

DREAMCATCHER — HALLBERG-RASSY



Builder: HALLBERG-RASSY

Year Built: 2009

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 49' 2" (14.99m)

Beam: 14' 9" (4.50m)

Min Draft: 7' 8" (2.34m)

Cruise Speed: 7 Kts. (8 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **DREAMCATCHER — HALLBERG-RASSY** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **DREAMCATCHER — HALLBERG-RASSY** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Exceptional Rassyfarian with a vast spec and an owner who is a tad fussier than the norm. A World ARC veteran, she comes with stacks of kit and kaboodle but zero bruises. DREAMCATCHER was much written about on her ARC adventure. **Ask us for PDFs of the Yachting World articles in which she is featured.**

Basic Information

Category: Cruising Sailboat

Model Year: 2009

Year Built: 2009

Country: United Kingdom

Dimensions

LOA: 49' 2" (14.99m)

LWL: 43' 5" (13.23m)

Beam: 14' 9" (4.50m)

Min Draft: 7' 8" (2.34m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Displacement: 40699.53818782 Pounds

Water Capacity: 211.3376416 Gallons

Fuel Capacity: 211.3376416 Gallons

Accommodations

Total Cabins: 3

Total Berths: 6

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Deck Material: Teak

Hull Configuration: Fin & Bulb

Hull Finish: Stainless Steel

Hull Designer: German Frers

Engine Information

Engines: 1

Manufacturer: Volvo Penta

Model: D3-110

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Construction

Overall Measured Length: 51'10" inc. 2'2" b/sprit; beam 14'9"

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – "Ocean" (or Cat B – whichever is appropriate)

Hull & Superstructure Construction:

- Laminate construction of hull: Isophthalic gelcoat with vinylester as well as DCPD used.
- 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 stainless steel strip; stainless strip also on cleats.
- Painted blue decorative band.
- Strong under floor reinforcements, bonded with composite.
- Iron girder under the floor under the mast support for additional reinforcement.
- Deck and coachroof areas, and also cockpit, are of sandwich construction, solid in parts, laminated to the hull.
- Teak hand rails running full length of superstructure.
- New anti-fouling (December 2012); new PropSpeed on prop, bowthruster props/guards and all intakes (December 2012).

Deck Construction:

- Deck, coachroof, toerail, cockpit seats, cockpit floor and side trims in teak.
- 2 x Scuppers on each side which drain rain water overboard just under waterline to prevent dirt strips on the hull.

Keel & Rudder:

- Bulbed lead keel with reinforcement bolted on with 15 x 30mm stainless steel bolts.

Machinery

Engine & Gearboxes:

- 1 x Volvo Penta D3-110, 81kW/110hp 5 cylinder 2.4 litre displacement diesel engine; turbo charged with intercooler, common rail and 20 valves.
- Mounted with 4 x rubber feet and strong engine foundations of GRP for effective sound insulation.
- Large GRP exhaust waterlock; to avoid water flow back. GRP elbow around bulkhead under aft bunk to avoid chafing of exhaust hose.
- Large filter for cooling water.
- Double Racor fuel filters with switch and water filter.
- Emergency switch for engine start.

Maintenance & Performance:

- Engine Hours: approx. 2,516 as of 03-10-14.
- Cruising Range: Approx. 1000nm at 6.5 knots; dependent on sea state and load.

Propulsion & Steering:

- McConaghy carbon wheel (instead of standard steel wheel) - single lever engine control.
- Switch and pushbutton start for main engine instead of key.
- Progressive cardan linked steering.
- Panel for engine instruments in the steering pedestal within easy reach of helmsman.
- Gori 3-blade propeller.
- Stainless steel rope cutter.
- Bow thruster 11hp.

- Aqua Drive flexible link.
- Emergency tiller with additional hardware to make it easier to install (guide in Nylon) and operate.

