



Hallberg-Rassy

NEWSLETTER

Summer 2020

26th issue - English edition



Continuous improvements for model year 2021

- All models: New type of led reading lights, with built-in usb chargers for smartphones and tablets
- All models from 34 ft: Improved deck fittings for filling fresh water, diesel fuel and black water tank pump out
- All models: Fenders upgraded to Polyform from Norway
- Hallberg-Rassy 40C: When bow thruster and/or electric windlass is ordered, this is now powered with 24 V, which gives more power and thinner wiring
- HR 40C: When stern thruster and/or electric winches are ordered, this is now powered with 24 V, which gives more power and thinner wiring
- All models above 44 ft: Tank volumes in liters stated on the panel where tank level indicators are
- HR 57 and 64: New generation engines, see page 9



New type of led reading lights, with built-in usb chargers

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The Hallberg-Rassy 48 Mk II

Final call for the Hallberg-Rassy 48 Mk II

This is the final call for the Hallberg-Rassy 48 Mk II. The 48 has been built for sixteen years, was introduced at the Open Yard in 2004 and is the yard's most successful model in this size bracket with 90 boats built so far. That surpasses even the previous best sellers for this size; Hallberg-Rassy 49, which was built in 89 units during sixteen years between 1982 and 1997, and the Hallberg-Rassy 53, which was built in 88 units during fifteen years from 1992 until 2006. The very last date to order a new Hallberg-Rassy 48 Mk II is 23 August 2020.



Bulgarian Hallberg-Rassy 412 category winner in ARC

A Bulgarian Hallberg-Rassy 412 "Finoor S" won its category in ARC December 2019.

The 412 was ranked 1st in the class F and 7th overall with a crew of three. The boat was not only fastest in her class on corrected time, but also on actual sailed time she was the fastest boat.

The crew reports that the boat behaved superbly both in mild and stronger winds, which was experienced during the rally, and that it was effortless sailing all through the way.

The crew at the same time are Hallberg-Rassy dealers for Bulgaria. A warm congratulation to the winning crew.



Rassy family donated newly developed 50 ft

The Rassy family has a long and successful time of over half a century so far in the yachting business. A contribution back to boating, something that will last for decades has been made. The Swedish Sea Rescue Society received a newly developed 50 ft rescue boat. The naming ceremony was held on the 12 July 2019, in connection with the celebrations for the summer holidays at the yard. Prior to that date, no-one had a clue of what was going to happen.

The rescue vessel is the first of its kind and is donated by the Rassy family. The new boat is a completely new design, consequently developed for sea rescue. It has the capacity to take 150 persons at a mass evacuation. There is room for up to five stretchers with patients and there is a capacity to drain pump 1 000 liters per minute with several carriers. Furthermore, the boat is equipped with a fire gun to pump and provide water with 1 500 liters per minute and there is also room for having a Rescue runner on the transom with a belonging crane to pick it up and secure the people from breakdowns in rough conditions.

The working environment for the volunteers has been very important in designing the boat. It has a quiet cabin with, among other things, a separate operator site to lead on-scene activities (so-called OSC, On-Scene Coordinator).

- "With the donation we received, we have been

able to produce the 2020 rescue boat, which feels very good. We hope to be able to build many boats in this class, as it gives our volunteer seafarers a fantastic tool to be able to carry out their assignment" says Cia Sjöstedt, CEO of the Swedish Sea Rescue Society.

It is the Rassy family who donated not only this boat but also the development costs for this new rescue ship class.

As per the tradition for the Swedish Sea Rescue association, the name of both the first boat and the new series is chosen by the donator. The new boat is named Mai Rassy and the class name is the Hallberg-Rassy class.

Search and Rescue vessel Mai Rassy has got Kåringön as home port, just a few nautical miles from the Hallberg-Rassy yard in Ellös. The new Search and Rescue vessel will be exhibited at Open Yard / Öppet Varv in Ellös 21-25 August 2020.

Facts, the SAR Hallberg-Rassy class

Length: 15.3 m / 50 foot 3 inch

Beam: 3.9 m, Draught: 1 m

Engines: 2 x 650 HP Scania diesel engines, with water jet 2 x MJP X350

Speed: 34 knots

Range: 10 hours

Built by: Swede Ship Marine, Sweden



rescue boat to the Swedish Sea Rescue Society



Mrs Mai Rassy names search and rescue vessel Mai Rassy



Message in a bottle recovered after seventeen years

In the summer of 2001 My and Viktor wrote a paper message and threw the bottle into the sea in Bohuslän, West Sweden.

Hallo My Carsten Rist! What happened to that bottle – posted so many years ago?

