

A white Hallberg-Rassy 54 sailboat is shown from a low angle, sailing on a blue sea with white-capped waves. The boat is heeling to the right, and its large white sails are partially visible. A Swedish flag (blue with a yellow cross) flies from the mast. The hull number '54' is visible on the bow. The background shows a distant shoreline under a clear sky.

Hallberg-Rassy NEWSLETTER

Summer 2010

Sixteenth issue - English edition



Hallberg-Rassy's chairman of the board voted onto the Olympic Committee

Göran Petersson, Hallberg-Rassy's chairman of the board, has been elected onto the IOC (International Olympic Committee). The election took place on 9 October in Copenhagen in connection with the IOC meeting there. Göran Petersson has joined the IOC in his role as president for the ISAF (International Sailing Association Federation) and will have this role for a period of 8 years. Göran Petersson is president for the ISAF since November 2004 and was re-elected in November 2008. He has also been a member of the international jury in all Olympic Games between 1980 and 1996 and was chairman of the international Olympic jury 1992 and 1996.

Göran Petersson said: *"Becoming an IOC Member is not only a great honour, it is also a great responsibility and I look forward to serving the world of sport."* Magnus Rassy, Hallberg-Rassy CEO said *"It is a great asset to work with a such widely knowledgeable person as Göran Petersson as our chairman of the board"*

Göran Petersson has been chairman of the board in Hallberg-Rassy since the mid 1990s. Needless to say, Göran Petersson privately sails a Hallberg-Rassy.



To the upper left part of this photo the construction has begun

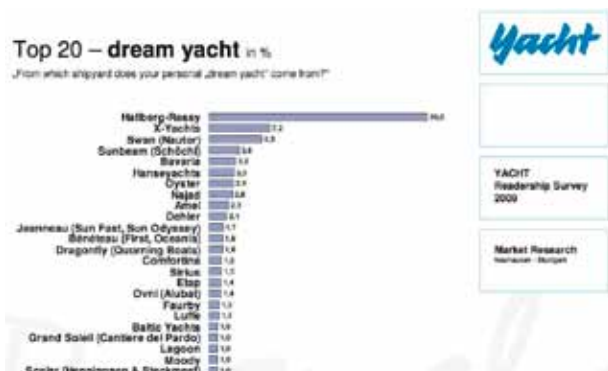
Hallberg-Rassy's Dutch dealer builds new offices

Nova Yachting International BV has started the construction of a brand new office and show room facilities. The new buildings will be open for business already from 5 December 2010. Nova Yachting will in 2011 celebrate 30 years as Hallberg-Rassy dealer for the Netherlands, Belgium and Luxembourg.

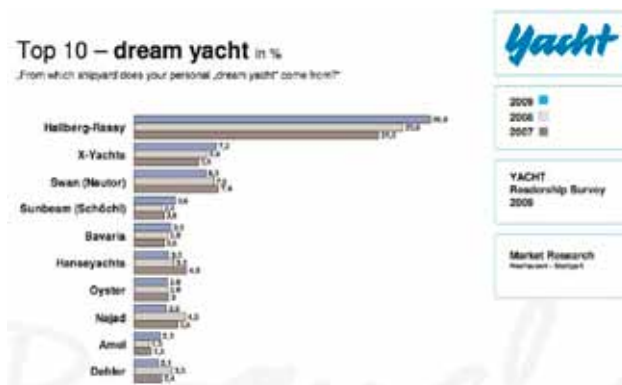


Hallberg-Rassy wins cruising boat of the year award

The winner of the 2009 **Cruisingboat of the Year** award was presented at the Hamburg Boatshow Sunday evening 25 October. The winner is Hallberg-Rassy. The award is chosen by the readers of the German Segeln magazine. This is not to be confused with the European Yacht of the Year, which Hallberg-Rassy also won, see pages 18-19.



A massive 26 % have Hallberg-Rassy as their dream yacht



Hallberg-Rassy's lead improves year by year



Among cruising yachts, Hallberg-Rassy's lead is even clearer



The share of new boat purchase intention is annually increasing for Hallberg-Rassy. Notice that this refers to number of buyers, not value

More sailors than ever dream of a Hallberg-Rassy and have a firm intention to buy a new one

Yet again Hallberg-Rassy further improves their lead as dream yacht. At boot Düsseldorf 2010, the world's largest boat show, Europe's largest sailing magazine, Yacht from Germany, presented their market research made among as many as 5 523 readers. For the fourth year in a row the question was asked "From which shipyard does your personal dream yacht come from?" and for the 4th year in a row the answer is crystal clear: **Hallberg-Rassy**. And Hallberg-Rassy's lead over other brands even increased for the 4th time. Four years ago 21.4 % answered Hallberg-Rassy, three years ago 21.5 % answered Hallberg-Rassy, last time 23.6% and in the latest survey, made in fall of 2009, it increased to a massive 26.0 %. This figure is among all sailing yachts on the market.

This year a further question was asked, your dream yacht within cruising boats, and the answer is even more striking: an incredible 36.1 % answer **Hallberg-Rassy**! Hallberg-Rassy is the yacht most people dream of.

Another interesting fact is that the number of new boat buyers who say they plan to purchase a new Hallberg-Rassy has increased dramatically the last year, from 7.4 % of all new boat buyers to 12 %.

**You have always dreamt of a Hallberg-Rassy.
You will be Hallberg-Rassy owner in your lifetime.
So why hesitate; Make your dream come true now!**



The most reachable dream yacht: Hallberg-Rassy 310



Hallberg-Rassy 310 class winner in Tjörn Runt among 68 yachts

The all-new Hallberg-Rassy 310 has won her class in Tjörn Runt in Sweden, one of the world's largest in-shore races, with 531 boats on the start list. There were 68 boats in the class where the Hallberg-Rassy 310 sailed. The race was challenging with both strong and light winds. Norwegian Seilas magazine said *"There were many exciting new boat types who started in this year's Tjörn Runt, but it was only Hallberg-Rassy 310 that fulfilled the expectations"*. Congratulations to skipper Thomas Oljelund and his crew for this victory!



Free ARC support

For the 11th year in a row, Hallberg-Rassy provides free ARC support for Hallberg-Rassy yachts. The support includes key function inspection onboard and helpful advice is given. Our team will be available on Gran Canaria Sunday 14 November until Saturday 20 November 2010.

ARC stands for Atlantic Rally for Cruisers and is sailed from Gran Canaria to St Lucia in the Caribbean. One of the most common boats is Hallberg-Rassy and there are also several Hallberg-Rassys who have won their class or even the ARC overall.

All participating Hallberg-Rassy yachts in the ARC will be contacted by our team.



Miss Switzerland visited Hallberg-Rassy

Miss Switzerland, Whitney Toyloy, visited the Hallberg-Rassy stand at the Friedrichshafen Boat Show. Pretty Whitney was born 21 July 1990 in Yverdon, Vaud, Switzerland and is 177 cm tall. She studied the new Hallberg-Rassy 310 in detail.



Hallberg-Rassy 372 nominated for Best Boat Interior Award

The Hallberg-Rassy 372 has been nominated for the Best Boat Interior Award by the Serbian Nauticki Magazin.