Electrical Systems

Voltage Systems:

Three separate circuits:

- 1 x Varta / 640-103-080 / K10 for engine start (2014).
- 14 x Rolls Battery 6V 220Ah for general use on board.
- 1 x 12v 210Ah for 12v service, covered by 2 x 6v 210Ah hybrid Toyama batteries (maintenance free).
- Electric panel close to the navigation station but far enough away to avoid unwanted switch off.
- 6 x Electric sockets at chart table (1 x outside, 5 x internal); extra 230v outlets – rear cabin (3), starboard cabin (1), forward cabin (1), main cabin (2), galley (3) and engine room (2 whereof 1 for 12V charger).
- Mastervolt Masterlink BTM3 battery control unit for 12V system.

Battery Chargers:

- MICC remote battery charger 24v/110A 117v Mastervolt IVO compact battery charger 12v/25A-230v.
- Additional 230v Mastervolt charger, interchangeable with 110v charger. 230V charger installed at present.

Alternators:

- 2 x 12v Alternator (main engine and generator).
- 1 x Mastervolt 24v alternator.

Generator:

- Mastervolt Whisper 6 Ultra diesel generator 230v/50Hz 1500rpm.
- Generator Hours: approx. 980 as of 03-10-14.
- Racor filter.
- Large GRP exhaust waterlock; to avoid water flow back.

Shore Power:

- Shore power with circuit breaker, isolator, Marinco inlet.

Other Electrical:

- Volt, water and diesel meter.
- Combi Mastervolt 24/4000-120A (230v) MICC remote.
- Zinkanode for extended protection of propeller.
- 2 x Mass GI isolation transformer for 230v system.

Plumbing Systems

Fresh Water & Water Heating System:

- The hot fresh water circuit is led into a 55 litre well insulated hot water tank from the main engine.
- The water goes to a pump and then on to a 5 litre pressure equalizing tank, and from there via a manifold it is
- distributed to a 55 litre hot water calorifier (heated by 230v and the engine's cooling water), and the cold water system. 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 the tap.
- There is a reserve foot pump in the galley.
- Water filter for fresh water system.

Watermaker:

- Watermaker MT 3200 with automatic flush system, cleaning valves (230v).
- Spare kit for watermaker (MT Freshwater).

Bilge Pumps:

- There are 3 x bilge pumps; 1 x manual, 1 x electric and 1 x high capacity electric emergency bilge pump that is floodable; the emergency pump is operable from the cockpit.
- The bilge pumps have been installed in a position where they can be cleaned even in extremely bad weather conditions.
- High water alarm.

Tankage

- Deck inlets for water and diesel tanks are on opposite sides to avoid errors.

Fuel:

- Total capacity of 800 litres in 2 x stainless steel tanks, below the floor in saloon with fuel gauge.
- AlgaeX fuel polisher for all tanks and back-up transfer pump.

Fresh water:

- Total capacity of 800 litres under the floor in the saloon and in stainless steel tanks.
- Water gauge.
- UV lamps (bacteria killer) in both water tanks (24v) and inlet (230v high volume).

Grey/Blackwater holding tanks:

- 2 x Stainless steel holding tanks; emptied by gravity or by deck pump out; serving heads compartments.

Gas:

- Separate gas locker on starboard with stowage for 2 x 6kg P6 gas cylinders. (no gas installed – cooking is done with Force 10 electric cooktop/stove).

Navigation Equipment

- Above the sliding hatch in the cockpit there are 3 x Raymarine ST60 instruments – i70 instrument at chart table.
- Windex wind indicator.
- Illuminated compass.
- Raymarine ST7002G/Type II (48) autopilot; 2 x Raymarine Type II drives (one pulling/one pushing) acting on rudder – 24v.
- Raymarine ST6002G/Lewmar Whitlock drive acting on Mamba steering.
- Each autopilot with own course computer and fluxgate compass – switchable at steering pedestal.
- Raymarine Smart Controller.
- Furuno GP32 GPS including antenna, mounted in rear cabin.
- Radar pole without legs, including radar mounting.
- Lamp on radar pole.
- Removable arm on radar pole. (outboard engine hoist)
- 3 x ST60 displays over companionway.
- ST60 display at steering pedestal.
- WeatherFax/Navtex unit Furuno Fax-30.
- Furuno FA-150 Class A AIS transponder, including separate GPS and VHF antenna.
- Furuno MFD12 in cockpit.
- 15' display at navigation table.
- Furuno RRS4A 4kW 3D open array radar.

