



## Hallberg Rassy 45 Mayflower / 1991

### Detailed specification

#### DATA

Year:	1991
Boat No.	42
LOA:	14,12m / 46,3 feet
LWL:	11,60m
Beam:	4,32 m
Draft:	1,88 m
Displacement:	16 ton, ballast 6,4 ton
Engine:	Volvo Penta TMD31A, 94 hp
Designer:	German Frers
Builder:	Hallberg Rassy AB, Sweden
Location:	Las Palmas, The Canaries Islands
Call sign:	SBGW
Price:	EUR 235 000.- VAT paid in EU

#### BROKER'S COMMENT

The HR 45 was the first Hallberg-Rassy model that was designed in cooperation with the well-known yacht designer German Frers. It was a big step in the yard's history to modernize the yachts and significantly improve sailing performance. In total a number of 71 HR 45 were built between 1988 and 1996. MAYFLOWER is hull number 42 and she was launched in 1991. She is well equipped for blue water sailing and her first owner sailed round the world. The second and current owner mainly kept the yacht in the Canary Islands. The current owner also did a couple of sailings across the Atlantic.

MAYFLOWER is comfortable to sail in strong wind condition when both the cutter jib on the inner forestay and the main sail can be furled both in and out comfortably from the cockpit.

The layout with a huge aft cabin and two forward cabins is comfortable for 6 people. The location of the galley, with good support in all directions when sailing, leaves free passage from forward cabins to aft cabin.

It is also an advantage that the yacht is already in the Canary Islands for you who want to start a longer voyage. The current owner's comment about MAYFLOWER: "*She is so strong. I know I can sail wherever I want in all weathers*"

## KEY FACTS

- Cutter rigged with in mast furling system for main sail, genoa and cutter jib.
- Sails in good condition
- Gori propeller with overdrive
- Bow thruster
- Double autopilots
- Both diesel generator and wind generator
- Both forward and aft electric windlasses
- Bimini top
- Tender

## CONSTRUCTION

### Hull, Deck & Superstructure

Hull, deck and coach roof are built in GRP with ISO-polyester in a sandwich construction with a hand layup method and Divinycell as distance material. It gives a rigid hull without unnecessary weight and also a smooth inside. Vertical surfaces in superstructure are built in single laminate and the entire deck is laminated to the hull. The keel area is built in a massive single laminate with reinforcements laminated to the hull. This also provides good support for the mast and rig.

The laminate is covered with ISO-gelcoat. The colour of the hull is white with a blue decorative stripe in gelcoat.

Deck, toe rail, coach roof, cockpit and cockpit coaming are covered with teak. Deck drainages on both sides, which drain water below the water surface to avoid dirt streaks on the hull sides.

### Keel & Rudder

Bulbed lead keel bolted on a deep bilge, which forming the ballast of 6 400 kg.

The rudder is carefully mounted on roller bearings for sensitive rudder feeling.

New rudder bearing (2021)

## TECHNICAL SYSTEMS

### Engine and propulsion

Volvo Penta TMD31A, 94 hp, (*approx. 6 to 7000 engine hours*)

Three bladed Gori propeller with overdrive

Hydraulic bow thruster, Nysy

### Tanks

Fuel approx. 750 lit. in three separate tanks below saloon floor

Water approx. 1000 lit. in two separate tanks below saloon floor

Holding approx. 50 lit. with sea outlet and deck evacuation

Hot water boiler approx. 30 lit.

### Steering

Wire steering system between wheel and quadrant

Leather covered steering wheel.

### Pumps

Electric emergency pump

Electric auto bilge pump

Manual bilge pump

2 x Shower waste pumps

Electric fresh water pump plus manual foot pump

Electric sea water pump for flushing deck and anchor

### Electrical system

2 x generators on engine. One 24V 100A and one 12V std. for Volvo engine

Starter battery, 12V 180 Ah

5 x Service batteries, 12V 140 Ah each

2 x Battery chargers, 24V and 12V

Diesel generator, Westerbeke 5 kW

Wind generator, Air Bres

Lighting both std. and LED



## DECK EQUIPMENT

### Rig

Deck stepped two spreaders aluminium mast from Reckman. Mast head rig with cutter stay and running backstays. ( 2012/ 2013 )

Hydraulic In-mast furling system and manual outhaul. Operated from cockpit.

Hydraulic furling system for Genoa. Operated from cockpit.

Manual furling system (Seldén Furlex) for cutter jib. Operated from cockpit.

Manual back stay tensioner

Manual boom vang

Stainless steel turnbuckles

Aluminium protections for turnbuckles

Three colour light and anchor light in top of the mast

Deck light

2 x Spinnaker booms. One in carbon.

Removable bowsprit for Code sail

### Sails

Furling main sail from Elvström (2018)

Furling Genoa (about 2013)

Furling cutter jib (about 2013)

Genaker on furling system (to fit on the bowsprit)

### Winches

Genoa sheet winches, Lewmar 66

Main sheet winches, Lewmar 43, one electric

3 x Halyard winches at mast, Lewmar 43

### Mooring equipment

4 x mooring cleats (*aluminium*)

2 x spring cleats (*aluminium*)

4 x mooring lines

8 x fenders

### Anchoring system

Electric windlass at bow, Loran Leopard

Stainless steel bow anchor with 10 mm stainless steel chain, 50 m

Electric windlass at stern, Loran

Stainless steel aft anchor with 8 mm chain, 30 m

### Ventilation

4 x Dorade vents at coachroof

2 x vents to aft deck lockers

### Teak

Solid teak on deck, coach roof and in cockpit area

### Cockpit

Windscreen with sprayhood

Bimini with stainless steel frame

Steering wheel, stainless steel covered with leather

High gloss varnished entrance

Varnished cockpit table

Stainless steel grab rail at the pedestal

Cockpit locker

### Various deck equipment

Swimming platform bolted on to transom + two additional steps on the transom

Hot and cold shower at aft deck

Cockpit tent

### Tender

Tender, CEx-275 Rib

Outboard motor 10 hp, Yamaha

**Reservations**

Berthon Scandinavia has summarized information from the seller regarding the yacht and the equipment in this document. When establishing specifications, errors can occur, such as misunderstandings or printing errors. The buyer is responsible for inspecting and verifying that the information in this specification is correct. We therefore recommend and encourage the buyer to check the yacht and the equipment by himself and to hire an authorized surveyor to verify this specification and the yacht's general condition.

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