Toni Hellman and Lassi Hellman from Helmarin are Hallberg-Rassy's new faces in Finland



Helmarin new Hallberg-Rassy distributor for Finland

Helmarin is the new distributor for Hallberg-Rassy in Finland. Helmarin is owned by Lassi Hellman and the yacht sales is handled by Toni Hellman, Lassi Hellman and Leena Dahl. Lassi has no less than 26 years of experience in the yachting business, where he has sold boats ever since 1984. The company is located in Turku.

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FIN-20900 Turku, Finland
Tel +358 (0)2 2581 600
+358 (0) 400 520 454
lassi.hellman@helmarin.fi



Record-icy winter

The winter of 2009-2010 has been reported to be the most severe for 44 years with more snow and more ice than anyone can remember. We had incredible 35 cm icethickness in our harbour. However, with the

help of an ice breaker and improved weather situation we got rid of a lot of ice. Only a week after that, still in March, the first deliveries of Hallberg-Rassy yachts on their own keel for the year took place. As always, Hallberg-Rassy deliver on time



Mr Bo Hold



MarineParken Yachts ApS new Hallberg-Rassy dealer in Denmark

MarineParken Yachts ApS i Fredericia, headed by Bo Hold, is the new importer for Hallberg-Rassy in Denmark. Bo has a long experience in the marine business. For example, Bo has worked closely with Hallberg-Rassy during the years he worked for Elvstrøm Sails.

MarineParken Yachts has recently moved into new premises in Fredericia. Bo Hold said: *"MarineParken Yachts ApS is proud to have been selected to represent*

Hallberg-Rassy in Denmark. We look forward to deal with both new and old Hallberg-Rassy customers."

MarineParken Yachts ApS
Kampmannsvej 29
DK-7000 Fredericia, Denmark

Telefon +45 2018 4191
bo@marineparken.dk



Hallberg-Rassy 342

Private yacht club ordered another ten Hallberg-Rassy 342

A private European sailing club, British Kiel Yacht Club, owns a fleet of ten Hallberg-Rassy 342s. The club has decided to renew the fleet. Once more the club has carefully investigated the market for 31-35 ft cruising boats. The result is again an order for a new fleet of ten Hallberg-Rassy 342s.

The club has made a very detailed analysis of competing boats including sea trials, inspection of building methods, analysis for possible second hand value, spare parts supply, value for money and more. The analysis has been going on for more than a year. BKYC, British Kiel Yacht Club, is based in Kiel,



Hallberg-Rassy 54 - most exciting part of moviemaking, says actor

Both actors Johannes Brost and Kjell Bergkvist agreed that the most exciting moment in the making of the movie "Bröllopsfotografen" was to sail the Hallberg-Rassy 54. *"It was a fantastic experience to sail the enormous Hallberg-Rassy 54 and feel the exciting power under full sails"*, says actor Johannes Brost. However, the price level of the boat stated by the actor in his comment, is almost the double of the real one. To see a YouTube movie about the making of Bröllopsfotografen, please see www.hallberg-rassy.com -> News -> HR News.

Germany. The British military is chartering the boats for adventurous sailing training. Normally people from the British Army sail the yachts, but also people from the British Navy and the British Air Force or private persons with connection to the UK Military. 5 to 7 men and women are onboard each yacht on a trip that usually takes around 5 days, goes to Denmark and covers 150 nautical miles.

The yachts are used extensively from early March until the end of November. Each boat is sailed about 7 000 nautical miles per year, which corresponds to roughly seven years of sailing for an ordinary sailor. BKYC has their own yard facilities with professional care and maintenance. A recent report from the RYA Chief Examiner describes the boats as "The best maintained fleet of sea school yachts in the world".

The club changes boats every three to four years and this is the fourth time the order goes to Hallberg-Rassy. No other boatbuilder has received so many orders from BKYC.

British Kiel Yacht Club has previously had a fleet of twelve Hallberg-Rassy 29 and another fleet of twelve Hallberg-Rassy 31 and currently ten Hallberg-Rassy 342. The ten new boats are to be delivered in spring 2011.



Hallberg-Rassy distributor in Croatia

Hallberg-Rassy reinforce the activity in the Mediterranean area and establishes a distributor in Croatia. The new distributor is in charge of buyers from Croatia, Serbia, Slovenia, Bosnia and Hercegovina, Macedonia and Montenegro. The company name is More Ocean d.o.o. with its office located in Zagreb. The company is headed by Marko and Stevo Knežević. They have a vast experience in yachting and the yachting business.

More Ocean d.o.o, marko@moreocean.hr
Mobile + 385 98 48 38 54



Hallberg-Rassy 310 available with removable mainsheet track

The Hallberg-Rassy 310 is now available with an optional removable mainsheet track.

Continuous improvements

Hallberg-Rassy 310

- When teak deck is ordered, this is now vacuum glued, without screws. This means there is more teak to wear off, and consequently you get an extended service life. This has already been the case on teak decks of Hallberg-Rassy 43 Mk II and larger.

- When reefing compensator is ordered, that is now upgraded to a better system "E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

Hallberg-Rassy 342

- The teak deck is now vacuum glued, without screws. This means there is more teak to wear off, and consequently you get an extended service life. This has already been the case on Hallberg-Rassy 43 Mk II and larger.

- For new orders, the 342 will get a CanBus electrical system, which is already successfully implemented in the 310, 372, 48 and 54. The light switches for navigation lights are moved to the cockpit on CanBus boats. Dimmers for selected interior lights are also optionally available.

- Tackle for backstay adjuster. A tackle is both faster to get tension into and also to release tension, compared to using a winch handle which was the case until now.

- When reefing compensator is ordered, that is now upgraded to a better system "Elvström E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

- The alcoves in the saloon now have white wooden battens, as already seen on the Hallberg-Rassy 310.

Hallberg-Rassy 372

- The teak deck is now vacuum glued, without screws. This means there is more teak to wear off, and consequently you get an extended service life. This has already been the case on Hallberg-Rassy 43 Mk II and larger.

- Tackle for backstay adjuster. A tackle is both faster to get tension into and also to release tension, compared

to using a winch handle which was the case until now.

- When reefing compensator is ordered, that is now upgraded to a better system "E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

- The alcoves in the saloon now have white wooden battens, as already seen on the Hallberg-Rassy 310.

Hallberg-Rassy 37

- The teak deck is now vacuum glued, without screws. This means there is more teak to wear off, and consequently you get an extended service life. This has already been the case on Hallberg-Rassy 43 Mk II and larger.

- When reefing compensator is ordered, that is now upgraded to a better system "E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

- The electrical system is from now on a CanBus system, which is already successfully implemented in the 310, 372, 48 and 54. The light switches for navigation lights are moved to the cockpit on CanBus boats. Dimmers for selected interior lights are also optionally available.

- The alcoves in the saloon now have white wooden battens, as already seen on the Hallberg-Rassy 310.

Hallberg-Rassy 40

- The teak deck is now vacuum glued, without screws. This means there is more teak to wear off, and consequently you get an extended service life. This has already been the case on Hallberg-Rassy 43 Mk II and larger.

- The teak battens in the teak deck are now wider, which has already been the case on Hallberg-Rassy 43 Mk II and larger.

- When reefing compensator is ordered, that is now upgraded to a better system "E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

- The electrical system is from now on a CanBus system, which is already successfully implemented in the 310, 372, 48 and 54. The light switches for navigation lights are moved to the cockpit on CanBus boats. Dimmers for selected interior lights are also optionally available.