Our family used to sail a lot when we were kids. My grandfather, Bengt-Åke had in the 70s ordered a new Hallberg-Rassy Monsun 31, called Gladis, that we were able to use. In the summer of 2001 we were sailing along the Swedish Westcoast, from Malmö north-bound. I was eleven years old, my younger brother was nine. Somewhere in the archipelago we decided to write a message and post it in a bottle. Hoping to get a fast answer that never came. All of a sudden, a few weeks ago I got an answer on Facebook.

What did the message say?

Someone with the name Linnea had found the bottle in the harbour of Skärhamn. She said she was happy to write from the “future” and to be able to find us on Facebook... She also hopes that we have had a nice cruise back to Malmö, that summer of 2001.

How did you feel about the message?

It was really funny! To be honest, I have only a vague

memory about the day we posted it. Now as I saw the message I can see it is my father's handwriting. We sure were telling him what to write. When you think about it, it is unbelievable! The piece of paper had survived in the bottle for seventeen years, not sinking or breaking, and finally someone found it and contacted me.

How is your sailing life today?

Last summer my brother Viktor and I took over Gladis from our grandfather. It is located in the marina in Limhamn. My grandfather has always had boating as his hobby, and he is known as “Gladis” (a happy person) here in Malmö. When we were younger he introduced us to the sport and sailing the Optimist. Now we sailed Gladis our first weeks alone along the Westcoast last summer. This summer we are looking forward to new adventures. I feel free out at sea, and to have a common project with your brother is really something nice.

Will you continue posting bottles?

Absolutely! We will send some messages this summer, now we know that it really works!

(published by kind permission from pakryss.se)



"The best sailboat we have ever built" – the Hallberg-Rassy 40C

355 174 visningar



3 168



117



Dela



Ladda ned



Spara



Yachting World

100 000 prenumeranter

PRENUMERERAR



Kommentarer 278



Wow, Toby, what a coup...getting a personal tour by Magnus the Man. Thanks for that video.

Most seen Yachting World video in the first two days

Yachting World published a YouTube video walk through interview regarding the world premiere for the Hallberg-Rassy 40C at the Düsseldorf boat show January 2020. This video was published during the show and already after two days a record 110 000 people had watched this video. Today mid June there is already more than 350 000 persons who have seen it!



FatFurl XL

Now the next step within performance oriented in-mast furling mainsails is introduced: The Elvström FatFurl XL.

The headboard is now as large as 400 mm. The roach is even a bit larger than on a standard mainsail to fold on the boom. The backstay is of Dyneema and the boat has a backstay flicker, that provides more space for a fuller roach.

FatFurl was originally introduced by Hallberg-Rassy in 2012 on Hallberg-Rassy 412 No 001. The boat sailed, and won, her category in the famous Tjörn Runt race, no matter if the time was calculated after handicap or on actual sailed time. This was the first time a boat with in-mast furling won her category in Tjörn Runt, a very demanding race, where all the best local sailors take part.

The name FatFurl is an invention by Magnus Rassy, a powerful name that says both that it is a furling sail, and a full, fat, roach.

The new FatFurl XL takes this concept yet another step further.

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BOAT OF THE YEAR

CRUISING
WORLD

2020

Best Midsize Cruiser

Hallberg-Rassy 44

Hallberg-Rassy 44 winner of Boat of the Year award in the USA

We are happy to announce that the Hallberg-Rassy 44 has been named winner in the Boat of the Year 2020, Best Midsize Cruiser Under 45 Feet category, by an unanimous jury from Cruising World magazine in the USA.

The annual award recognize and honor the best and newest sailboat models introduced to the North American market.

In the January 2020 issue, Cruising World magazine writes about the Hallberg-Rassy 44: *So Sweet, So Swedish. For the 2020 BOTY contest, nobody was going to deny the all-around oceangoing excellence of the sweet Hallberg-Rassy 44, which was unanimously named the Best Midsize Cruiser Under 45 Feet. There's no question that the Hallberg-Rassy benefited from a test sail conducted in truly sporty conditions, with gusts in the 20-knot range and a substantive seaway running, which the yacht purposefully muscled through. The 44 is built to Nordic standards for North Sea conditions, and it showed. "It's just a solidly built boat," Sherman said.*

"We had the pleasure of sailing it in a pretty strong breeze, and it just went through the water with no effort. It was just doing its thing and loving it. All the equipment they use is Grade A."

Judge Ralph Naranjo concurred with his colleague's assessment. *"Externally she's a sound, ruggedly constructed vessel," he said. "But more to the point,*

there's integrity to how the systems are installed. Looking over how the autopilot goes in, for example, the bracketing can be as important as the selection of the autopilot itself. It's very well-situated because the bracket is secured to both a transverse and longitudinal member. There's no shoehorn effect. "In fact," he continued, "you lift up the aft bunk and look at all the other equipment installed in that space. It's almost as if there were laboratory testing going on there, and you have access to all of it. The entire boat is like that. Everything from the bow thruster to the anchor windlass showed that same attention to detail. And to me, the integrity of the builder showed through in the quality of the product."