- NMEA/RS232C Interface box, PC – coupling.
- Network cable for Furuno NavNet 3D and USB.
- Insulated backstay.
- Raymarine 240E DSC class D, 2 x control units and 2 x loudspeakers.
- SSB Sailor 150W GMDSS DSC with 2 x earthing plates.
- DSC Hawaii antenna.
- Weather Fax Filter for RR antenna.
- Raymarine hailer/foghorn for VHF 240E.
- Sailor 250 FleetBroadband mounted above radar.
- External wi-fi antenna.
- Iridium antenna to chart table.
- Ethernet cable to printer location and rear cabin.
- Data cables.
- Raymarine E120W plotter at steering column (back-up to Furuno).
- Electronic barograph (Bohlken Westerland).
- Emergency VHF antenna.
- 2 x Raymarine CAM100 color/infrared cameras; 1 x is aft facing (on port side) and is viewable on the steering column monitor; the other is forward facing (starboard) and is viewable on the MFD 12 (Furuno monitor).

Domestic Equipment

Galley:

- Insulated fridge box with water cooled electric compressor for chilling; water cooled Isotherm SP system with
- Danfoss compressor unit for refrigeration is fitted for the icebox, operated from a 24v supply.
- Deep freezer in separate box.

- Extra deep double sink.
- 3-burner Force 10 electrical cooker with oven, well gimbaled and locking device for oven door and also for the cooker when in use in the marina.
- Bread board.
- Candy 230v/50Hz washing machine.

Heads/Showers:

- 2 x Electric 24v WCs.
- Shower water drained by pump directly overboard without going into bilges; hand switch for pump for utmost safety.
- Shower at bathing platform.

Heating & Ventilation:

- 2 x Webasto Airtop 2500 diesel, 3.5kW, with outlets in saloon, forward cabin, starboard cabin, heads compartments and aft cabin; as far as possible double heater hoses are used in each other for insulation purposes.
- The hull is well insulated and therefore heating and consequently electric consumption, according to the manufacturer, is minimal.
- The heating exhaust flue is led outside through the blue decorative stripe.
- The heating is installed in the engine room and is easily accessible for servicing.
- All outlets, *except* in the saloon, can be regulated separately.
- Separate electric engine room ventilation provided with a blower (air in) and extraction fan.
- Climma Comp 12 and Comp 17 air conditioning system.

Entertainment:

- Stereo loudspeakers in cockpit – Sea and Symphony.
- iPod adapter.
- Pioneer Stereo/CD/DVD player (region free); 2 x speakers.

- LED HD TV in aft cabin.

Lighting:

- Lighting throughout the yacht is located in all the important positions.
- There are adjustable lights above berths and settees.
- Low power consumption LED navigation lights and steaming light.
- 3 Colour top light/anchor light on mast top.
- Red night light over navigation table, snake.
- Red night lighter over galley and navigation table as well as forward head.

Accommodation

Summary of Accommodation:

- All interior woodwork in light mahogany matt silk finish.
- Locker doors with rounded edges and ventilation above.
- Floor is varnished wood with inlaid holly strips.
- Saloon and aft cabin ceiling has paneling with mahogany strips and ceilings in remainder of yacht have light lining.
- Cushions on all berths 12cm/5" thick and resting on unvarnished, well ventilated boards to avoid condensation; sprung mattress on double berth.
- Handholds.
- Portholes and skylights are fitted with curtains.
- 5 x Hatches.
- 12 x Opening portholes.
- Companionway wash boards.
- 5 x Dorade vents in forward cabin, saloon and aft cabin.
- Work bench.
- Dive bottle storage under forward bunk; dive compressor in aft locker (Bauer Junior

Electric).