- The alcoves in the saloon now have white wooden battens, as already seen on the Hallberg-Rassy 310.
- The hinges to the plexi glass shower panels are now more elegant.
- The cushions in the saloon will be smooth without buttons, as has already been the case on Hallberg-Rassy 310, 342, 372 and 37.

Hallberg-Rassy 43 Mk II

- The electrical system is from now on a CanBus system, which is already successfully implemented in the 310, 372, 48 and 54. The light switches for navigation lights are moved to the cockpit on CanBus boats. Dimmers for selected interior lights are also optionally available.

- The alcoves in the saloon now have white wooden battens, as already seen on the Hallberg-Rassy 310.

- The hinges to the plexi glass shower panels are now more elegant.

- The cushions in the saloon will be smooth without buttons, as has already been the case on Hallberg-Rassy 310, 342, 372 and 37.

- When reefing compensator is ordered, that is now upgraded to a better system "E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

Hallberg-Rassy 48

- The alcoves in the saloon now have white wooden battens, as already seen on the Hallberg-Rassy 310.

- The hinges to the plexi glass shower panels are now more elegant.

- The cushions in the saloon will be smooth without buttons, as has already been the case on Hallberg-Rassy 310, 342, 372 and 37.

- When reefing compensator is ordered, that is now upgraded to a better system "E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

Hallberg-Rassy 54

- The alcoves in the saloon now have white wooden battens, as already seen on the Hallberg-Rassy 310.

- The hinges to the plexi glass shower panels are now

more elegant.

- The cushions in the saloon will be smooth without buttons, as has already been the case on Hallberg-Rassy 310, 342, 372 and 37.

- The L shaped lining of the outer chart tables are milled out on the inside, so that those can be used as additional hand rails.

- When reefing compensator is ordered, that is now upgraded to a better system "E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

Hallberg-Rassy 62

- If there are alcoves in the saloon, these now have white wooden battens, as already seen on the Hallberg-Rassy 310.

- The hinges to the plexi glass shower panels are now more elegant.

- The cushions in the saloon will be smooth without buttons, as has already been the case on Hallberg-Rassy 310, 342, 372 and 37.

- The L shaped lining of the outer chart tables are milled out on the inside, so that those can be used as additional hand rails.

- When reefing compensator is ordered, that is now upgraded to a better system "E-Flex". E-Flex has the following advantages compared to the previous E-Foam: E-Flex does not compress under pressure as foam can. E-Flex has less friction when furling the first turns. There is no risk for moisture in the tape below the foam, simply because there is no foam. The E-Flex system consists of polypropylene lines laid into a polyester coat.

Old Hallberg boat declared historical monument

The P 28 is a model from the time when the yard name was only Hallberg. A particular P28, "Aurora", built 1961, has been declared a historical monument by the Swedish Government's Maritime Museums. Sweden is the only country in Europe who does anything like this. The current owner, Mr Paul Brauns is proud and happy over this declaration. *"I have been working a lot with wood and this boat type has been my favorite since childhood"* he says. He bought the boat 9 years ago and has been renovating it completely. Congratulations for this achievement.

Hallberg-Rassy 372 with Epex main and Kevlar Code Zero



Hallberg-Rassy 372 test winner

In Norwegian Seilas magazine, issue 9 / 2009, a large test of eight well performing 37 ft cruisers is published. The test is a cooperation between Norwegian Seilas, Swedish Båtnytt, Danish Bådnyt and German Yacht magazines. The overall winner is the Hallberg-Rassy 372. Participating boats were FinnFlyer 36, Grand Soleil 37, Arcona 370, Salona 37, Linjett 37, Elan 380 and SwedeStar 370. The magazine writes: *"The Hallberg-Rassy 372 impressed with her good sailing performance. She performs surprisingly well compared to other boats who call themselves cruiser-racers"*. All boats in the test got up to ten points per discipline by each person in the test team, consisting of 11 persons. *"The test winner Hallberg-Rassy is the measure for technical installations"* said the person in charge for judging the technical installations.

No other boat got so many ten pointers as the 372 for interior, details, brightness, ventilation, choice of materials, galley and sleeping comfort. The Hallberg-Rassy 372 score the highest overall points of all 8 boats in the test.

Prize for happiest crew - Hallberg-Rassy 310 "Attityd 310"



Prize for most Roayl boat - Hallberg-Rassy 53 "Altea"



Prize for oldest boat - P 28 "Silva" from 1966

24 winners from seven countries in the Hallberg-Rassy Regatta where everybody wins

"The Hallberg-Rassy regatta where everybody wins" had 24 winners. There were 24 yachts from 28 ft - 62 ft, the oldest from 1966 and the newest from June 2010. Yachts from Sweden, Norway, Finland, Germany, Switzerland, the Netherlands and Chile participated.

The weather was varying, with both sunshine and rain, wind speed between 1 and 24 knots, and large variation in wind direction. All crews had a good time.

Instead of pure racing, there were as many categories as there were boats, so all crews won a prize. Prizes included a minisafe, automatic inflatable life vests, emergency flares, sailing clothes, sprayhoods and a lot more. All crews had two dinners together ashore.

This successful event was held 18-19 June 2010. The next Hallberg-Rassy Regatta where everybody wins will be held in Ellös 17-18 June 2011, so book that into your calendar already now.

Category winner	Boat type	Boat Name	Country
Longest way home	Hallberg-Rassy 62	Endurance	Chile
Best (and only) Hallberg-Rassy 54	Hallberg-Rassy 54	Rassker VII	Sweden
Most Royal boat (His Royal Majesty the King of Sweden and Her Royal Majesty the Queen of Sweden have been on board this boat!)	Hallberg-Rassy 53	Altea	The Netherlands
Largest Raymarine radar scanner	Hallberg-Rassy 53	Lasse-Maja	Sweden
Loudest snoring crew (By the way this is the owner's 6th HR boat)	Hallberg-Rassy 48	Andromeda	Switzerland
Tallest crewmember	Hallberg-Rassy 43	Ulla	Germany
Happiest dog onboard	Hallberg-Rassy 43	Sid	Sweden
Most HR boats within the family (6!)	Hallberg-Rassy 43	Fredrika	Sweden
Most world champions onboard (World champion in 505!)	Hallberg-Rassy 40	Hobbe	Sweden
Best (and only) Hallberg-Rassy 39	Hallberg-Rassy 39	Annabell	Germany
Most Finish boat	Hallberg-Rassy 37	MeriLena	Finland
Most Fresh Water Sailor	Hallberg-Rassy 37	Ti Amo	Sweden
Largest solar panel on pole	Hallberg-Rassy 37	Sambuca	Sweden
Youngest crew member (4 years)	Hallberg-Rassy 372	Tess	Sweden
Oldest Hallberg-Rassy 36	Hallberg-Rassy 36	Windspeel	Germany
Largest outboarder	Hallberg-Rassy 36	Amateur	Norway
Fastest spinning wind generator	Hallberg-Rassy 36	Karinett	Sweden
Longest way to get here	Hallberg-Rassy 36	Raspaard	The Netherlands
Newest boat	Hallberg-Rassy 342	Aloma	Sweden
Fastest (and only) Hallberg-Rassy 31 Mk II with radar	Hallberg-Rassy 31 Mk II	Impuls 3	Norway
Roundest blue fender on transom	Hallberg-Rassy 31 Mk II	Milonga II	Switzerland
Fastest boat with spice farm on transom	Hallberg-Rassy 31	Skorpan	Sweden
Happiest crew	Hallberg-Rassy 310	Attityd 310	Norway/Sweden
Oldest boat (from 1966!)	P 28	Silva	Norway



The new Hallberg-Rassy 64 is literally **Great News**. It is the greatest boat ever built by Hallberg-Rassy. It is unmistakably a true Hallberg-Rassy and at the same time she offers a lot of new features.

