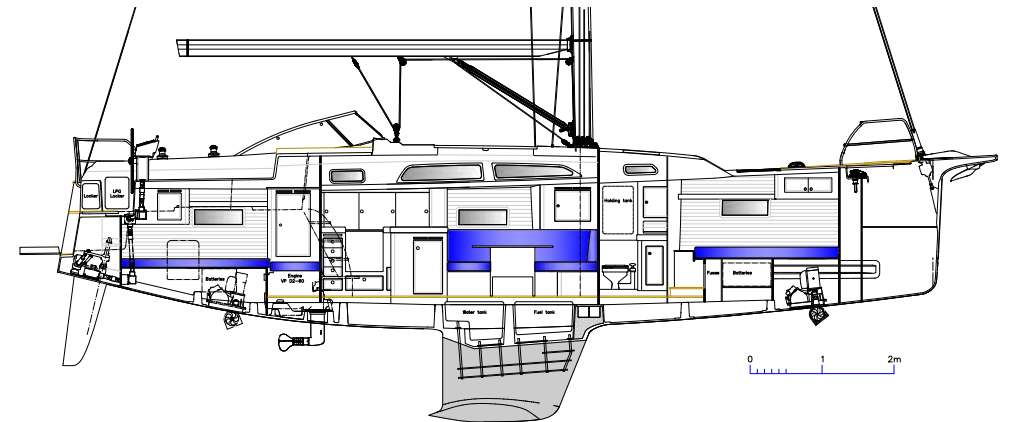


One day you'll be glad it's a Hallberg-Rassy

HALLBERG-RASSY VARVS AB
HALLBERG-RASSYVÄGEN 1
SE-474 31 ELLÖS, SWEDEN

TEL +46-304-54 800

hallberg-rassy.com
facebook.com/hallberg-rassy
instagram.com/hallberg-rassy
tiktok.com/@hallberg-rassy



Hallberg-Rassy 400



 **Hallberg-Rassy**

HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS, SWEDEN. TEL +46-304-54 800
FOR WORLD WIDE DEALER NETWORK, PLEASE SEE THE HALLBERG-RASSY WEBSITE
hallberg-rassy.com facebook.com/hallberg-rassy instagram.com/hallberg-rassy tiktok.com/@hallberg-rassy