Description of layout from forwards:

Forward Cabin:

- The door to the forward cabin has been arranged in such a way to allow free movement for dressing and undressing.
- 2 x 2.13m/7' long berths with ample stowage above and below and in addition a number of lockers.
- Large Ocean deck hatch for light, ventilation and access for sails.
- Dorade vent on fore deck (not installed at present – stainless steel cover instead).

Forward Heads Compartment:

- Access to the heads compartment is freely available from any part of the boat without disturbing anybody.
- Bulkheads and lockers in white formica.
- Teak grating, Corian® wash basin and countertop.
- Large mirror.
- Separate shower with watertight shower stall; plexi glass doors.
- Cupboard above and below washbasin.
- Ventilation through opening porthole and hatch.
- Bar for wet clothes.

Starboard Side Cabin:

- On starboard a sleeping cabin with upper and lower berths.
- The upper berth is foldable, there is a workbench underneath, not visible with berth in down position.

- There is a mirror, a vanity and a hanging locker.
- Electronic safe in cupboard.

Saloon:

- The settee offers comfortable seating.
- On the starboard side a 2.21m/7'3" long L-sofa that has backrests with hinges so that the space behind can be utilized for storage; the sofa corner is rounded.
- 2 x Easy chairs to port side.
- Between the sofa and armchairs, a strong table with foldable sides; bar in the table.

Galley:

- Working surface in PlexiCor composite stone with strong, all round mahogany fiddle rail, which is milled so it can be used as a handhold as well.
- Crockery locker and cutlery drawer.
- Room for saucepans and other kitchen utensils.
- Special 'areas' for waste bins and other items.

Chart Table and Walkthrough:

- A comfortable chart table seat with spacious chart table.
- Above a shelf and space for mounting instruments.
- 5 x Drawers and stowage slots.
- There is a large rubber sealed two doors access to the engine room off the walkthrough.
- Bookshelf for A4 files.
- 6'3" Headroom in the walkthrough thanks to use of cockpit coaming for headroom.
- On portside there are various cupboards.
- Special shelves in navigation table locker and wardrobe aft of freezer.

Aft Cabin:

- Centre line double berth with a seat on each side.
- Ladies table to starboard.

Aft Heads Compartment:

- Bulkheads and lockers in white formica.
- Teak grating, Corian® worktop and wash basin.
- Large mirror.
- Separate shower with watertight shower stall; plexi glass doors.
- Cupboard above and below wash basin.
- Ventilation through opening porthole.
- 2 x Electric towel dryers.

Cockpit

- On starboard there is a dry stowage locker.
- The cockpit floor is covered with a teak grating.
- High gloss varnished folding teak cockpit table.
- Alcove in starboard side of the cockpit coaming.
- On either side of sliding hatch there are high gloss varnished work surfaces; useful for charts etc.
- Chart tables and washboards are high gloss varnished.
- 2 x Large cockpit drains.
- Folding fitting for lifebelt.
- 1 x Varnished glass holders on outside chart table for 2 x glasses.

Deck Equipment

Rig:

- Genoa and mainsheet tracks with blocks.
- Stainless steel swan neck fitting by the mast for problem free threading of existing and additional mast cables.
- Triple spreader rig by Selden. – in mast hydraulic furling system.
- Jib furling and reefing system, Selden Furlex. – hydraulic.
- Several cleats for various uses.
- Spinnaker boom track on mast.
- Hasselfors turnbuckles.
- Selden aluminium protection tubes.
- 2nd Jib halyard as spare (not installed).
- 2 x Spinnaker halyards (1 x with 5m extra length for dinghy) (Dyneema/Spectra instead of standard).
- Carbon spinnaker pole against mast, including topping lift (Antal winch).
- Hydraulic cutter stay, including halyard, sheets, runners and jumpstay.
- Holmatro hydraulic backstay tensioner and kicker with panel in cockpit.
- Track tensioners for main and foresail halyards.
- Harken deck hardware (incl. tracks) instead of Lewmar.
- Reinforced area under mainsail track (10mm stainless steel plate).