8.6 cubic meters of aft deck locker space

The enormous 8.6 cubic meter aft deck lockers may store a RIB dinghy. There is a large hydraulic fold out bathing platform.

Clean uncluttered deck

The deck is clean and uncluttered. All skylights and hatches are flush mounted. There is a sun deck integrated into the aft cabin roof. The anchor winch is concealed under the deck level. There are options for hydraulic under-deck cutterstay furler and under-deck genoa furler. There are in total eight mooring cleats on the top of the teak toe rail, of which the spring cleats are double on each side. An optional gangway can be folded away into the lazarette.

3.10 m cockpit length

The cockpit is unusually large; 3.10 m long, that's 55 cm longer than on the Hallberg-Rassy 62. There is a large, fixed, teak cockpit table. All essential sailing control functions are handled from the cockpit by a

single sailor using push button control already as standard equipment. Optionally there is a hydraulic cutter stay and even a hydraulic Code Zero or furling Gennaker available, furling at the push of buttons from the cockpit. The washboards are elegantly and easily lowered into a hidden storage. The cockpit is very well protected by the Hallberg-Rassy typical soft top wind screen or hard top.

Lots of natural light

Below deck living areas have lots of natural light. All in all there are no less than thirty-one (31) portlights and skylights in the boat. There are six hull windows. Hull windows were introduced by Hallberg-Rassy thirty-four years ago back in 1976. You will look out through the four hull windows when sitting down and a person of normal length will look out through the large saloon portlights when standing up. The interior offers twelve choices in 5 sections, creating no less than 72 different interior layouts available for all tastes and needs.



New flagship: Hallberg-Rassy 64

Powerful engine

The engine is unusually well sized, even for a Hallberg-Rassy. It is a 6 cylinder Volvo Penta D6-280 with 280 HP and has 669 Newton meter torque at 2 500 RPM. Tanks are generous too for long range with 1 800 liters of diesel fuel and 1 300 liters of fresh water.

Large engine room

The engine room is large, has room for lots of technical equipment, is well sound insulated and allows for easy maintenance.

Good turn of boat speed

The waterline is 2.23 m longer than on the Hallberg-Rassy 62. Frers speed prediction diagram for the Hallberg-Rassy 64 says the boat will achieve 9.2 knots boat speed at 10 knots of true wind and 75

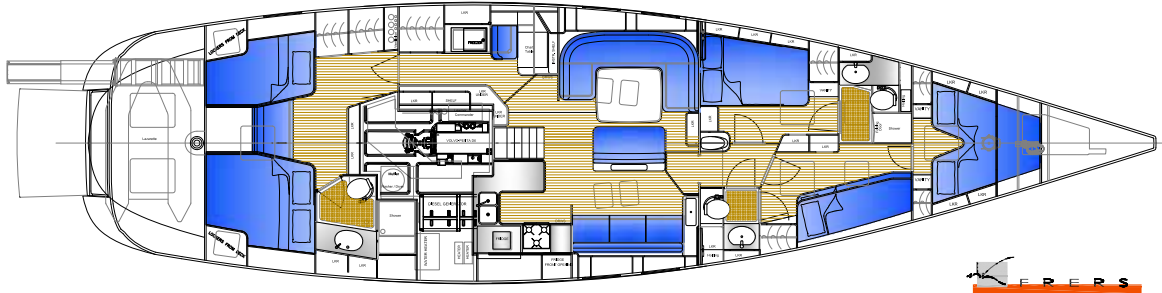
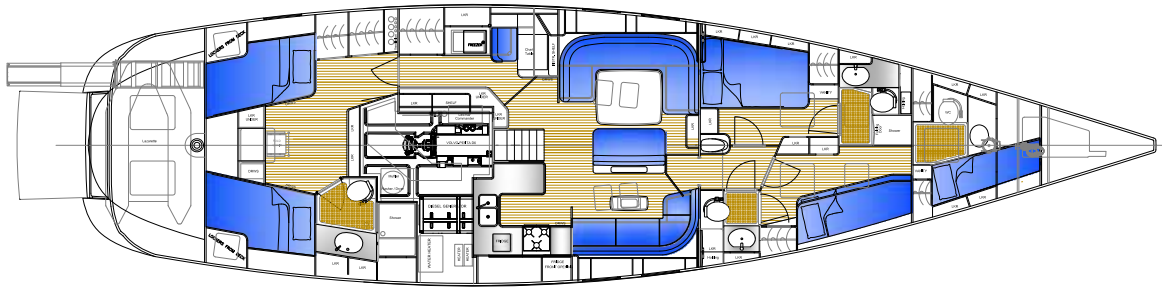
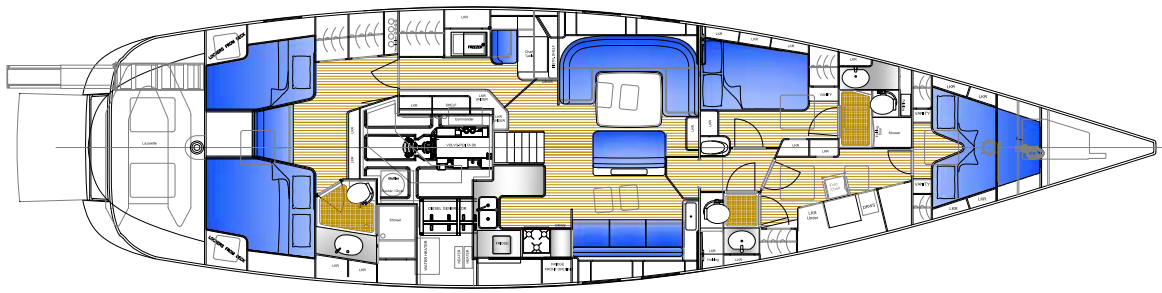
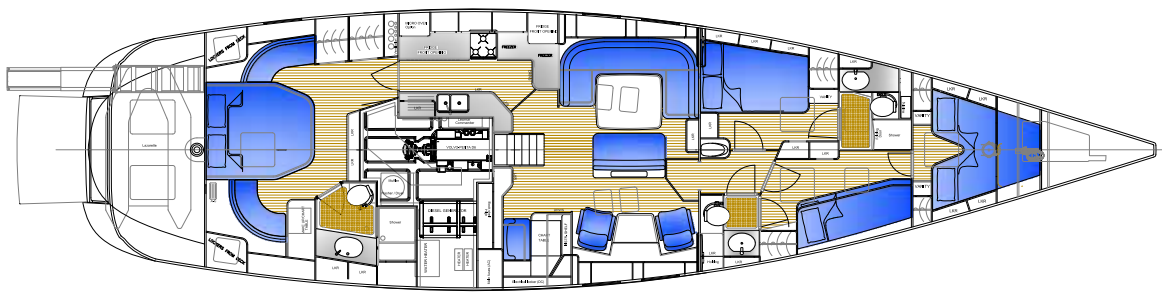
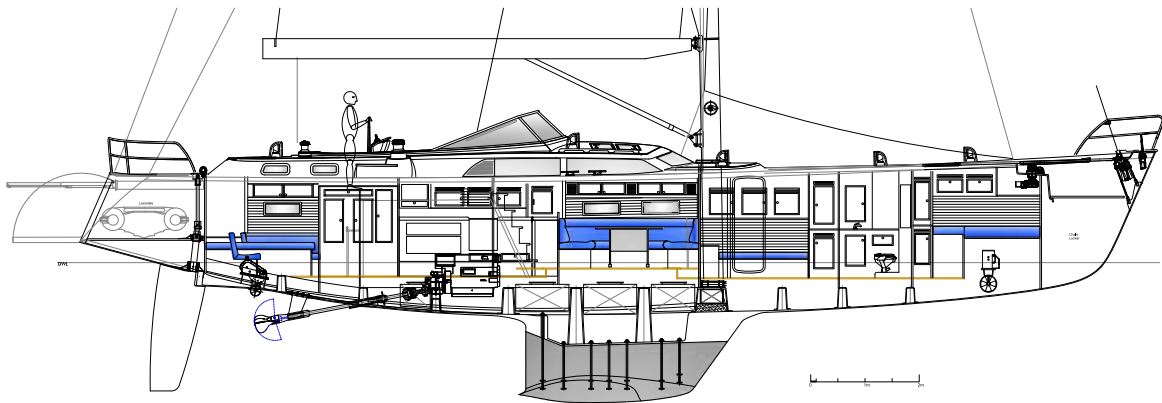
degrees wind angle, and 11.5 knots of boat speed with just mainsail and traditional foresail in 25 knots of true wind at 110 degrees wind angle. This yacht is a real mile eater.

