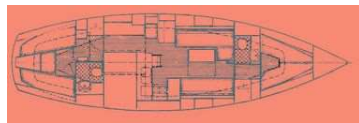


41 ft 1980 Hallberg-Rassy 41, BAHATI SANA

£75,000 Tax: Paid, United Kingdom

Emsworth, Hampshire, United Kingdom

Transworld Yachts



Boat Details

Make:	Hallberg-Rassy	Class:	Cruiser	Guest Cabins:	2
Model:	41	Hull Material:	Fiberglass	Guest Heads:	2
Year:	1980	Drive Type:	Shaft Drive	Fuel Type:	Diesel
Length:	41 ft 0 in	Beam:	11 ft 7 in	Max Draft:	6 ft 0 in
Price:	£75,000	Boat Location:	Emsworth, Hampshire, United Kingdom		
Condition:	Used	Name:	BAHATI SANA		



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Description

This **Hallberg-Rassy 41**, Bahati Sana, is a safe, comfortable long-distance cruising yacht with superior layout. Amazingly she has been in the same family ownership since new has provided countless holidays and adventures across Europe.

As a centre-cockpit design and solid construction Bahati Sana offers a level of protection comfort and durability rarely found in modern yachts and never at this price point.

Bahati Sana has many options regarding sail plans with two head sail furlers and a mizzen. Her mizzen mast gives additional sail plan options and will help keep the yacht on a steady course, providing significant relief to the helm and steering gear. It is difficult to imagine conditions that the Hallberg-Rassy 41 won't dig in and give results. She is powered by a modern D2-75 engine with a brand new feathering Max prop which delivers power the moment the shaft is turned.

The generous accommodation of the Hallberg-Rassy 41 can comfortably sleep 6 people with huge head room throughout and plenty of natural light. As is always the case with Hallberg-Rassy yachts the designers have considered safety at sea above all else providing grab holds and a level cabin sole for ease of movement from bow to stern. A large chart table is complemented with a Raymarine chart-plotter and allow the skipper to monitor and control many of the yachts systems at the heart of the boat and within touching distance of the companionway.

Bahati Sana is lying afloat in Emsworth Marina and is a UK VAT paid yacht. A 2024 insurance survey can be viewed on board or at our offices.

Please call the office on +44 (0) 2380 454000 to arrange a viewing.

Information & Features

2010 Volvo Penta D2-75 (Engine 1)

Engine Type:	Inboard	Drive Type:	Shaft Drive	Propeller Material:	Bronze
Fuel Type:	Diesel	Power:	75 hp		
Engine Hours:	790	Propeller Type:	3 Blade		

Dimensions

LOA:	41 ft 0 in	Min Draft:	6 ft 0 in
LWL:	34 ft 1 in	Max Draft:	6 ft 0 in
Beam:	11 ft 7 in		

Weights

Ballast:	3,800 kg
Displacement:	9,900 kg

Tanks

Fuel:	460 l
Fresh Water:	560 l

Accommodations

Guest Cabins:	2
Guest Heads:	2

Other

Hull Shape: **Monohull**

Builder: **Hallberg-Rassy Varvs AB**

Flag Of Registry: **United Kingdom**

Designer: **Olle Enderlein**

Covers

- Spray Hood

Electrical Equipment

- Shore Power Inlet

Electronics

- Compass
- Depthsounder
- GPS
- Log-Speedometer
- Plotter
- VHF
- Wind Speed and Direction

Inside Equipment

- Battery Charger
- Electric Bilge Pump
- Hot Water
- Manual Bilge Pump
- Marine Head
- Oven
- Refrigerator

Outside Equipment/Extras

- Cockpit Cushions

Rigging

- Steering Wheel

Sails

- Battened Mainsail
- Furling Genoa

Accommodation:

First class workmanship in selected mahogany, hand rubbed and treated to a silk smooth finish. The accommodation consists from forward:

GAS LOCKER:

Water and gastight stowage for propane bottles, anchor chain below. The space is accessible from deck and drained overboard.

FORWARD CABIN:

Forepeak with two comfortable berths, 2.05 m (6' 8") long. Infill cushion between berths. Below the berths are stowage areas, accessible through doors. The inside of the hull is lined with mahogany. Shelves at sides. A sliding door separates the forepeak from the passage to the main cabin.

On the starboard side of the passage is a good sized hanging locker.

HEADS COMPARTMENT:

To port is an enclosed toilet compartment with a marine toilet and 10 US gallon stainless steel holding tank. Wash basin in china, sunk into the countertop. Running hot and cold water with telephone type shower. Shower curtain, mirror and lockers. The floor is dished and drained for showering. The walls are covered with light colour linen texture vinyl.

MAIN SALOON:

The main cabin is built with fair size sofa berths port and starboard. The port side sofa is L-shaped and 7' long, the starboard sofa straight and 6'8" long. Bookshelves and lockers outboard of the sofas. The inside of the hull above berths is paneled with mahogany slats. The ceiling is lined with somvyl.

