

MARK CAMERON YACHTS

Mark Cameron Yachts, The Braes, Inverneill, Ardrishaig, Argyll, PA30 8ES, UK

Tel: +44 (0)7988 763 254 | info@mcyachts.co.uk



Hallberg Rassy 342

£123,000 GBP

United Kingdom

Fantastic quality built cruiser

Manufacturer/Model	Hallberg Rassy 342
Name	Zephyr
Designer	German Frers
Year	2007
Category	Sail
New or used	Used
Status	Available
Price	£123,000 GBP
Price comment	Fantastic quality built cruiser

Lying

Argyll, United Kingdom

Specifications

Length overall	10.32 m
Length waterline	9.09 m
Beam	3.42 m
Draft	1.82 m
Displacement	5,284 kg
Hull	GRP hull with external lead fin keel
Keel	Fin keel

Propulsion

Engine	Volvo Penta D1-30. 28hp. New bobtail engine fitted 2015
Engine hours	120 hours
Fuel	Diesel
Fuel capacity	165 litres

Accommodation

Drinking water capacity	265 litres
-------------------------	------------

Description

A development of the very popular Hallberg-Rassy 34 the German Frers designed **Hallberg-Rassy 342** took all the great attributes of the popular 34 and improved upon them where possible. Stretching the lines just slightly to maximising the use of the hull volume to create a brighter and more spacious interior living space. the rig was also stretched and tweaked to improve performance while making the boat easier for a small crew to handle in all conditions.

Sourced by the current owners from The Netherlands ZEPHYR has spent two seasons since her launch stored ashore. Its evident throughout the boat that she has been lightly used and professionally maintained to a very high standard since new. Inventory highlights include:

New Volvo Penta D1-30 bobtail engine fitted 2015.

Hull diaphragm replaced 2013.

Raymarine E-Series plotter fitted on pedestal 2013.

Raymarine plotter (x2), radar, depth, log, wind and autopilot.

Raymarine AIS transceiver.

Mainsail cover and sprayhood replaced with new 2014.

Predominantly cruised by a husband and wife the **Hallberg-Rassy 342** ZEPHYR proved to be an ideal cruising boat offering great performance under sail while easily handled along with comfortable accommodation below. Wintering ashore with her full winter cover fitted, viewing is strictly by appointment.

PRESS REVIEW

'Like all of the Hallberg-Rassys currently in production, the 342 was designed by noted Argentine naval architect German Frers (who also designed the 34-footer it replaced). It's clear from crunching the numbers that the builder wanted peppier performance than its predecessor. Everything about the new boat is a little bigger: its waterline length is 15 inches longer, the mast is almost 2 feet taller, and it carries 5 square meters more sail area. It all translates into a boat with a displacement/length ratio of 197, which puts it on the light side of moderate. And with a sail area/displacement figure of 20.1, it's clear that Frers was not shy about designating horsepower.

The sail plan is encapsulated in a 7/8ths fractional set-up that puts the drive emphasis on a larger mainsail complemented by an easily handled, 105-percent overlapping jib. In the case of the 342, it's self-tacking as well. (That said, our test boat's sail power was compromised by a furling main that we'll address below.) The rig is a deck-stepped, double-spreader configuration with slightly swept-back spreaders and a touch of pre-bend to the aluminum spar. There are two keel options, a shoal-draft fin with attached bulb that draws 5 feet, or the standard 6-foot fin with bulb.

The 342 has a fine entry and minimal overhang at the ends. As naval architect Bob Perry has noted, "Frers likes to knock the corners off his transoms at the sheer and has done so for years. This looks good and helps reduce the visual bulk of the transom." As on Perry's Valiant 40, the keel and rudder are separated, in the style of contemporary performance cruisers.....

Starting forward and working aft, the 342 sports a husky stemhead fitting with double anchor rollers serviced by a Lewmar horizontal windlass adjacent to a deep chain locker. A Seldén Furlex 200S headsail furler handles the self-tending jib,

which tacks on a small track mounted on the coach roof just forward of the deck-stepped Seldén mast. There are a couple of large Lewmar deck hatches and a pair of low-profile dorade vents. Our test boat included the optional spinnaker-gear package with the Seldén pole mounted vertically on the mast. One nifty feature is the standard, nearly 8-foot-long boat hook that's stationed in its own mount atop the coach roof.