Generous standard equipment

The standard equipment is generous with hydraulic push button sail handling, 20 hp bowthruster, 8 kW generator, 120 A charger, 4000 W inverter, flush mounted skylights, basic instruments, teak deck and membrane sails.

Available for order now, delivery 2011

The first boat is now in production and will be finished January 2011. When this is written, there is still a chance to get a Hallberg-Rassy 64 for delivery in 2011.

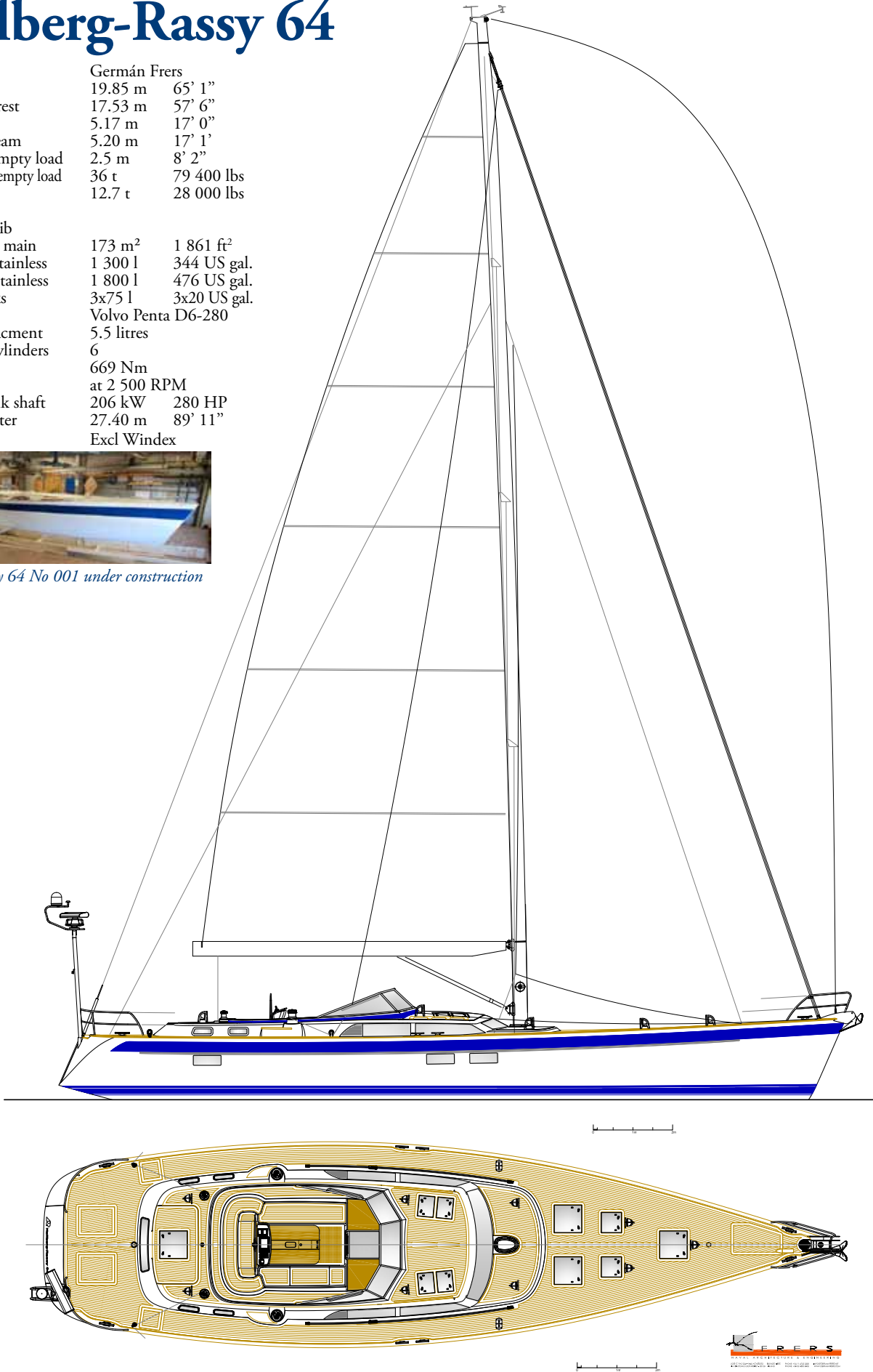


Hallberg-Rassy 64

Designer	Germán Frers	
Hull length	19.85 m	65' 1"
Waterline at rest	17.53 m	57' 6"
Hull beam	5.17 m	17' 0"
Maximum beam	5.20 m	17' 1"
Draught, at empty load	2.5 m	8' 2"
Displacement, empty load	36 t	79 400 lbs
Lead keel	12.7 t	28 000 lbs
Sail area with 100 % genoajib and battenless main	173 m ²	1 861 ft ²
Water tank, stainless	1 300 l	344 US gal.
Diesel tank, stainless	1 800 l	476 US gal.
Holding tanks	3x75 l	3x20 US gal.
Engine	Volvo Penta D6-280	
Engine displacement	5.5 litres	
Number of cylinders	6	
Max. torque	669 Nm	
	at 2 500 RPM	
Power at crank shaft	206 kW	280 HP
Mast over water	27.40 m	89' 11"
	Excl Windex	



Hallberg-Rassy 64 No 001 under construction





Lots of praise for the Hallberg-Rassy 310

Here are some quotes from test reports about the Hallberg-Rassy 310.

A 24 hours test is presented in the March 2010 issue of **Yachting Monthly, UK:**

Hallberg-Rassy is leading, not following.