GALLEY:

Aft in the main cabin is a L-shaped galley equipped with ENO Deluxe 2-burner stove with oven and grill in gimbals 2024. In date Gas certificate Large icebox 220 litres, drained and with 12v compressor driven refrigeration unit. Stainless sink with running hot and cold water. Locker for china, drawers etc. Crockery for 6, numerous glasses, saucepans & cooking utensils.

CHART TABLE:

On the port side is the navigator's table with chart locker, drawers, electric switch panel with voltmeter and meters for freshwater and fuel. Oilskin locker behind the companionway ladder.

In the passageway to the aft cabin is a workbench with stowage lockers. The engine room is reached from the passageway through big insulated doors.

AFT CABIN:

In the aft cabin there are two berths 1.95m (6' 10") x 0.8m (2' 9"). The inside of the hull is lined with mahogany. Shelves at sides. Headroom 1.90m (6' 8"). Thermostat shower. On the port side in the aft cabin is a hanging locker and drawers. Door to main cabin, escape ladder to cockpit.

AFT HEADS COMPARTMENT:

Marine pump action toilet. Wash basin in china, sunk into the countertop. Running hot and cold water with telephone type shower. Shower curtain, mirror and lockers. The floor is dished and drained for showering. The walls are covered with light colour linen texture vinyl.

Mechanical Systems:

Volvo Penta D2-75 75HP four cylinder marine diesel engine, freshwater cooled, new 2010.
12v electrical system, four batteries (replaced in 2024), one for engine start and three for domestic use
230v shore power system with cable
Victron Energy Battery charger 12v/60amp
Engine start panel in cockpit with tachometer, hours counter, temperature gauge
3-bladed Max-Prop propeller, New 2024 on stainless steel shaft, cutlass bearing also replaced.
Engine compartment is sound insulated
Cutlass water lubricated rubber bearing
Two fuel tanks, total capacity 460 litres
Manual and electric bilge pumps

Spars & Sails:

Double spreader ketch rig
Masts and booms in silver anodized alloy
Deck stepped on the cabin tops directly over strengthened bulkheads
Furlex headsail furling and reefing system
New Forestay 2022

SAILS:

Elvstrom Fully battened main sail plus lazy jack packing system 2023 . Laundered W/inter 2023/2024
Furling Genoa Alpha Sails, **New 2010**. Serviced by Elvstrom Winter 2023/24
Mizzen Sail by Jackells **New 2015**
Lightweight gennaker/genoa, **New 2010 and hardly used**

Deck Equipment:

PU decks by Eiteteak, **New 2014**
Sheet winches - two Lewmar 44, self tailing
Halyard winch - Lewmar with rope stopper in cockpit
Sheet winch - Lewmar for mizzen
Four 15" mooring cleats
Two 10" mooring cleats, amidships
Pulpit, pushpit and stanchions in stainless steel
Bowsprit removed and refurbished 2021
Built in rubbing strake with bronze profile
Double guardwires with entry gates port & starboard
Fixed windscreen with opening centre section
Sprayhood attached to windscreen
Portlights in light alloy frames
Lewmar electric windlass, **New 2020**
Two bow rollers
45lb CQR with 40m 10 mm chain
One electric bilge pump and one manual Whale bilge pump
International navigation lights, 4"

Navigation Equipment:

Steering compass on binnacle
Raymarine Hyvrd-touch chart plotter at chart table, New 2020
Raymarine 50 wind instrument
Raymarine i70 display
Navman VHF

Safety Equipment:

Flare pack
Horseshoe lifebuoy

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Owners Comments

Bahati Sana entered our lives when my father first saw her at the 1980 Southampton Boat Show having recently arrived from the yard in Sweden, as one of the last 3 boats built of her type. Little over a year later she was ours, and has been in our family ever since. My father would always catch up with Christoph Rassy at successive boat shows, and he would always ask after the boat.

Her first four seasons with us were spent in North West Scotland where she was cruised extensively before she sailed to the Mediterranean cruising around the Balearics. She came back to the UK in 2013 and has been based on the South Coast ever since. She has constantly benefitted from professional care and upgrades throughout her life, and I have also been determined to continue my late father's legacy of keeping her in the best possible condition and up to date; I would hope this is evident in the pictures. Certainly wherever she goes she seems to catch the eye and always gets plenty of compliments. Down below her interior also defies her age, and reflects the meticulous care she has received throughout, especially at the end of every season in preparation for overwintering.

I have long since harboured plans to retire and do the ARC and maybe wander beyond, but sadly this will no longer be possible. As such, she deserves to go to a new home where her new owners can get the best out of her. I will cherish the family memories she has made, the way in which she has looked after us in bad weather, the ease and balance of the ketch rig, and her sea-kindliness and the joy of romping along eating up the miles with the wind on/abaft the beam.







