

Hallberg-Rassy 342 - 2009 Top Quality for Blue Water Cruising

The Hallberg-Rassy 342 was built 2009 and in top shape! She gives a little more of everything than her predecessor, the popular HR-34, and at the same time offers a lot of all the extras needed for longer cruises. Key words such as sailing performance, timeless elegance, comfort, safety, fine joinery work and ease of handling are the correct words for this beauty. This version of the 342 comes with a tiller for steering that gives you that perfect feeling when sailing.

This Hallberg-Rassy is just the right size when going to explore the oceans and at the same time easy and safe handling while being affordable in marinas. The top Quality of Hallberg-Rassy is proven in all Hallberg-Rassy models and also the safe investment being one of the most well-known brands in the industry. The hull and deck are completely laminated and cast together with a polyester mixture, the resulting rigidity to the hull gives the boat a more comfortable ride in heavy seas.

The high standard of the build quality is valid throughout the whole build process. It is not only the precisely fitted interior joinery, the dimensions and solid feel of the khaya mahogany with its varnish. Even in those areas hidden from view, Hallberg-Rassy is leading its competitors. The pressure water pump is not just fitted anywhere as an afterthought but in rubber in the already insulated engine room so that noise levels are reduced. All these things are evidence of how determined Hallberg-Rassy are to continually move the limits in an effort to provide their clients with the ideal cruising yacht.

It is easy to fall in love with the 342 just because she has so many better details than other yachts in this segment of the



FACTS

YEAR & SIZE

Model year: 2009
Length: 10,32 m
Width/Beam: 3,42 m
Draft: 1.82 m
Displacement: 5,3 tons
Mast height 15,92 m

ENGINE

Engine Volvo Penta D1 -30, 29hp (approx. 2000 hrs)
New exhaust knee 2021
Three-bladed folding propeller
Diesel tank 165 liters (stainless)

SAIL

Fock Dacron (2018) on Selden Furlex 200S
Staysail/main Hydranet Triradial Stormfock
Spinnaker (older) with sock (new)
Zip-pack/Lazybag for Staysail

RIG

Two-spreader Fractional rig
Spinnaker boom
Selden Rodkick
2 manual Lewmar ST30 winches
2 Manual Lewmar 46 winches



industry. But it is not just the attention to detail, it is the great overall concept where she scores points. At 10.32 x 3.42 m (33'10" x 11'3") she has the best layout on the market, ideal for a crew of four.

This 2009, Hallberg-Rassy 342 proved itself by Blue Water Cruising, both in the colder northerly hemisphere, along the coast of Europe and the Mediterranean as well as crossing the Atlantic Ocean and sailed the Caribbean and back to Europe. She is currently cruising the Canary Islands and will in some months' time move north towards Madeira and later Portugal. Arrangements to see her in the Canaries can be made.

The boat has everything you need. This is the standard version keel, and thus draft 1.8m and therefore allows you to enter the exciting shallower places without losing performance during sailing. The boat is upgraded with Windrudder (Windpilot), some newer instruments (Raymarine AXIOM plotter), AIS, LED lanterns and LED lighting, Webasto heater, Autopilot Raymarine ST 6002G (direct attached to rudder axis), solar panels, and Dinghy with motor, newer mainsail and also windlass with 15kg Spade anchor and new 50 meter chain, hull has just been antifoul treated, it has a new sprayhood and zipbag and lots of extras and spares. Winches are the extra-large Lewmar 46 St and Lewmar 30 St.

This boat is 100% ready for new adventures, long-distance sailing around the world or sailing in closer waters. This very popular boat is priced for a relatively quick sale and has just been hauled out and serviced including new anodes, antifoul painted and hull polished and waxed, engine serviced etc.

In the cockpit, everything is optimally placed so that the boat can be easily sailed by one or two people. You can safely sail her from the cockpit without having to go on deck. The high backrests in the cockpit provide comfort and con-



DETAILED SPECS

GENERAL SPECIFICATIONS

- Model year 2009, Production number 193 / SE-HRM34193F809
- Length: 10,32 m
- Length in waterline: 9,09 m
- Width/Beam: 3,42 m
- Draft: 1.82 m
- Displacement: 5,3 tons (empty)
- Mast hight 15,92 m
- Layout with two cabins and a total of 6 berths incl 2 in salon.
- Teak in cockpit and on deck very well maintained).
- Engine Volvo Penta D1 -30, 29hp (approx. 2000 hours)
New exhaust knee 2021
- Three-bladed folding propeller
- Diesel tank 165 liters (stainless)
- Saildrive
- Bow thruster Vetus, - 2010
- Electric windlass in the bow with remote control and with SPADE anchor 15kg anchor and 50m galvanized chain
- Tender: Zodiak (2019)
- Outboard: New 2hp Yamaha 2-stroke (2020)