After 24 hours of barnstorming sailing in winds of up to 40 knots, finally the 310 behaves like a lady. She felt gloriously responsive, easily controlled and well weighted. Main and jib were easily managed, which is quite something in our test conditions. Finding the right balance was simple and we were able to make any tweaks from the cockpit. The saloon is huge, with amazing light and ventilation. Two hatches and four large, opening sideports bathe the interior with light and air. There are thoughtful details like the small pressurized water reservoir so the pump doesn't fire up at the slightest twitch of the tap. She is a good looking boat. The sheerline sweeps gracefully up to the bow, improving volume below the foredeck and softening the look of the coachroof. Coamings and windscreens enclose the cockpit, creating a secure feeling and keeping you dry. Above the huge cockpit locker to starboard, there's another simple idea we liked – the nav light switches are built into the coaming, beside the autopilot and engine controls. You don't have to yell below to get them turned on. Had we needed to move forward, there's an excellent handrail on the side screen, handrails running the length of the coachroof and deep, teak-capped toerails. We also liked the bronze scupper drains that empty any shipped water below the boot top to prevent streaky topsides. Moving forward, between the cap shrouds outboard and the genoa tracks and lower shrouds inboard, is simple and secure. She's quick, pretty and the space below is remarkable in a yacht of this size. Construction is up to the standards you would expect of Hallberg-Rassy. This is a hugely entertaining yacht – fast and fun, spirited but secure, comfortable and capacious, impeccably built and, because of the name, sure to hold her value.

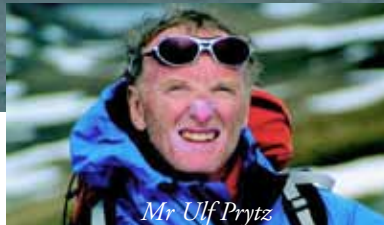
Bådnyt, Denmark: "Hallberg-Rassy's little stroke of genius. The Swedes have created a new boat which definitely will be among the very hottest news during 2010. The main cabin seems gigantic, considering that we are onboard a 31 foot boat. To our great surprise, the boat is exceptionally easily driven in the light winds of our testing day. The steering is exact and direct, and even in these light winds the boat reacts both quickly and in a surprisingly lively way."

Yacht, Germany: "Well conceived and engineered

concept, excellent quality of build, high longevity and - in addition - great fun!"

Seilmagasinet, Norway: "You cannot avoid being impressed by Hallberg-Rassy. The new 31 footer from the yard is just as lavishly built with the same excellent finish as their flagship, the HR 62. As a rule, the boatyards put less attention to details and solutions in the smaller boat models. This is a result from the market in this segment usually asking for a low price. Not so the Hallberg-Rassy yard. Instead, this new model features all the style and finish that normally is found in their bigger models, making the 310 a "small jewel" of a boat. And jewels, as we know, do cost... To build a 31 footer in this way is brave. Just brave. This is great to see. And great to sail it is too, evidently, since it won its class in the Tjörn Runt regatta. A very welcoming atmosphere meets you below decks, and even if much woodwork has been used in the interior, the impression is one of light and air. Like on the bigger models, there are two skylights in the superstructure above the main cabin, and large windows on the sides of the superstructure. You also get a feeling of good volume below deck, and this has been achieved by a stroke of genius: the galley has been placed in an angle below the cockpit. This provides a large galley with lots of stowage room, without giving the feeling of cramped quarters below the cockpit well. Bearing the sharp bow in mind, it is also surprising to find how successfully the fore cabin has turned out. The Hallberg-Rassy 310 has its price tag, but we dare say that few, if any 31-footer is that lavishly and well built out as this yacht."

Båtnyt, Sweden, No 12, 2009: "The boat has very good sailing performance; she is fun to sail in light winds, and is fast and reliable in a fresh breeze. I came ashore with a smile on my face! The 310 is a model of stiffness and with a good "bite" upwind, the rudder has a good grip, and she cuts through the waves with minimum drift. In addition, she is gratifyingly fast. The main cabin makes every true sailor happy. It is large, light, beautiful and inviting. The table is the same size as in the HR 372, the berths are 2 meters long, the mast support is located at the bulkhead and the headroom is excellent 1.86 m. The reason why the main cabin feels extra roomy is because the galley has been placed to starboard with the sink facing aft. This design makes the whole interior layout work splendidly for a boat of 9.5 m. The fact that the toilet cabin is located forward adds to the impression of volume onboard. The discerning customer who is looking for real value for his money, and who can pay the price, will get a complete yacht. A real goodie."



Ulf Prytz to hold lecture at Open House weekend 28 August

It is a popular tradition at the Hallberg-Rassy yard to arrange a social Saturday evening with an interesting talk during the Open House Weekend. Ulf Prytz will hold this year's lecture 28 August 2010 at 19.00 o'clock.

Ulf has sailed his Hallberg-Rassy 39 "Isis" together with Totto Brunvold and his Hallberg-Rassy 46 "Hike VI" from Oslo to Svalbard and back the summer of 2009. It is a truly beautiful voyage along the Norwegian coastline, over Barents Sea and Bjørnøya to Spitsbergen, where they for example went to Hornsund, Bellsund, Isfjorden with Longyearbyen, Kongsfjorden, Magdalenefjorden, Raudfjorden and Sorgfjorden, before they sailed up to the ice north of Nordaustlandet to Sjuøyane.

Ulf Prytz has had an adventurous life. He is a hiker, skier and mountainclimber. He has been out at sea and is an active sailor. He started the north Norwegian mountainclimber school and has been tourist manager on Kilimanjaro. He has been a pioneer with the company "Ulf Prytz Adventure Travel" and the driving force in developing the adventurous tourism on Svalbard. Ulf has released the book with the title "Jorden Rundt – On the wild side" in Norwegian, with some of his best photos and stories from 40 years as adventurer.

After facing a severe medical diagnosis, Ulf took up sailing and bought himself a Hallberg-Rassy 39 winter 2007. To sail to Svalbard on own keel has been a dream he made come true two years later.

Ulf is Norwegian and the talk will be held in English so that international guests will be able to follow.

As the number of seats to the talks are limited we request a prepayment of tickets from you. The Saturday night lecture costs SEK 150 (roughly 16 Euros) per person. Please give us your Visa- Eurocard or Mastercard number, expiry date, name, address, phone number and your written OK for us charging you above mentioned amount. For safety reasons we do not want you to email text with facts about your credit

card. Please send either a scanned hand written letter to info@hallberg-rassy.se or a fax to or +46 304 50486. Please do not forget to give us your name, address and number of persons.

In previous years the event has been fully booked. We therefore recommend you to send your application as soon as possible.

Parking and to see the boats in the water and to tour the yard, is free of charge.



Book about Hallberg-Rassy 352 around the world

Swiss Hallberg-Rassy 352 sailor Maria Caviglia has released a new book about her and her husbands 12 year trip around the world. The book has many rich photo illustrations and is written in German.



Hallberg-Rassy 372 honoured European Yacht

The Hallberg-Rassy 372 was honoured what many call the Oscar of Yachting; the European Yacht of the Year award, in the category Luxury Cruiser. This award is elected by journalists of the eleven leading European yachting magazines after a detailed testing programme of all nominated yachts. The winning result for the Hallberg-Rassy 372 was revealed late Saturday evening 23 January 2010 at the Düsseldorf boat show.

Some quotes of what the eleven different magazines wrote:

Yachtrevue, Austria: "Fantastic sailing performance in rough seas; there is no vibration, no bumping, you feel only the powerful surfing through the waves - this is luxury sailing, with good feeling on the helm. She is a bluewater-yacht, but sails nearly as well as a performance cruiser; build quality as expected."

