Hallberg Rassy 49

£149,950 Tax Paid

Lefkas, Greece

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Boat Details

Manufacturer:	**Hallberg Rassy**	Model:	**49**
Hull Material:	**Fiberglass**	Year:	**1987**
Length:	**49.02 feet**	LWL:	**41.01 feet**
Beam:	**14.6 feet**	Draft:	**7.32 feet**
Engine Manufacturer:	**Volvo**	Engine Fuel:	**Diesel**
Price:	**£149,950**	Location:	**Lefkas, Greece**

Boat Description

Hallberg Rassy 49 centre cockpit blue water cruiser built 1987 to respected Enderlein/Rassy design. Over €75,000 investment and upgrades since purchase end 2020. Including Hull treatment for anti-osmosis & copper coat, new standing rigging, new sails, bimini & cockpit enclosures, water tank refurbishment, plumbing upgrades, new batteries, solar systems, extra anchor and galvanised chain.

Deep long fin keel, sloop rigged. Teak decks (2008 glued not screwed), Powered by 150hp Volvo (original), Bowthruster, Genset, Inmast furling main, genoa both 2024, standing rigging 2022.

Accommodation for 6 in 2 cabins and saloon plus various optional berths throughout. Mahogany joinered interior, two heads/showers. A highly respected powerful cruiser.

Very detailed 4 page overview of maintenance, repairs and improvements available on request.
Current British Flag since 2020 (Prior to that always on the Italian Flag from new) £149.950

Construction

Built by Hallberg-Rassy, Sweden, Designed by Olle Enderlein / Christoph Rassy

GRP hull, deck & Structure – extensive anti osmosis treatment carried out between 2020 and 2022, a total of over 24 months on the hard at LefkasWhite hull/blue stripe – faded blue stripe on topsides and waterline repainted 2022Teak decks new 2008 (owners comment – The teak is in good condition. It was totally replaced in 2008, glued not screwed)Deep long fin keel, encapsulated lead in deep bilgeSkeg hung rudderWheel steering (new steering wheel 2023, refurbished pedestal not yet fitted)Last hull treatment 2020-2022

LOA: Hull length 14.96 m / 49? 1? LWL: Waterline at rest 12.50 m / 41? 0?
Beam: 4.42 m / 14? 6? Draft: Empty standard boat 2.20 m / 7? 3?

Displacement, empty standard boat 18 000 kg / 39 683 lbs Keel weight 8.1 t / 17 900 lbs

Machinery

Volvo Penta TMD 41A – 6 cylinders – 150hpOriginal engine & gearbox – injector pump, and injectors removed 2024 for cleaning and checking, new lift pump 2023, new Racor fuel filter fitted in 2024 as a precautionary measure. Tappet clearances checked and adjusted 2024. 7,500 hoursShaft drive, new Volvo shaft seal fitted 2022Max prop, new cutlass bearing fitted 2022Spare autopilot navi control oversized unit available.

Vetus bowthruster TF-12Mase Generator IS3501 (3.5 kva) (hours 220)(Oil and impeller service Jan 2025)

Electrics

12v/24v/220v systems4 x domestic batteries – 140 a/h each, Sigma (2022)1 x engine start battery – 140 a/h, Sigma (2022)Domestic batteries charging via shore power, or 24v alternator on engine and/or solar (330w)Centaur battery charger 60a for domestic batteriesStarting engine battery charged by 12v twin belts alternator on engine, or by small 220v trickle chargerMobitronic inverter 400/450w, an upgrade includes a Mastervolt 2000w but is not yet fittedShore power socket in protected position in cockpit

Tanks

Fuel: 2 tanks total 720 ltrs (inox)Water: 1 tank 1,400 ltrs (grp) – tank refurbished 2023Holding: 1 tank 40 ltr (inox)

Rig & Sail

Sloop rigged (new standing rigging 2022) InoxAluminium spars, mast down and checked 2022, furling gear checked and serviced 2022New running rigging 2022

Inmast furling main, white (2024)Furling genoa, white (2024)Staysail, white (2010)Gennaker, cleaned and checkedSpare genoa, serviceableSail area with jib 116 m² / 1249 sq ftAir draft, ex Windex, Sloop21.45 m

Winches:Genoa: 2 x Lewmar 65 spdHalyard: 3 x Lewmar 46/30/8 spdMain: 2 x Anatal & 1 x LewmarStaysail: 2 x Lewmar 43 spd