The side decks are clear and unobstructed and measure 18 inches at their widest point. Together, the 2-inch bulwarks, the 24-inch-high lifelines, and the teak handholds atop the coach roof offer a nice feeling of security when moving fore and aft along the side deck. The lifeline gate on our test boat was fitted well aft on the transom, between the rails of the stainless-steel stern pulpit, which is ideal for boarding the boat via the swim ladder when on the hook, but not as convenient for everyday amidships comings and goings on a dock or from a launch.

All reefing lines and halyards are led aft through a series of turning blocks at the base of the mast to a pair of Lewmar rope clutches to port and starboard of the companionway. These work in conjunction with twin Lewmar 16C winches for hoisting and reefing sails. With the cockpit dodger raised—it fits nicely atop the standard windshield—working space is somewhat compromised, but not excessively so. The cockpit is deep and self-bailing, with 6-foot-9-inch cockpit seats for sleeping or stretching out. The primary winches are Lewmar 40 CST self-tailers. A huge starboard cockpit locker is home to the teak cockpit dining table and a series of nifty slots for the companionway slides. The propane locker is aft. All glasswork in the lockers is impeccable, and serves as a reflection of the boat's overall construction quality....

The 342's interior plan is a traditional layout with a double cabin forward housing a V-berth that measures 6 feet, 8 inches wide at the head, 6 feet, 6 inches long, and 22 inches wide at the foot. There is plenty of storage in the pair of lockers abaft the berth, in shelves and lockers above it, and in a large bin beneath it. Headroom is just over 6 feet. The furniture throughout is fashioned of khaya mahogany with a satin-varnish finish that makes for a surprisingly light, airy atmosphere (which is reinforced by the 10 opening ports below).

The main saloon features a central dining table with a pair of 6-foot-2-inch settees to port and starboard. The seat backs for these settees can be raised and hung from the cabinroof for additional storage (though they're not robust enough to be used as berths). The settees below would make excellent sea berths with the backs in the raised position, except for the fact that the chainplates are anchored in stout fiberglass knees precisely where a sailor, in repose, would be lying. Altogether, it's a curious, unsatisfactory arrangement.

The L-shaped galley, to port, is at the foot of the companionway, across from the nav station and the head compartment. The galley is a nice, functional space with the requisite drawers, lockers, and counter space, and a useful double sink. The forward-facing nav area is snug, but adequate, with excellent storage under the seat....

Given the fact that one of the stated design objectives of the 342 was to enliven the sailing performance, it was with no small sense of anticipation that we motored out into the Connecticut River last fall. At 2500 rpm, the yacht slid along nicely at an even 6 knots and was maneuverable, turning easily within a boat length. The sound level of the Volvo engine, which is situated in a well-insulated compartment, was not intrusive, registering 72 decibels in the cockpit, 77 in the galley, and 74 in the main saloon.

As luck would have it, though, the breeze on the river was fitful, and there was a fair bit of current running. However, in about 6-8 knots of wind, the boat made a very respectable 4.8-5.2 knots hard on the wind. Cracked off to a beam reach, at a wind angle of 120 degrees with 8 knots of sustained pressure, it made 4.5 knots. When the breeze came on to about 10 knots, we registered 6.2 knots close-hauled. The boat tacked through about 100 degrees and was quite easy to handle alone, thanks to the self-tacking jib.

The test boat was fitted with a suit of Elvstrom Sobstad "offshore performance" Dacron sails. The mainsail was set off an in-mast Seldén furler with vertical battens that provided the sail with a bit more roach than many furling mains, though the leech was somewhat scalloped and not ideal. It's worth noting that, while proponents of furling mains subscribe to the notion that they're more manageable than standard mains, it took two people, working in conjunction—one to man the furling line, the other to maintain tension on the outhaul—to strike the main on the 342.....