Yacht&Sail, Italy: "Fast and fun while still a real HR, even if a bit more sporty. If luxury is honest, well-made boats with traditional style, Hallberg-Rassy is the queen of it. Good, safe and practical solutions and incredibly good sailing!"

Yachting World, UK: "Pleasurable and easy to sail, this performance-tweaked coastal cruiser still retains that superior level of build and fit out and boasts a well-proportioned interior. Nimble, quick and easy to tack, she provides excellent cockpit comfort for both crew and helm,

and is simple for a couple to manage. A quality boat that provides fast yet comfortable push-button sailing."

Swissboat, Switzerland: "The sailing performance of HR 372 is a thrill for a boat from this yard! But always the same is the excellent quality of construction and the exclusive standard in interior design."

Seilas, Norway: "Hallberg-Rassy 372 is a cruiser who matches the performance cruisers in speed and sailing performance. This has all the Hallberg-Rassy's well known qualities, but in a more modern package. It's seaworthy, fast and comfortable."

Voile Magazine, France: "It sails better than the previous generation, the look is rather classic, so it will still be in the future. You can open the transom to access to the sea. And, most of all, the build quality is very good. This might well be the best you can get in this size, and one that will last for long time."

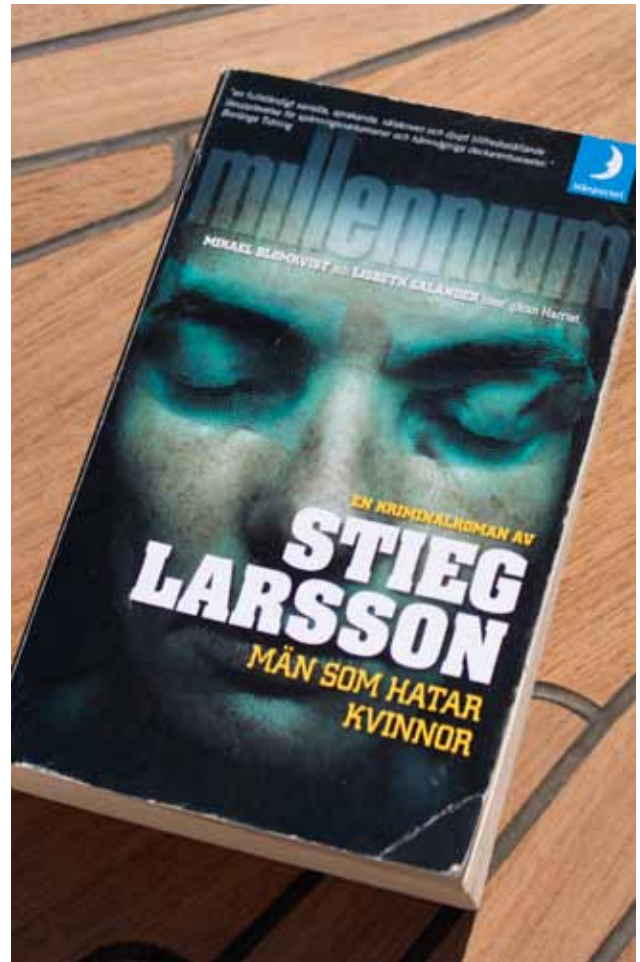
Yacht, Germany: "Through decades of persistence Hallberg-Rassy has become one of the most valuable and cherished trade marks in international boatbuilding. The Hallberg-Rassy 372 still looks much like her older siblings, but it adds one more thing to the quality, safety and style the yard is famous for: surprising performance. A joy to steer she is the perfect epitome of luxury - over-achieving your expectations. And doing so without making much fuss about it."



of the Year 2010

Båtnytt, Sweden: *"An unusually complete cruiser. An easytravelling, surprisingly fast yacht especially upwind in a breeze and a pleasure to helm with a distinctive light pressure. Innovative deck layout, with all lines under a cover and fed to stoppers in the coaming, to make use of either forward or aft winches possible and provide fun trimming. Inside volume can match low cost boats and is very well used with deep lockers, drawers, and seagoing pantry. Standards in detailing are seamless with beautiful selected Khaya Mahogany, well varnished, perfect fit everywhere and no shortcuts. The atmosphere shows it is possible to marry traditional quality in materials with modern taste for light interiors. Not a low price yacht, but still worth the money. Not least in the long run."*

Waterkampioen, the Netherlands: *"Hallberg-Rassy has very carefully implemented 'new' trends - especially in the interior-styling. So the yacht might maybe not look very modern, but for the yard it is. She's the perfect balance between their own tradition, new trends and contemporary sailing abilities: this is a VERY good sailing yacht, which might be able to compete with modern performance cruisers. Of course she's built with the well-known Hallberg-Rassy building quality. A great job by the Swedes."*



Hallberg-Rassy mentioned in award winning bestseller thriller

Hallberg-Rassy is mentioned in the award-winning Swedish thriller book "Män som hatar kvinnor" by Stieg Larsson. Hallberg-Rassy is mentioned in connection with that a yacht harbour is visited and a nice boat is seen; a Hallberg-Rassy. The mentioning is on page 277 in the Swedish version of the big pocket version.

This may sound like another expensive product placement but that is not the case. Hallberg-Rassy did not know about this until we read the book. Hallberg-Rassy is simply the first name that comes to your mind when you think about a nice sailing yacht.

This award winning book is also available as a cinema version and both are best sellers. The books only are sold in 3 500 000 copies just in Sweden and 15 000 000 copies world wide. It has won several awards such as Waterstones's Book of the Year Award 2009, Indies Choice Best Author Award Discovery 2009, Galaxy Awards 2009 - Crime thriller of the year and much more. This book is one in a series of three and the series has been sold to 40 countries.

Hallberg-Rassy 342 overall winner in Morsø Cup 2010

The Danish Hallberg-Rassy 342 "Olivia" won the of Morsø Cup 2010 overall. This is a race around the island Morsø in the Limfjord, Denmark. The distance to sail is 50 nautical miles. The conditions were rough. Wind conditions were fresh westerly winds averaging 30-40 knots with gusts up to 50 knots. Only 20 out of 85 participating boats made it the whole way into the finish line. Two boats lost their mast. Several had their sails damaged, three boats went aground. The winner "Olivia" is a Hallberg-Rassy 342 number 88 from 2007 and suffered no damages. Congratulations to Kristian Brøns Nielsen and his crew for this victory.



Wintersailing with a Hallberg-Rassy 310

On 7-8 January 2010 German Segeln magazine tested the Hallberg-Rassy 310, in minus 14 degrees Celsius. Pretty cold. Read the full report in issue 3/2010.

Leon Schulz to sign books at Open House

The book "The Missing Centimetre", presented in the last issue of Hallberg-Rassy NewsLetter, will be for sale at this years Hallberg-Rassy Open House weekend 27-29 August in the HR Parts and Accessories stand. Take a chance and get a book signed by the author and talk to him about long distance sailing. Leon and his wife and children sailed their Hallberg-Rassy 40 "Regina" from Sweden to the Caribbean and back.