Winches:

- 2 x Self tailing genoa winch from Lewmar, size 65 CEST.
- 2 x Mainsheet winches/outhaul; size 44 CEST. Starboard CEST – port side manual.
- 3 x Winch handles; pocket for winch handles.
- Antal captive spi-pole winch.

- Button on steering pedestal for starboard mainsheet winch.
- Encapsulated Harken winch and anchor switches.

Sails:

- Furling mainsail EMS Max, EMT membrane.
- Cutter stay jib, Hydranet HN480.
- Genoa 130% - Doyle Stratis® (2011) with 3 reef points
- E-foam for genoa
- UV protection cutter stay jib and genoa (replaced with Sunbrella® in December 2012).
- Furling gennaker (code 0) including bowsprit.
- Furlcover, excluding spinnaker halyard.

General:

- Opening gates port and starboard.
- Hatches in foredeck, forward heads compartment, starboard cabin, saloon and in aft cabin.
- 12 x Aluminium framed port holes, all can be opened.
- Pulpit and pushpit have opening for easy access onboard.
- Stowage in aft deck lazarette locker.
- Integrated bathing platform in transom with bathing ladder.
- Flag staff.
- Folding bow ladder.
- Stainless steel strips at companionway.
- Fixation for Nemo gangway on starboard.
- Teak pushpit seats.
- Outboard bracket on pushpit.
- Lightning protection.
- Automatic pump in lazarette to prevent water build up.

Anchoring & Mooring Equipment:

- Strong stem fitting with integrated double anchor roller.
- Lofrans electric windlass with Capstan; remote anchor winch control at steering pedestal, and chain counter.
- Delta stainless steel anchor 32kg.
- 80m Stainless steel anchor chain plus 40m warp.
- Stowage beneath for fenders.
- 2 x Strong stainless steel cleats forward, aft and midships.
- Boat hook.
- 6 x Fenders; 2 x 10 x 25 and 4 x 12 x 30.
- 6 x Mooring lines. Varying lengths up to 20m.

Covers, Canvas & Cushions:

- Strong windscreen with opening centre section and sprayhood over front part of cockpit; sprayhood extension.
- Bimini stainless steel frames; mesh and canvas screens.
- Sprayhood can be rolled away neatly into a protective cover.
- 2 x Lee cloths.
- Cockpit table cover/wheel/compass.
- Sunbrella (toast) sun covers for entire yacht.
- Ferrari mesh sun screens for all cockpit windows.
- Covers for winches (including anchor winch), flag pole and outboard engine.

Safety Equipment:

- Double stainless steel lifelines.
- Avon liferaft Type 1, Group A installed. Including grab bag for >24 hours – 6 person.

- Flare kit in IOR in container (renewed in December 2012).
- Life tag system including 2 x emitters.
- 2 x Life Tag extra sender.

Fire-fighting equipment:

- Smoke alarm in engine room.
- 6kg Fire extinguisher in starboard cockpit locker for engine room.

Note: Numerous spare parts for all equipment including watermaker, generator, engine etc. onboard.