"Yes, the quality construction was mainly what got my vote," judge Dan Spurr said. "We didn't find any real shortcoming. Everything seemed well-done. The joiner work was tight. The woodwork inside was beautifully done. It sailed well. And I like the Hallberg-Rassy windshield. The vast majority of sailboats have a canvas dodger with vinyl windows. Eventually, the canvas wears out and the vinyl gets cloudy. The supposed virtue is that you can put them down, but nobody ever does, it seems. With the windshield, you can add a canvas top, but it offers protection in a more permanent way. I appreciate that utility. The little things added up here." And the finished product was a winner.

See the report about Boat of the Year in the January 2020 issue of Cruising World magazine from USA.



Hallberg-Rassy 57

Next generation engines in Hallberg-Rassy 57 and 64

Volvo Penta is continuously collecting experiences from their products. After more than 100 000 units built of the D4/D6 engines, this has now led to improvements on 75 % of the components.

Reduced maintenance costs

The annual maintenance cost has decreased by approximately 30 %. The service interval for the gearbox and engine is now the same. On these new models you will find an indicator at the engine panel, showing when a service is required.

Better torque – Less fuel consumption

The fuel consumption is also reduced with the new engine models. The new D4-175 has a considerably improved torque, but not at top RPM where the output is measured. As a sailing boat does not use the top RPM, but cruises usually around 1 500 RPM, you now get a great advantage with the improved torque, from good 382 Nm to as much as 439 Nm. This is particularly valid if this torque is combined with a Gori propeller in overdrive mode, that takes advantage of the approximate 15 % increase in torque at 1500 RPM to gain lower RPM keeping the same speed. That also means lower noise, less vibration, lower fuel consumption and a longer range at cruising speed.

Further improved reliability and service life

Furthermore a lot of attention has been paid to improve the parts that take most load and wear. High load components like bearings, crank shaft and pistons are now more robust. This is also the case for components used for lubrication of the engine; oil filter, oil cooler and the corresponding sensors have all been improved. This increases reliability and gives a longer service life.

Environmental improvements

The emissions have also been reduced. The technology fulfils all current and known future environmental requirements for all markets.

The new engine model name in the Hallberg-Rassy 57 is Volvo Penta D4-175. The improved engine in the Hallberg-Rassy 64 continues to be named D6-300.





Hallberg-Rassy 44 category winner in Tjörn Runt

Swedish Hallberg-Rassy 44 "Akka" won the cruising category, among 26 yachts on the start list in Tjörn Runt 2019. Due to rough weather and a lot of rain, only 9 out of 26 boats completed, and the Hallberg-Rassy 44 was the very fastest, no matter if calculated after handicap or after actual sailed time.

"We could so easily adjust the sail area, the sheets

and the trim, thanks to push button sailing. That strongly contributed to our good result" says the lucky crew with Björn J, Magnus B and Jonas J.

Tjörn Runt is a very demanding race, where all the best sailors in this part of Scandinavia take part. Congratulations to the lucky and skilled crew!



New self propelled hybrid yacht trailer

Hallberg-Rassy has invested in a new purpose built self propelled hybrid yacht trailer with a capacity of up to 70 tons.

The trailer propulsion is with diesel engine outdoors and electric lithium-ion batteries for indoor use. The trailer is self levelling and can steer and move

into almost all directions with crab steering by a remote control, operated by one single person. This helps a lot to use all available space in the work shops to build more boats. The trailer has variable width so it fits all sizes of boats.



Magnus Rassy (left) welcomes Darren Parker from DBY boat sales as new distributor for Australia and New Zealand

New Hallberg-Rassy dealer for Australia and New Zealand

DBY Boat Sales with its main base in Sydney is Hallberg-Rassy's new importer for Australia and New Zealand. Their business started back in 1977 making DBY one of the longest serving yacht sales operations in Australia.