Accommodation

Accom for 6 in 2 cabins & saloon 4/6 optional berths (see layout attached)Double aft cabin + singlesForward V- berthSaloon seatingGalleyNav station2 electric heads & showersMahogany joinered interiorOriginal fabric upholstery in excellent condition, with additional summer coversApprox 1.95 m average head room

Domestic

2 burner gas cooker with oven/grillMicrowave (new 2023)Double sink – spare FW pump, charcoal filter2 x Footpump for SW and FWFrigomat fridge/freezerAssorted crockery/cooking utensils etcCD/RadioSamsung smart TV (2023)Eberspacher 8kw diesel heater (never used, pipe work/ducting need replacement)

Equipment

Lewmar V5 electric windlass, foredeck and cockpit control positions50kg Delta anchor. 75m chain, 10mm still with full thickness, regalvanised 2024. 40m octiplait rope extension.40kg Delta anchor as spare30kg Danforth anchor, 10m chain, 6mm1 x 60m webbing and 1 x 100m rope for stern mooring, both on drums

Sprayhood and bimini (new 2023)Winter cockpit enclosure (new 2023)Sunscreens for sides, aft and forward of cockpit (2023)FendersSwim ladder combined with Boarding ladderDeck shower2 × Folding bicycleFull winter cover (recently patched and in use)Separate boom cover (serviceable)Separate boom shades (serviceable)

Navigation

Raymarine plotter 7” AutopilotOriginal Sailor VHF, new ICON handheld (2022)McMurdo AISB&G windSpeed/log/depthCompassNav lightsHorn

Tenders

3.2m tender (Nautend)Hidea outboard 4hp/4 stroke2 pairs of oarsOutboard engine serviced annually

SafetyLife raft with current certificate, serviced 2022Manual & electric bilge pumps, and bilge alarmsLife jacketsJack stays not fittedRadar reflectorEmergency tiller

The condition or level of safety equipment on board is not to be negotiated on following survey. It is likely to be listed by most surveyors but is not structural or an integral working part of the vessel and is not to be used to further negotiate the price down after survey. We strongly suggest that for your own personal safety that when purchasing a yacht you provide new safety equipment rather than relying on second hand gear.

Should you become the new owner of this yacht then the responsibility to re-register or update official bodies for items such as EPIRB, VHF, MMSI or AIS becomes yours.

Comments

Sailed in the Med only, by the previous owners predominantly Italy, Balearics, Tunisia, Greece (Ionian & Aegean) and Turkey. And in the Ionian by the current owners.

Summary of the main items, all costs are in Euros, since 2020 purchase

30,000 Hull treatment for anti osmosis and copper coat (2022)18,000 Rigging (2022)9,000 Sails (2024)6,000 FW tank refurbishment (2023)6,500 Bimini and cockpit enclosure (2023)3,000 plumbing upgrades by Sailand(2022)1400 new batteries (2022)500 solar (2024)700 extra anchor and regalvanised chain (2024)

Approx Investment €75,000

Title Documents and Tax

Listed below are the documents/or copies of what we have seen on listing this yacht.

UK Flag – Since 2020
Copy – Bill of Sale to current British owners 2020
Copy – Full Italian Flag Closure Papers 2020
Copy of Contract of Acquisition/Purchase 1995
Greek Transit Log currently held by Preveza Customs – Vessel in Bond
Predates RCD but build Rina certified
Evidence of TEPAI cruising tax paid

Note: VAT Status

Vessel had previously (until 2020 purchase) always been on the Italian Flag which is directly linked to VAT/Tax. Purchase contract 1995 was handled as normal by a Notary in Italy, a public officer and SOSTITUTO D’IMPOSTA, which means they have to pay the due taxes to the state

if not correctly paid in the contract. Therefore there is no issue with VAT. (but no actual VAT invoice is available)

Manufacturers Description:

This is a true blue water classic, built from 1982 – 1997 with 89 hulls completed. It is a superb boat for world wide cruising, with ample space for all possible equipment. Her clean flush deck is highly appreciated. In the beginning, she was only built as a ketch. In the end, almost only sloop rigs were ordered.

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Please contact Williams and Smithells to book an appointment to inspect any yacht before you book flights or pay for travel. This is to ensure you have a confirmed booking in our diary with the right amount of time allocated to inspect the yachts you want. Our yachts are not all in one marina, yard or harbour and in season do change locations. To avoid disappointment, call or email before you make travel plans.

Additional Information

Displacement: 18000

Hours: 7500

Disclaimer

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