Owner's Comments

We wanted a center cockpit boat for safety and comfort for our planned circumnavigation. The HR48 looked the best built and with the strongest hull. I had a German Frers designed yacht before and appreciated his ability to design comfortable, yet reasonably fast boats. We were not disappointed in this aspect as the HR48 is an absolutely fantastic passage maker with a great ability to handle big seas and strong wind conditions with ease. The installation of a hydraulic cutter stay proved fantastic and we sailed a few times with a very small or no main sail and the cutter achieving good speeds. A 'normal' day is around 180 Nm with peaks as high as 200 to 210 Nm using white sails only. With ample canvas protection added around the cockpit area we can sail 'dry' under almost any circumstances and have hardly had to use our foul weather gear. We sailed essentially double-handed and with the push button controls and hydraulic furling were able to handle the boat with ease under any circumstances. With all the upgrades and improvements made to the yacht she has proved to be a real joy with only minimal time spent in ports to have to do anything more than routine maintenance and the last 10'000 Nm proved absolutely trouble free except for a couple of burnt out light bulbs giving us ample time to enjoy and explore the hidden gems of this world. We have lived on the boat for close to 4 years by now and have done over 30'000 Nm (to South Africa) with DREAMCATCHER. We will use the next few months to spend more time exploring inland in some of the areas we particularly like and to re-start some of our other sporting activities (Cycling, swimming and kayaking) more seriously again. If we stay healthy enough we will consider purchasing another yacht to explore some of the more remote and less traveled areas of South America and the Pacific in a few years time. Somehow I do not think that DREAMCATCHER was our last but having multiple interests we try to balance our retirement time among several activities.

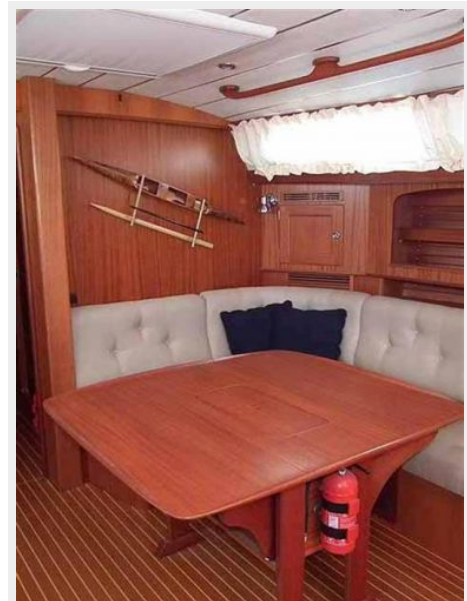
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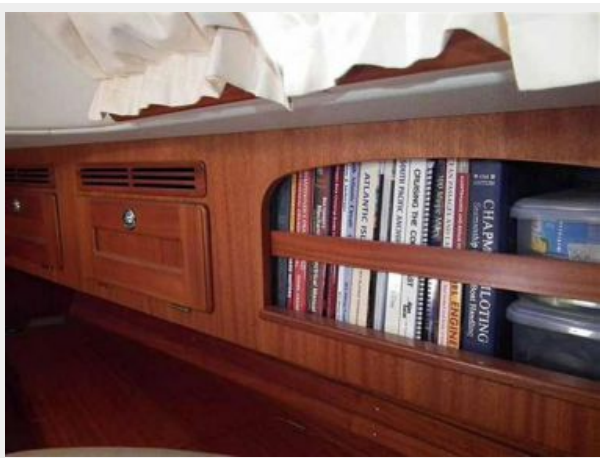
Owner's personal belongings.

Disclaimer

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PHOTOS



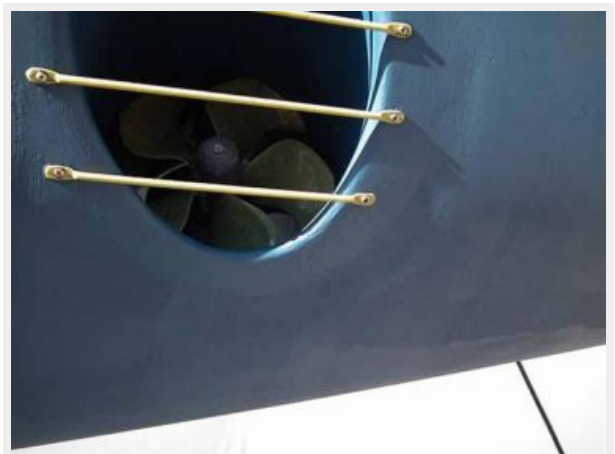
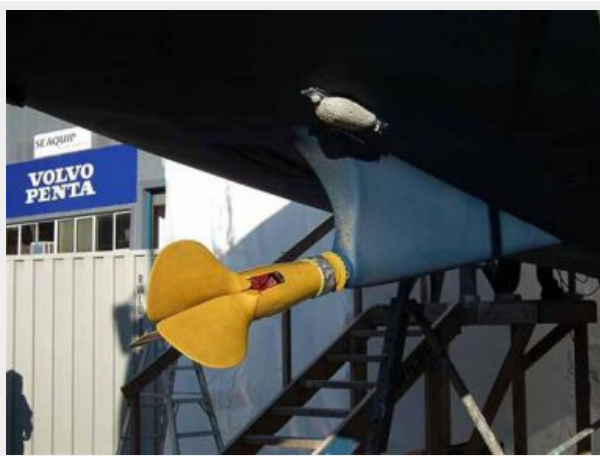