DBY Boat Sales

Princes St Marina

16 Princes St

Newport


Sydney NSW 2106

Australia

Tel: +61 2 9999 3311

sales@dbyboatsales.com.au

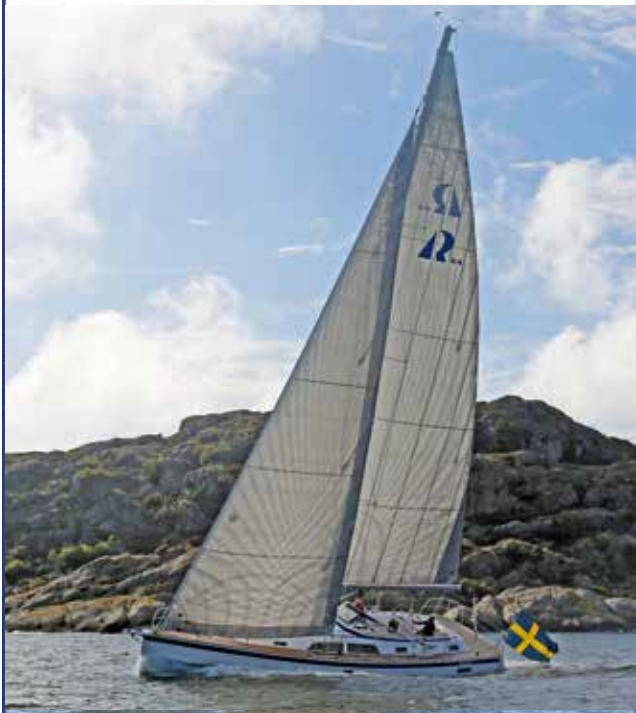
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The all-new Ha

First two yachts in production a

The all-new Hallberg-Rassy 50 follows the big success with the 57, 44, 40C and 340. The new 50 is designed for effortless sailing and great comfort with lots of storage. The Hallberg-Rassy 50 pushes the boundaries for what is possible up to 50 ft and at the same time remains true to the classic Hallberg-Rassy fundamentals.

Lots of volume, storage and comfort

Traditionally we are used to comparing boats with hull length in feet. But much more relevant is the waterline length. The new 50 has a waterline that is as much as 50 cm / 1' 8" longer than on the Hallberg-Rassy 55. Longer waterline gives better sailing performance with

longer average day runs and at the same time more interior volume, comfort and storage under deck. The width is 33 cm larger at the widest point and an incredible 1.08 m wider than the 55 on the transom. That further enhances interior volume and storage.

Soft motion in a seaway

The modern and most efficient hull shape gives superior sailing performance. At the same time, the forward under water part of the hull is rounded, almost like an egg, and this means soft motion in a seaway at any angle of heel. The displacement of the hull is designed to carry all modern comfort equipment and lots of personal belongings, as well as generous tank capacity.