RIG AND SAIL

- Two-spreader Fractional rig
- Fock Dacron (2018) on Selden Furlex 200S
- Staysail/main Hydranet Triradial (2022)
- Stormfock
- Spinnaker (older) with sock (new)
- Zip-pack/Lazybag for Staysail
- All sail handling from the cockpit.
- Spinnaker boom
- Selden Rodkick
- 2 manual Lewmar ST30 winches and 2 Manual Lewmar 46 winches
- Rigg inspected several times (2020, 2021). (Mid Schrouds change 2021)
- Boom serviced and 3'rd reef mounted (2021)

BATTERY, CHARGING AND ENGINE

- Shore power connection Current: 12V and 220V system.
- Mastervolt ivo 35amp charger

venience, and under the large (and new) sprayhood, you are well protected from the elements. Cockpit tent is of course in good condition, and serve as Bimini when needed.

When you come down the stairs to the salon, you are immediately greeted by the enormous impression of quality that the well-known Swedish west coast boats express, with robust, almost artistic, top-class mahogany interior mixed with top quality textiles, bright ceiling, and galley, as well as longitudinal windows and 10 skylights for direct view and beautiful light. The deck/floor in classic teak and with storage spaces underneath. Classic mixed with the modern – and nothing has been spared!

On Port side behind the galley, the main double aft cabin with good storage facilities is located. On Starboard side aft, behind the navigation area, the roomy bathroom/head with toilet and shower as well as a wet locker. In front of the aft cabin on the port side is the galley/kitchen with double sink, gas oven and gas stove, large fridge/freezer/box and plenty of cupboard space. On the other side of the galley on the starboard side is the navigation area with everything needed for instruments, communication, and navigation as well as a panel for electrical installations and control of the switch panel.

In front of the galley and navigation area you find the huge salon with two long sofas with large table with foldable sides between. Your comfortable sit at least 6 people around the table, and if you are more than 4 people aboard you comfortable sleeps extra two in the salon. Another large double cabin in the forward part of the boat with spacious wardrobes and storage.

The boat only had two owners. The first owner bought her in Denmark and sailed her for holidays and leisure during summer periods in Denmark and Norway, always keeping her well maintained and protected during winter on the hard. The current owner bought her in Denmark in 2018, sailed to the Mediterranean during 2019. 2020 they crossed the Atlantic from the Canary Islands to the Caribbean where they cruised the beautiful islands till 2021 when they crossed back to Europe via the Azores. 2022 they spend in the Mediterranean, partly in marinas and on anchor and later continued down to the Canary Islands where they hauled out and just been maintaining, polished and antifouled her on the hard.

The current owners have now been fulltime sailing for many years in this and their previous boat and now feel its time for some time on land, and therefore decided to sell.

The owners have been so careful with her and kept her in top condition, including the teak deck and all surfaces is in very good condition and do not bear traces of strong sun and salt as you would otherwise expect.



DETAILED SPECS

- New Mastervolt charge control (2021)
- Alternator on Engine 115 Amp
- 12v Battery for bow thruster and windlass 2021
- 12V engine starter battery – 2021
- 12V GEL service batteries – 2017
- 2*80W (2019) and 1*50W Solar panels
- Engine Volvo Penta D1 -30, 3-cyl, 29hp (appr 2000 hours) Serviced every 100 hours

NAVIGATION- AND COMMUNICATION

- Multiple Raymarine I60 instruments for dept, speed, wind in cockpit
- Chart plotter, Raymarine Axiom 7 (2018)
- AIS (2018)
- Autopilot Raymarin St 6002G.
- Compass
- VHF Raymarine Fast
- Imarsat Sattelite Phone
- EPIRB (2021)
- MOB senders (for 2 persons)
- Radio / CD
- Windvane – Pacific light (2018)

WATER, HEATING AND SANITATION

- Water heater that heats both via shore power and engine
- 1 toilets with manual flush Jabsco, 1 stainless holding tanks (50 liters)
- Water tank 265 liters.
- Pressurized Water
- Electric bilge pump
- Manual bilge pump
- Diesel heater Webasto
- Oven/Stove on Gas
- Refrigerator compressor. Water cooled for low power consumption
- Swimming ladder

OTHERS

- Hull antifoul treatment -2023
- Rig inspected (no protocol -2023)
- New spray hood -2022
- Cockpit tent
- Cover for winter/on the hard – coverage
- Survey protocol from May 2020 available
- Liferaft Plastimo (2019)
- Extra Anchor (delta)
- Misc Safety equipment, Fire extinguishers, Life lines etc.