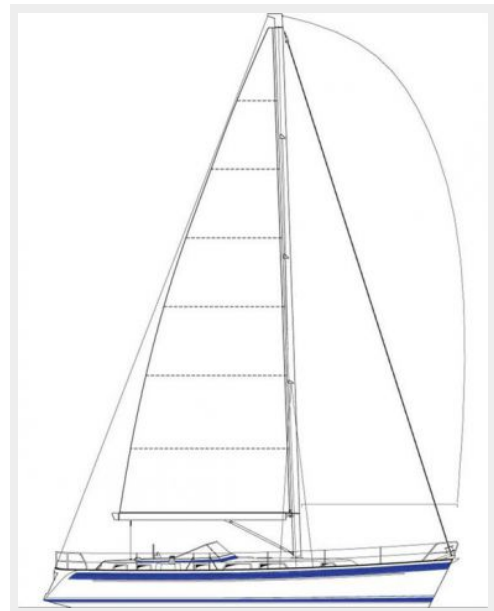
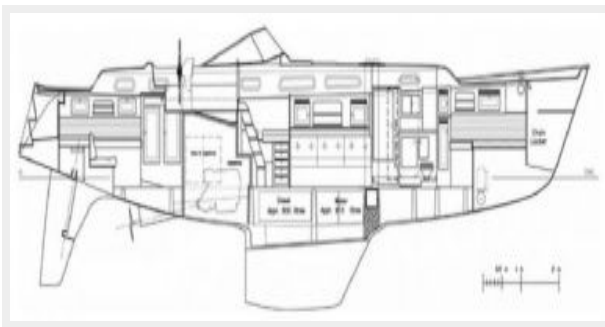
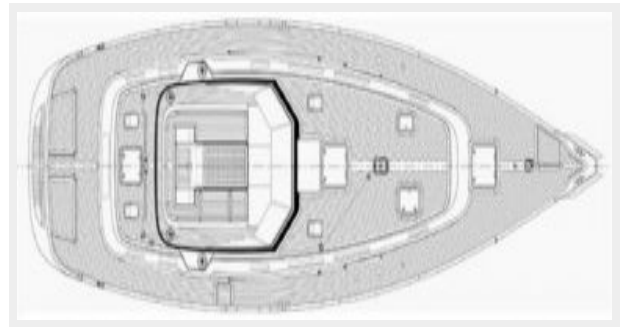
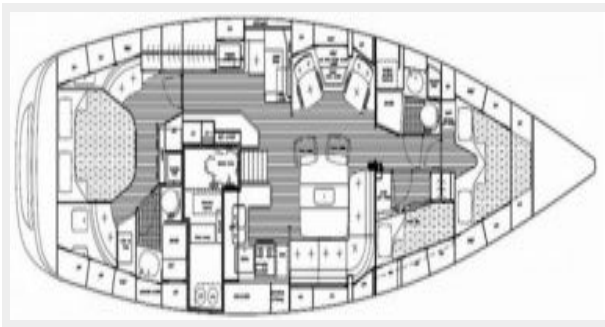












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