The 342, then, is an anomaly in today's marketplace. Well-built, with a good press of sail, and equipped with first-class systems and hardware, it's a boat that will take its owners, depending on their skills and aspirations, as far as they want to go. The 342 is not necessarily an inexpensive boat when compared to other contemporary 34-footers, but we expect the resale value of this yacht, particularly given its strong debut in the international marketplace, to remain high. It still costs a lot less than 40-footers of similar quality. While, naturally, it won't exhibit the same turn of speed as a boat with a longer waterline, the 342 is a quick and nimble performer given its size and accommodations.'

Practical Sailor. Boat Review - Hallberg Rassy 342. May 2007.

www.practical-sailor.com

WHAT THE BUILDERS SAID

'PLEASANT SAILING AND COMFORT IN A HANDSOME FORMAT

The Hallberg-Rassy 342 was built 2005-2018 in 329 units. She gives a little more of everything than her predecessor, the almost revolutionary 34, and at the same time offers all the good values that made the Hallberg-Rassy 34, launched 15 years earlier, so successful.

Key words such as sailing performance, timeless elegance, comfort, fine joinery work and ease of handling are valid for both models.

The Hallberg-Rassy 342 has proved to be a sales success from the start.

EFFICIENTLY USED HULL DIMENSIONS

The Hallberg-Rassy 342 uses its hull dimensions to greater effect than the previous 34. Within almost the same dimensions this gives for example:

40 cm (1 ft 3 inches) longer waterline

9 cm (3 inches) longer saloon berths

11 cm (4 inches) longer forward berths

Wider sleeping berths

5 cm (1 inches) better headroom, now 1.91 m (6 ft 3 inches)

Larger tanks; both fresh water, fuel and holding tanks are increased by 10 litres each

EASY TO HANDLE RIG

The rig is easier to handle with larger mainsail and a smaller, slightly overlapping genoajib. A selftacker is now possible. Frers latest design experience means improved performance. The rudder has spherical self-aligning bearings, giving minimum friction.

The cockpit has more comfortable seating with optimised shape of the backrests and the coamings are up to 5 cm (2 inches) higher, giving improved protection. The cockpit lockers are larger.

Weight distribution is also improved by moving for example the water tank and the batteries further to the centre of the boat. Also the keel bulb is thicker for a lower centre of gravity. All this contributes to improved sailing and seagoing performance.

BRIGHT INTERIOR

The interior is brighter due to the larger side windows and the number of opening portlights which have been increased from 5 to 10. The forward cabin deck hatch is larger giving not only more light and ventilation, but it also makes it easier to get sails such as a furling gennaker or a Code Zero in and out. The heads compartment, which now has a Corian sink and countertop, is 6 cm (2 inches) longer and benefits from a dedicated wet locker.

The batteries are of so called flat plate type, which allows deeper cycles than traditional batteries. Their capacity has been improved from 124 to 225 Ah. The engine alternator has been increased from 60 to 115 A.'

CONSTRUCTION

ZEPHYR was built in 2007 however not launched and commissioned for her original owner until 2008

CE certified by Germanischer Lloyd to RCD Category A (unlimited ocean voyages)

HULL

Single piece, hand consolidated GRP moulding. Sandwich construction with foam core above the waterline, solid GRP below.

External vinyl ester resin barrier coat below the waterline.

Deep shaped bilge moulding with stub keel providing form stiffness with additional moulded structural floors and stiffeners.

Bolt on lead fin type ballast keel with stainless steel keel bolts.

Spade rudder with stainless steel stock.

Moulded rubbing strake with brass coping strip to finish.

Isophthalic gelcoat above the waterline, ivory topsides with 'HR Blue' sheerband and boot top

DECK

Single piece, hand consolidated GRP moulding. Sandwich construction with balsa core.

Deck moulding incorporating cockpit and transom with integral bathing platform.

Laid teak decks on coachroof, side decks, cockpit seating and sole.

Solid teak capping and grabrails.

Fixed windscreen with integrated hand holds.

ZEPHYR was converted from tiller to wheel steering at the time of purchase by the current owners. The works were completed by the dutch HR importer using a kit supplied by HR. Invoices for the works are available. The original tiller is aboard and serves as emergency steering if required.

SPARS & RIGGING

A development of the original HR34 concept the Frers team tweaked the rig design for the 342 to make it easier to handle for a small crew while retaining the performance. A larger mainsail and small 105% genoa considerably reduce the effort required when beating to windward.

