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Hallberg Rassy 49 - SOLD

£169,950 GBP tax paid/included

United Kingdom

Refitted to a very high standard

Manufacturer/Model	Hallberg Rassy 49 - SOLD
Name	Exuma
Year	1989
Category	Sail
New or used	Used
Status	Sold
Price	£169,950 GBP
Tax/VAT status	Paid / included
Price comment	Refitted to a very high standard
Lying	Hamble, United Kingdom
Reference	JBHR49EX

Specifications

Length overall	14.96 m
Beam	4.42 m
Draft	2.00 m
Displacement	18,000 kg
Hull	GRP
Keel	Fin keel

Description

Sorry, unfortunately this yacht is now SOLD

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Fabulously re-fitted Hallberg Rassy 49 for sale, due Hamble area mid Sept 2016

A true blue water classic, a superb boat for worldwide cruising, with ample space for all possible cruising equipment. Her clean flush deck is highly appreciated and very practical.

This particular sloop rigged example is a unique HR49 having been built for an American owner who wanted to cruise the intercostal waterways in the United States. To accommodate the depth restrictions she has a shallower than normal draft of 2 meters rather than the usual 2.2 draft, which in turn has made Exuma far more capable.

Additionally she was also specified with a main cabin roof which is wider, a little higher and has windows which give excellent additional light below. Both of these factory alterations are regarded as substantive improvements on an already very well designed yacht.

Exuma was bought by her present British owners in 2002 in Barcelona and has since then been hugely re-fitted to a very high standard, including professional replacement deck in 2007 (finished in 12 mm best quality teak together with new toe rails) decks also recaulked and sanded in 2016, her mast and boom were serviced and repainted in 2016, the standing rigging was replaced in 2014, she has had new Raymarine electronics in 2006, recent new interior upholstery in saloon (Alcantara 2013), recent Copper Coat treatment and much, much more.

Ideal for the ARC or long distance voyaging she is highly specified. Full details in the specification section but highlights include:

- Push button inmast hydraulic Reckmann mainsail furling
- Reckmann hydraulic furler for genoa
- Cutter sail with manual furling (assisted if desired by main hydraulic Lewmar 65 winch)
- Lewmar 65 genoa winches (all electro hydraulic rather than just electric)
- Volvo TAMD41 engine – 141 HP 6 cylinder diesel
- Generator
- Watermaker
- Air conditioning
- AIS
- SSB
- Sat phone
- Bowthruster

Due UK Hamble area mid Sept 2016

DRAFT LISTING - MORE PHOTOGRAPHS AND UPDATED DETAILS WILL BE AVAILABLE SHORTLY AFTER HER ARRIVAL

FULL SPECIFICATION

BOAT NAME: Exuma

MAKE & MODEL: Hallberg Rassy 49

HULL MATERIAL: GRP

YEAR: 1989

LENGTH OVER ALL: 14.96

BEAM: 4.42

DRAFT: 2.00

KEEL TYPE: Fin

DISPLACEMENT: 18,000 KG

ENGINE MODEL: Volvo TAMD 41

Cruising speed 7 knots, max 8+ cruising revs 2000 - 7.5 litres/hour max 3800 revs

Fuel polishing system

ENGINE HP: 141 HP 6 cylinder diesel

DATE LAST ENGINE SERVICE: August 2015

FUEL TYPE: Diesel

FUEL TANKAGE: 1000 Litres

WATER TANKAGE: 1300 Litres pressurised hot/cold water system

Water Maker (60 litres/hour) (2008)

AGE OF STANDING RIGGING: Replaced 2014

DATE LAST ANTIFOULED: Copper Coat added June 2016

ACCOMMODATION:

Number of separate sleeping cabins: 3

Total number of berths: 6

Forward cabin - twin berths with vanity infill plus cushion

Middle berth - twin berths

Aft - double with seating either side

Heads two - with pressurised showers, electric toilets (with holding tanks), wash basin /vanity unit

New electric vacuum fresh water toilets 2015

Saloon - large dining table with settee on three sides (Alcantara 2013)

GALLEY AND GALLEY EQUIPMENT:

Gas cooker, two rings, grill /hot plate, oven

Microwave (2011)

Chest freezer and chest fridge with stainless steel shelving

(Refrigeration electronically controlled with water cooling to allow efficient operation in tropics)

SAIL PLAN AND SAILS:

Exuma is a sloop with a mainsail that furls into the mast - push button. The main sail was made by shore sails and has been cut flat with short vertical battens. It holds its shape well and is infinitely reef able without leaving the cockpit.

Forward of the mast is a cutter sail. It is for heavy weather, is in good condition, has a Selden self furler and again is reefed from the cockpit.

The genoa is large and mounted on a twin track forestay which is push button reefed with the Reckmann Hydraulic Furler.

There is a second genoa of similar size which may also be simultaneously rigged to provide efficient downwind sailing. When rigged in this fashion both sails are reefed simultaneously with the Reckmann Furler. With this rig it is easy and quick to adjust the reefing - again from the cockpit.

When close hauled the lazy genoa just lies inside the working genoa.