Hallberg-Rassy 50

at Open Yard 21-23 August 2020

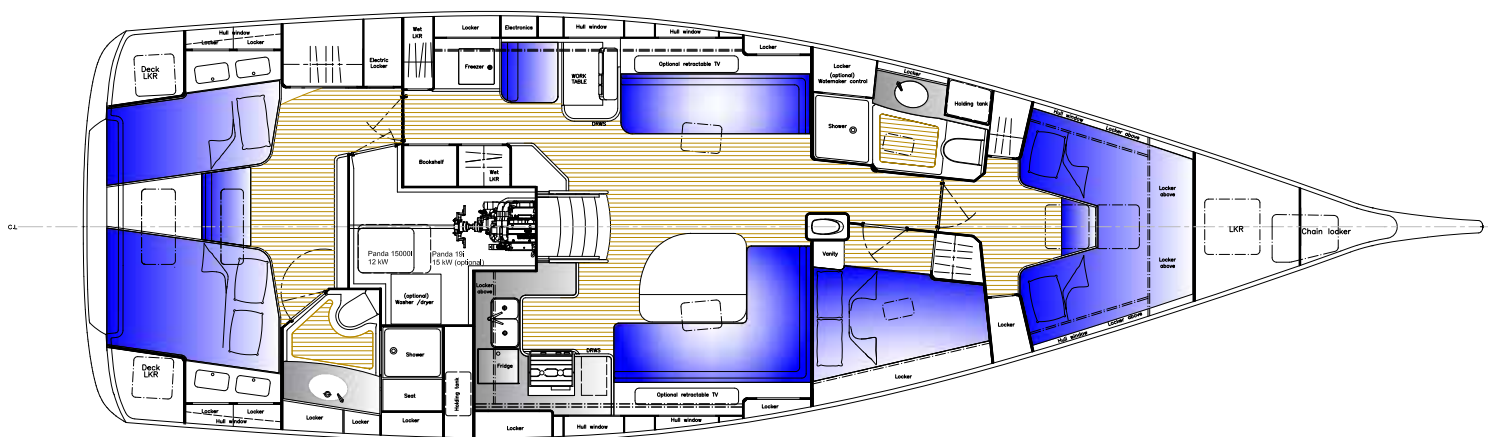
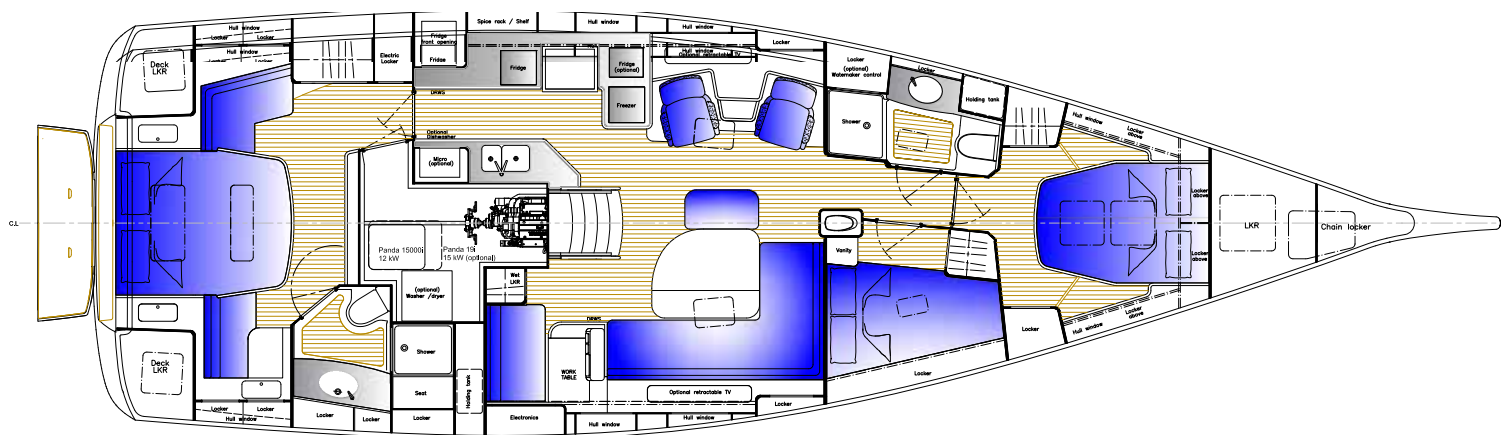
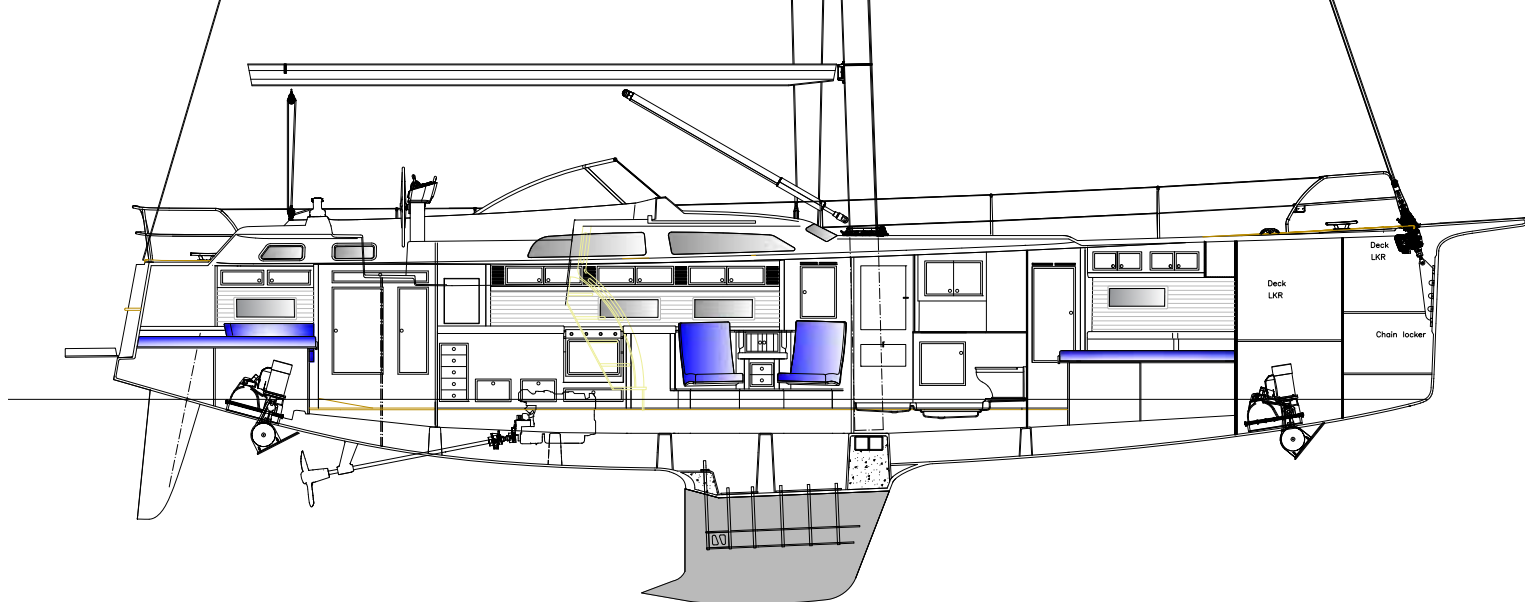
Big and well protected cockpit

Typical Hallberg-Rassy, the cockpit is very well sheltered with high all-round coamings and a soft top or hard top windscreen with tempered glass, opening mid section and handholds at the sides. This is the ideal cockpit solution for both hot and cold areas. There is good all-round visibility. With twin wheels, there is both lots of space for displays and buttons and an easy passage from the helm position and forward. There is an optional big fixed high gloss varnished teak table with drop leaves.