7/8ths fractional, double spreader sloop rig.

Mast and spars by Selden, finished in anodised silver alloy.

Standing rigging of 1x19 stainless steel with with roll swage type terminations and stainless steel Hasslefor rigging screws.

Selden mechanical backstay adjuster.

Standing rigging professionally inspected in 2014.

Furlex 200S roller reefing system on forestay for genoa.

Full battened mainsail with single line reefing lead aft to cockpit.

Selden rod kicker.

Selden removable bowsprit for use with cruising chute.

Hasslefor tubular bottle screw covers on shrouds.

Lewmar genoa tracks and cars.

Spinlok rope clutches port and starboard sides of companionway.

WINCHES

Primary Winches - 2x Lewmar 46, two speed, self tailing, chrome finish.

Halyard Winches - 2x Lewmar 30, two speed, self tailing, chrome finish.

SAIL WARDROBE

Mainsail - White Dacron. Slab cut, fully battened. 2 full reefs. Elvstrom Sails.

Genoa - White Dacron. 110%, vertical battens, roller reefing, blue UV strip. Elvstrom Sails.

Cruising Chute - Used on removable bow spirit. Not used in current ownership.

CANVAS WORK

Sprayhood - Blue canvas. Grab handle cut outs on aft edge. Custom design. Owen Sails 2014.

Mainsail Cover - Blue canvas. Stack pack type cover with mast boot and lazyjacks. Owen Sails 2014.

Pedestal Cover - Blue canvas. Owen Sails 2014.

Winter Cover - Full heavy weight winter cover with timber frame to support.

MOORING & GROUND TACKLE

Bower Anchor - Rocna 20kg on 60m calibrated chain rode.

Electric Windlass - Lewmar windlass with foot controls forward. Chain gypsy and warping drum.

Mooring Warps - Selection

Fenders - Selection

ON DECK

With high quality laid teak decks contrasting against the off white gelcoat the HR342 has a timeless appearance on deck. Well proportioned side decks run the full length of the hull only tapering slightly aft and are largely unobstructed except in way of the genoa tracks and chainplates midships. The moulded GRP bulwark is topped with a traditional solid teak capping rail onto which stout stanchions are mounted supporting the guardwires running the length of the boat between the robust pulpit and pushpit rails. Mooring cleats are provided forward, midships and aft.

Moulded bulwark outboard with teak capping rail.

Laid teak decks on coachroof, side decks and cockpit.

Double stemhead roller.

Stainless steel pulpit and pushpit rails.

Stainless steel stanchions set into the capping rails supporting stainless steel guard wires.

Deck stepped mast with lines lead aft alone port and starboard side of the coachroof.

Solid teak grab rails running the length of the coachroof.

Moulded cockpit coamings extending forward of companionway with fixed windscreen fitted forward with integral grab handles outboard.

Opening central window in windscreen.

Canvas sprayhood extending aft from fixed screen on stainless steel frame. Grab handle holes cut into aft end of cover allowing after most frame to be used as a grab rail.

Wheel steering pedestal at aft end of cockpit.

Bench seating port and starboard.

Large cockpit locker to starboard.

Gate section in pushpit rail to allow access to transom bathing platform and boarding ladder.

NAVIGATION INSTRUMENTATION

Log - Raymarine ST60+ TriData

Wind - Raymarine ST60+

Plotter 1 - Raymarine E-series plotter at pedestal. (2013)

Plotter 2 - Raymarine C80 Classic at companionway.

Radar - Raymarine 2kw radome. Mast mounted.

GPS - Raymarine Raystar 125 active antenna on SeaTalk network.

AIS - Raymarine AIS650 Class B transceiver.

Autopilot - Raymarine ST6002 smart pilot with linear drive on quadrant.

VHF - Ray 240 DSCVHF. Commandmics at chart table and in cockpit.

Repeater - Raymarine Smart Controller. Autopilot control and access to all data on SeaTalk network.

Compass - x2, bridge deck and pedestal.

DOMESTIC EQUIPMENT

Fresh Water System - Full pressurised water system for hot and cold water. Faucets provided in galley and heads with shower also in heads. Hot water provided via engine fed calorifier with 240v immersion heater. Single stainless

steel 180ltr capacity tank.