There is a cruising chute rigged from the bottom of the forestay. It is an excellent sail for light to moderate winds just forward of the beam.

The sail is snuffed by a haul down bag - good for transatlantic crossings.

RIGGING AND SPARS:

Standing rigging replaced 2014
Reckmann mast and boom serviced and repainted 2016
Aluminium spinnaker pole

WINCHES AND DECK EQUIPMENT:

Winches - all self tailing
Main genoa - 2 Lewmar 65 electro hydraulic
Main sheet - 2 Lewmar 47
Mainsail clew outhaul - 1 Lewmar 42
Spinnaker /cruising chute - 2 Lewmar 47 winches
Mast mounted - 2 Lewmar and 1 other, size 42 for raising sails
Lewmar hydraulic backstay tensioner

Teak deck redecked (2007) in 12 mm best quality teak together with toe rails.
Main cleats, fore and aft, also replaced.
Decks recaulked and sanded in 2016

Fender bins, 3 each side, stainless steel and incorporated with the life lines/stanchions
Outboard motor mount
Bathing ladder
Additional ladder for setting amidships for bathing or crew recovery (easy to use when dingy on davits etc)
Bathing platform
Deck shower
Davits for dingy

Signals pole housing the VHF, internet, GPS, satellite and other aerials
SSB aerial on backstay

Blue covers for all deck mounted hatches (8) 2013
Bimini on stainless steel mounts, collapses easily and has zip cover to tidy up when not in use.
Three part overall custom made cover - for winter or summer

GROUND TACKLE AND WINDLASS:

At the bow is a Manson anchor with 85 meters of 10 mm stainless steel chain, lifted by an anchor winch (2007) with controls on the deck and remotely in the cockpit.

There is also a further fortress F37 anchor with 10 meters of chain and adequate rope.
A rope spool with 100 meters, 12 mm rope for tying back to the shore.
At the stern is an electric winch for taking the strain out of lifting a stern anchor or bringing the stern in against a strong cross wind or current.

BOW THRUSTER/FOLDING PROP/ ROPE CUTTER:

Bow thruster with cockpit control switches
Rope cutter on shaft plus an additional s/s deflector rigged from aft of keel to rudder stock (no trouble with lobster pots since this modification)

Shaft drawn and cutlass bearing replaced (2013)
Three blade feathering prop

ELECTRONICS/INSTRUMENTS/ AUTOPILOT:

Instruments in cockpit:
All navigation instruments replaced in 2006 with Raymarine E120 in cockpit plus 6 additional gauges (speed, wind, direction, depth etc)
Autohelm control unit (raymarine plus robertson hydraulic rams) plus a wireless, hand held, control unit.
Loud hailer, auto fog horn and address system for cabins
Fixed VHF radio (New) plus hand held VHF
Remote anchor control switch
Compass
12 and 24 volt outlets
Audio speakers

At chart table:
Raymarine VHF
Icom 801 SSB
Iridium satellite phone
Raymarine multifunction unit

Raymarine loudspeaker
Pactor 3 for SSB
AIS
NAvtex

ENTERTAINMENT/TV/CD AND RADIO:

Flat screen TV
Bose speaker for iphone/ipod
4 radios, one in each cabin plus main saloon

BATTERIES/ELECTRICS/SHORE POWER:

Shore power via 220/240 volts or 110 volts shore, so suitable for American supply.
Transformer and inverter
Master volt charger for 24 volt batteries (75 amp hr) (2009)
12 volt alternator
24 volt alternator

Batteries:

Main service bank:
6 x 115 amp hour (June 2016) - split into all together, or 2 and 4.

Others:

2 x 12 volt batteries - one dedicated engine start. One 12 volt services.
Two batteries located fwd, 24 volts total, to boost anchor lift if needed
TV/phone feed
Bilge pumps - multiple with alarms and auto start.
240 volt water immersion heater
Water also heated by engine heat exchanger
Air conditioning (two units) (New 2009)
Fans in all cabins and saloon

GENERATOR/WIND GENERATOR/SOLAR PANELS:

8 kw Westerbeke generator (2008) circa 500 hours

SAFETY EQUIPMENT:

6 man life raft - serviced until 2017

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

OWNERS COMMENTS:

"My wife and I chose the Hallberg Rassy 49 "Exuma" because she has a wide flat deck, a large cockpit, and as she is sloop rigged, an uncluttered aft deck. Coupled with that, she is immensely strong and will handle any sea. We spent three years researching the market until we found Exuma.

Her original owner specified her with top level options. The main winches (Lewmar 65) and the forsail and main furling (in mast) are electro hydraulic rather than just electric and the mast is the best - Reckmann. This expense no object approach is seen throughout the yacht and we have been absolutely delighted with her.

We had not anticipated stopping sailing hence the new copper coat, repainting /maintenance of mast and boom etc, but with a combined age close to 150 have decided than another transatlantic would be unwise with too many candles on the cake!"

Lying - Due UK Hamble area mid Sept 2016

Available to view by appointment

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Office Hours Mon- Fri 09.00 – 17.30

Saturday by prior appointment

For more information or to arrange an appointment please contact John Rodriguez Yachts

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