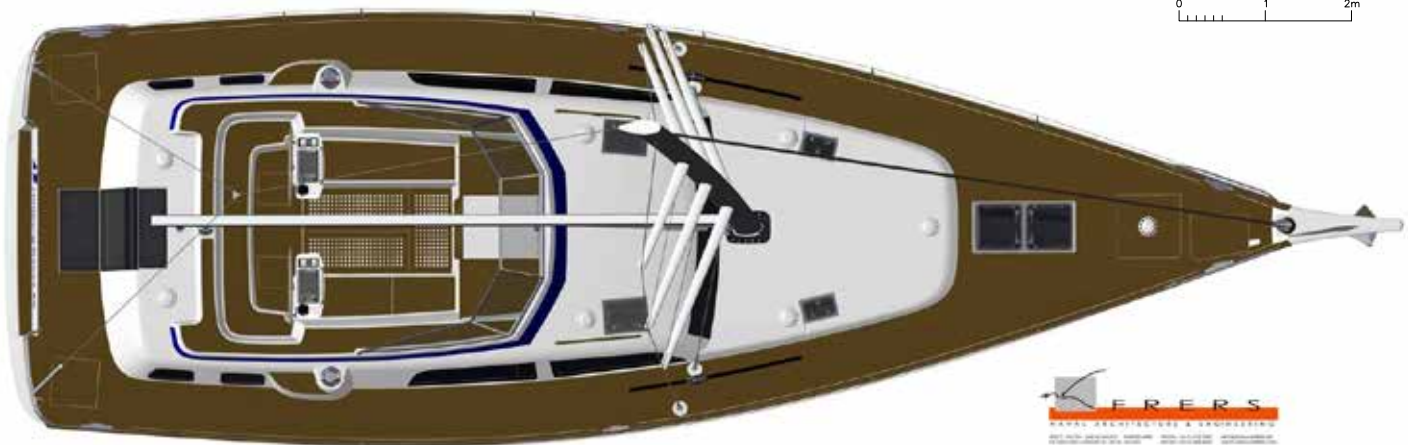
Modern and easy to handle sailplan

The rig is modern and easy to handle. It is even poss-

ible to fly an inner removable heavy weather sail with no runners. The foresail is only slightly overlapping, making tacking easy. There is also an option for a self tacking jib arrangement. Seldén electric furling for both in-mast and headsail, as well as electric sheet winches are fitted as standard. The main is designed to carry an Elvström FatFurl modern in-mast furling sail with Epex membrane, with roach, vertical battens and headboard. The top shrouds and lowers are to separate chain plates, a Hallberg-Rassy invention, which makes passage on deck easy, and arranges for easy sheeting of the headsail. The spreader base gets wide and stable in that way too. The deck plan is clean and uncluttered.



0 1 2m



Lots of deck storage

The deck storage is generous. There is not only an enormous deck locker between the forward cabin and the chain locker, there are also two top opening deck lockers aft, one locker in the cockpit and good storage for fenders and ropes also above the chain locker.

Twin rudders

The steering system has twin rudders, superior both in terms of control when sailing, as well as pleasant vibration free motoring and also from a safety perspective.

One level sole

The interior sole is at one level throughout the boat. This gives easy movement both at sea and at anchor or in a marina.

Bright and airy interior with lots of storage

The interior has lots of natural light and indirect led lights as well. There is good ventilation. The layout is generous and roomy, with lots of elbow room. The storage facilities are generous too. The sturdy wood-work has the well renowned Hallberg-Rassy finish.

Generous standard equipment

The sail away standard equipment list is very extensive, including for example electric in-mast furling and electric headsail furler, sails, teak deck, retractable bow thruster from Sleiþner Side-Power, a 12 kW generator,

a 110 HP main engine, electric cooking, fridge and freezer, launching and rigging at the yard, antifouling, fenders, mooring lines and a lot more.

Walk-in engine room

There is a large walk-in engine room. Easy access, easy maintenance and careful sound insulation covered by aluminium linings. There is access from a big door on the port side, as well as a lifting stair in front and a removable panel in the aft end of the engine room. Furthermore, the floor in the cockpit is bolted and removable. In the engine room the technical equipment is found: a powerful common rail main engine, the generator with sound shield, pumps, filters, double heaters, AquaDrive flexible coupling to take up the loads from the engine shaft and further lower vibrations and noise. The engine room lighting is 24 v, and there is also a powerful optional 230 v led light. The Mastervolt Combi Pro charger/inverter automatically and quickly changes between shore power and inverter, depending on what is available.