Heating - Webasto diesel fired, blown air system with thermostatic control. Outlets in all cabins and heads.

Galley Stove - Eno, 2 burner and oven gas cooker.

Fridge - Built-in, top loading type with Danfoss compressor.

Heads - Jabsco manual marine toilet. Discharging overboard or via holding tank.

Holding Tank - Not used in current ownership. Discharging overboard or via deck suction.

Lighting - LED Lighting below decks.

Stereo - Pioneer Radio/CD/MP3 with speakers in saloon.

BELOW DECKS

Below decks the interior of 342 differs little from other boats in the HR range. The interior is constructed from high quality mahogany with the finest quality construction and finished in a satin varnish to create a deep rich finish to the interior wood work. The hull is fully lined internally with no GRP visible. ZEPHYR is fitted with the traditional HR blue upholstery with fitted carpets throughout protecting the traditional teak and holly sole boards beneath.

Forward Cabin -Spacious accommodation for two with a generously proportioned V-berth forwards. Bunk measuring 2.14m in length. Sizeable full height standing area at the aft end of the cabin. Storage is provided around the cabin in a selection of overhead lockers outboard, hanging locker aft to starboard and vanity unit with storage locker to port.

Saloon -Occupying the midships area of the boat. Bench settee to starboard with an L shaped settee to port. Both settees convert into berths with the starboard berth extending under the chart table to provide a berth 2.15m in length. Storage is provided around the saloon with locker above the settees outboard with bookshelves and additional storage space beneath the bunks. A solid timber drop leaf table is fitted on the centre line with internal bottle storage; both leaves fold out to cater for a full crew dining.

Galley -Aft of the saloon on the port side laid out in an L-configuration. Composite stone worktop with mahogany fiddles around edges. Fitted out with a double stainless steel sink, Eno galley stove and top loading fridge the galley is well appointed to cater for a full crew. Ample storage is provided in a selection of drawers and lockers above and below the work surface.

Nav Station -Compact navigation station located opposite the galley with forward facing navigators seat, chart table, chart and general storage along with the ships switch panel.

Heads -Accessed through a door aft of the Nav Station. Heads compartment practically fitted out with all surface finished in an easy clean moulding. The compartment is fitted with manual sea toilet, holding tank, composite stone wash hand basin and counter top, shower and vanity unit.

GENERAL EQUIPMENT

Battery Charger - Mastervolt.

Solar Panels - x2. 1 Flexible roaming panel. 1 Fixed flexible panel. Both Solbian 47w/4amp. With Solbian smart charge controller.

Battery Monitor - Merlin Smartguage.

Manual Bilge Pump - In cockpit

Electric Bilge Pump - Manually switched.

Tank Gauges - Analogue gauges for water and fuel tanks.

12V Auxillary Power Sockets - In both cabins, chart table and cockpit.

Boarding Ladder - Built into transom.

Anchoring and Mooring shapes.

SAFETY EQUIPMENT

Horseshoe Buoy - x2. 1 with light.

MOB Recovery Sling

Jackstays - Webbing type.

ENGINE

Zephyr benefits from having had a new bobtail engine fitted in 2015. At the time of our inspection the engine had recorded just 120 hours running. The engine is located under the cockpit sole in a fully sound insulated compartment. Access is gained by lifting up the companionway steps and removing the lower section of the companionway when required. Additional access is provided from the aft cabin to the stern gear and exhaust.

Volvo Penta D1-30 28hp marine diesel engine.

3 cylinder, naturally aspirated, indirectly cooled.

115Ah alternator with charge splitting diode.
Volvo Penta sail drive
Flex-O-Fold, bronze, 3 blade folding prop.
Engine professionally maintained and serviced annually.
Hull diaphragm replaced 2013
Single stainless steel diesel tank of 165ltr capacity.

SHIPS BATTERIES

Engine Bank - 1x 80Ah, 12v lead acid battery (2013)
Domestic Bank - 2x 115Ah, 12v lead acid batteries. (2014)

DISCLAIMER

In this case we are acting as brokers only. The Owner is not selling in the course of a business. whilst every care has been taken in their preparation , the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

This vessel is offered subject to prior sale, price change, or withdrawal without notice.