In production at Open Yard 21-23 August

The first two units of the all-new Hallberg-Rassy 50 will be in production at Scandinavia's largest sailboat show, Open Yard / Öppet Varv, 21-23 August 2020 in Ellös, island Orust, and a fully finished boat will be on display at the world's largest boat show, boot Düsseldorf, January 2021.



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Hallberg-Rassy 40C nominated for German Design Award 2021

The Hallberg-Rassy 40C has been nominated for the German Design Award 2021. This prize is said to be worthy of being won by the best: it honours innovative products, their manufacturers and designers, who have made pioneering contributions to the German and international design landscape.



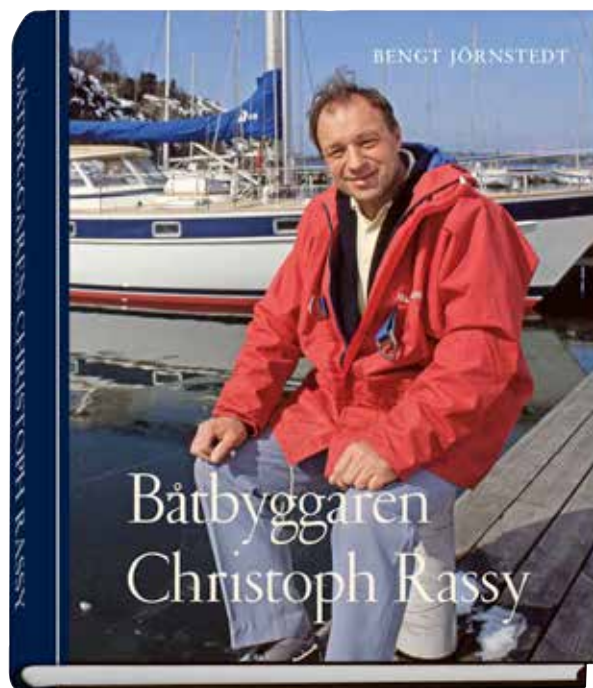
Free ARC support for Hallberg-Rassy yachts

Hallberg-Rassy provides free ARC support for Hallberg-Rassy yachts. This is the 21st consecutive year such support is offered.

The support includes key function inspection onboard and helpful advice is given. Our support will be available on Gran Canaria Sunday 15 November until Friday 20 November 2020.

ARC stands for Atlantic Rally for Cruisers and the ARC is sailed from Las Palmas on Gran Canaria to St Lucia in the Caribbean.

In recent years several Hallberg-Rassys won their category in ARC and ARC+. 10 Hallberg-Rassys between 35 and 64 ft take part in this year's ARC and ARC+, of which 7 in the ARC.



New book about legendary Christoph Rassy

This newly released book is a must for all sailboat lovers and Hallberg-Rassy fans in particular.

The book describes Christoph Rassy's way from two empty hands, to build up what came to be one of the most respected and successful yacht producers in the world; Hallberg-Rassy.

This richly illustrated 208 pages hard cover book contains lots of interesting facts and never before published pictures.

The book is in Swedish and the title "Båtbyggaren Christoph Rassy", written by Bengt Jörnstedt.

You may order it online at Hallberg-Rassy Parts shop <https://shop.hallberg-rassy.com>



Gold watch for 25 years at Hallberg-Rassy

Mr Glenn Andersson has received a gold watch for serving Hallberg-Rassy faithfully for 25 years so far. Here Glenn (to the right) receives the gold watch at the traditional Christmas dinner for all Hallberg-Rassy group employees.

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For more information visit: www.mastervolt.com

MASTERVOLT



Hallberg-Rassy received Honourable Mention at Boat Builder Awards

Hallberg-Rassy has received the Honourable Mention for the Hallberg-Rassy 340 steering system in the category “Collaborative solution between a production boat builder and its supply chain partner” together with Lewmar.

This was handed over at the Boat Builder Awards for Business Achievement 2019. This celebrates a partnership between a boat builder responsible for series production and any business partner in its supply chain to improve an aspect of a boat model's sales potential, performance or services.

It is the twin wheel steering for the Hallberg-Rassy 340 that has been improved, for easier steering with minimized friction as well as a more efficient installation with less components and a more compact installation.



Lewmar Sailing Solutions

Since its inception in a small workshop over 65 years ago, Lewmar has been regarded as one of the world's leading marine equipment manufacturers. Lewmar's product portfolio includes hardware, windlasses, anchors, bow thrusters, steering, hatches & portlights and the introduction of a glass division in recent years.

Lewmar and Hallberg-Rassy share many key values including a drive to provide high quality, innovative products delivered with excellent service. As a result we have a long standing partnership with Hallberg-Rassy and are a key supplier of winches, windlass, anchors, hatch & portlight, hardware, glass and steering systems across their boat range.



New CNC milling machine

Hallberg-Rassy has invested in a completely new CNC milling machine. The new machine is both faster and more allround efficient than the previous generation. Today Hallberg-Rassy is using the third generation of CNC routers.

Hallberg-Rassy belongs to the pioneers when it comes to the use of CNC controlled routers for cutting wood in the marine business. 33 years ago, back in 1987, the first CNC machine was put into operation at the yard. Parts could be precision cut optimizing waste to a degree previously unknown.

What Hallberg-Rassy pioneered in the marine business, even before the world's largest pleasure boat producers, was to use a vacuum to hold the piece that was going to be cut out. That means that only the tools have to be measured in, there is no longer any need to adapt for each shape to be cut out. This makes the set up so suitable for boat building, where the number of shapes can be several thousands, but the number of units cut out each time are rarely more than ten.

Today Hallberg-Rassy has three CNC routers; one five axis for three dimensional shapes, and two three axis for two dimensional shapes. Normally wood is cut out with the routers, but the routers are also used with Plexi glass, Corian, aluminium and PUR paste for milling plugs.

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ARCplus Party 2019

The traditional Hallberg-Rassy Party for Hallberg-Rassy crews crossing the Atlantic was held for the 20th year in a row November 2019. The party was held for 13 Hallberg-Rassy yachts who crossed with ARCplus the Sunday after the party. There were boats from 41 to 64 ft, from 1978 to 2019. The party was very much appreci-

ated. Hallberg-Rassy crews from nine different nations; the UK, Sweden, Germany, USA, Italy, Norway, Cook Islands, the Netherlands and Switzerland participated in the ARCplus 2019. ARC stands for Atlantic Rally for Cruisers and the Plus route is sailed from Gran Canaria to St Lucia in the Caribbean via Cape Verde.



**A QUESTION OF
RELIABILITY**

Sailing is about the forces of nature, and all the equipment and knowledge that you rely on to catch the best winds. However, it's also about knowing that you can rely on your engine, anytime you might need it. Volvo Penta – exclusive engine supplier to Hallberg-Rassy. WWW.VOLVOPENTA.COM

**VOLVO
PENTA**



Open Yard 21-25 August 2020

Due to the situation with covid-19, this year's Open Yard long weekend will be different, but we will arrange this event. Since the number of persons visiting the yard and the boats in the water is limited, we accept pre-bookings only this year. You will find booking instructions on **oppetvarv.com**. Each year, for the past 27 years, Hallberg-Rassy hosts an Open Yard for sailing enthusiasts from a lot of countries. This is a very popular event which makes it possible to see the boats in the water and boat building in the yard's workshops. The difference for this very different year, compared to the last year's events, is that the number of yacht equipment exhibitors and other boats exhibited is more limited, but still Scandinavia's largest sailboat show. You are all invited to appoint a time for an interesting weekend.

The all-new 50 in production

At extended opening hours between 10.00-19.00 Friday 21 August - Tuesday 25 August the Hallberg-Rassy **310, 340, 372, 40C, 412, 44, 48 Mk II and 57** will be exhibited in the water. Friday 13.50-19.00 and Saturday-Sunday 10.00-19.00 we will also after appointment at oppetvarv.com show many Hallberg-

Rassy yachts under construction in different stages in the workshops, including the first two units of the **all-new Hallberg-Rassy 50**. By special appointment, there are limited possibilities for sea trials on Wednesday 26 August. Because of the very special situation in the world this year in regards to covid-19, there will be no lecture on Saturday evening.

Accommodation

We must stress the importance of early hotel reservations. Please, make your reservations directly with the Hotels. We suggest one of the following accommodations: Hotell Varvet/Sjögården, +46 76 02 34 860, Nösunds Havshotell +46-304 209 25, Lådfabriken, Edshullshall, +46-304 52 100. Mollösunds Wårdshus +46-304 21108, Villa Frideborg, Henån, +46-304-30913, Henåns Vandrhem (hostel) +46 76 400 35 45, Stenungsbaden Yacht Club, +46-303-72 68 00, Hotel Carlia, Uddevalla +46-522 14140, Stockens Camping (apartments) +46-304-51100, Bed & Breakfast 12 km from the yard, +46-731-827126. For tips about another 160 hotels in the Gothenburg area, a one hour drive south of the yard, please visit **www.oppetvarv.com**



- ESTABLISHED 1943 -

AFT COCKPIT YACHTS: HALLBERG-RASSY 310 - 340 - 372 - 412 CENTRE COCKPIT YACHTS: 40C - 44 - 50 - 57 - 64

NEW YACHT SALES: HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS, SWEDEN. TEL +46-(0)304-54 800

SPARE PARTS: HALLBERG-RASSY PARTS AB, HALLBERG-RASSYVÄGEN 2, SE-474 31 ELLÖS, SWEDEN. TEL +46-304-54 990 SHOP.HALLBERG-RASSY.COM

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