John Neal and Amanda Swan Neal



This Hallberg-Rassy 46 has logged 136 000 Nautical Miles

John and Amanda Neal celebrate their 20th season of sail-training voyages aboard Mahina Tiare III, their 1996 Hallberg-Rassy 46. Together they offer sailors the opportunity to master ocean sailing skills by joining them on a two or three week ocean passage. Mahina Tiare has logged an impressive 136,000 miles having recently completing a 50,000 mile, 4.5 year round trip series of passages from New Zealand to Svalbard and back. John and Amanda maintain that their Hallberg-Rassy is the perfect teaching and learning platform and their 2010 sailing itinerary offers a variety of ocean passage expeditions covering the most interesting islands in the South Pacific. Many of their expeditions members, having completed an ocean passage aboard Mahina Tiare III, have gone on to purchase and sail the world aboard their own Hallberg-Rassys. Details on www.mahina.com



Questions and answers

Are displacement and draught constant factors?

The term displacement often causes some confusion. Both displacement and draught are affected by how the boat is loaded.

Displacement is not something static that is valid for ever. It is affected by what you put in and on the boat but also other factors, for example moisture. The displacement is the instant weight of the boat and is the same as the amount of water the boat presses away. Simplified one kilo presses one liter water away. (The salinity and the temperature of the water affect this but only in a minor way).

The information you can find in the brochure refers to a dry and empty standard boat with empty tanks, no extra equipment and no personal belongings. In reality nobody uses such a boat. All boats have extra equipment. The weight of the extras is very often underestimated. We have as a rule of thumb that for all that is built in you add the same weight in wiring. Just imagine an electric winch that is very heavy to lift with manual power. In addition to this you have the same weight in cables – for each winch. Then you have to bear in mind that all boats absorb moisture of hundreds of kilograms, divided between not only the hull and deck but also in the wood, upholstery and so on. Personal equipment such as books, tools, household utensils and all what you have on board has to be added. The impact of these factors together can only be underestimated. We did a calculation on our own Hallberg-Rassy 372 demonstration boat. This boat that looked like almost empty had extra equipment and some personal equipment with the weight of almost one ton. Having this in mind the boat performed very well in the Norwegian magazine Seilas big test of eight performance orientated 37 footers. Hallberg-Rassy 372 won this test over all. A 372 also scored very well in Fyn Rundt 2010.

He who has sold his boat and emptied it totally and then tried to get the equipment into his car realizes that "almost nothing" is very much, several hundreds of kilos, probably more than a ton. Add to this what it is in the tanks.

When a boat from Hallberg-Rassy is designed, it is taken into consideration that our boats sail with a lot of extra weight. It is not a good idea to design a boat for a desired weight and the boat then is loaded far above that.

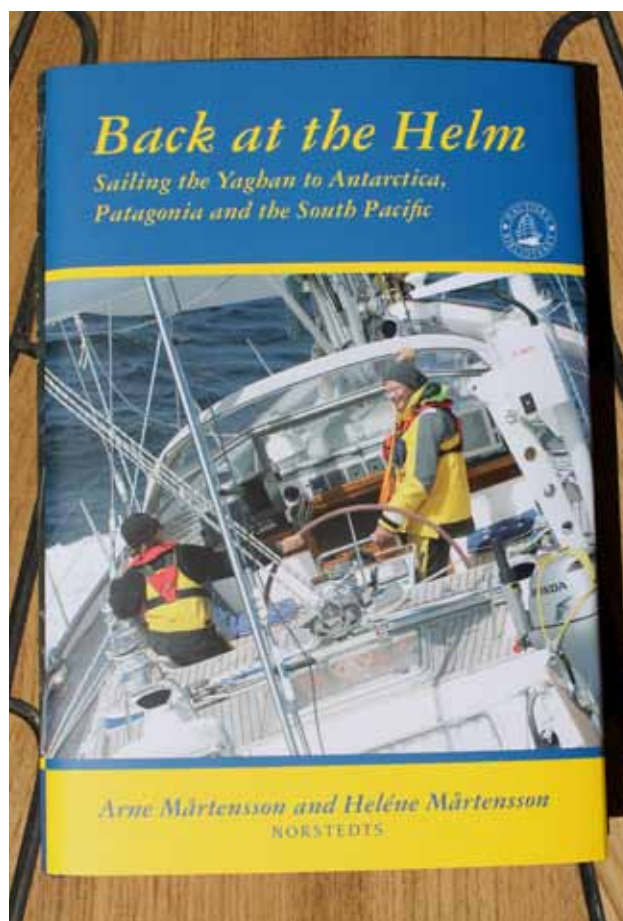
Another fact is that many weighing machines for boats are not very accurate. The fact that the weighing machine is electronic or digital does not mean that it has to be more accurate.

We now and then get the question; What is the displacement when the boat is loaded? In yachting business it is tradition to give the displacement in a brochure for a

dry and empty standard boat. It would not be fair to give some sort of loaded displacement (loaded how much?). This would only give the impression that the boat is heavier than other comparable boats.

Another point worth mentioning is that also the draft refers to an empty standard boat. For a Hallberg-Rassy 372 every extra load of 200 kg the draft of the boat increases with one centimeter. For a Hallberg-Rassy 310 the numbers are 160 kg per cm, for a Hallberg-Rassy 43 275 kg per cm, for a HR 54 435 kg per cm and for a HR 64 550 kg per cm.

The gist is that the displacement increases more than one initially would imagine. However a Hallberg-Rassy is designed for this from the beginning.



Popular book released also in English

Hallberg-Rassy 62 sailors Arne and Heléne Mårtensson have now published their popular book also in English. The book covers a part of their around the world trip; the voyage to Antarctica, Patagonia and the South Pacific. This interesting book contains many valuable tips for blue water sailors. The English version is now on sale. It is published by Norstedts in Sweden.

It is possible to order the book from www.hr-parts.com or buy directly at the HR Parts and Accessories stand at the Open House weekend 27-29 August 2010.

There will also be a second book about the rest of Yaghan's trip round the world. The Swedish version of that is planned to be published around May 2011.

MASTERVOLT *New MasterBus system*

THE POWER TO BE INDEPENDENT



“The touch of comfort”
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Hallberg-Rassy use Mastervolt high-tech, userfriendly power electronics. Mastervolt now present the revolutionary MasterBus system. Enjoy your system with the next level of easy use and trouble free electrical system with the MasterView system panels and all other MasterBus products. The MasterView panel is equipped with touch screen for easy use. Control all your MasterBus compatible product in one simple touch. As easy as it should be

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tel. +46(0)31-73 44 750
info@mastervolt.se
www.mastervolt.se





Hallberg-Rassy 372 on Segeln magazine card

Subscribers to German Segeln magazine get a card which give benefits such as lower prices on insurance and sails. The decoration on the card is a Hallberg-Rassy 372.



See Hallberg-Rassy at the boatshows

Dates	Show	Area	Exhibited models
19-22 Aug '10	Helsinki	FI	HR 310, HR 37
20-22 Aug '10	Bottighofen	CH	HR 310, HR 342, HR 40
27-29 Aug '10	Open House	SE	310, 342, 372, 37, 40, 43 Mk II, 48, 54, 62, 64
31 Aug-5 Sept.	Ijmuiden	NL	310, 372, 43 Mk II and 48
2-5 Sept '10	Oslo	NO	Hallberg-Rassy 310 and 372
10-19 Sept '10	Southampton	UK	HR 310, 372, 40 and 48 or 54
15-20 Sept '10	La Rochelle	FR	HR 342, 372 and 48
16-19 Sept '10	Newport	USA	Hallberg-Rassy 342
18-26 Sept '10	Friedrichshafen	DE	Hallberg-Rassy 372
2-10 Oct '10	Genua	IT	HR 372 and HR 54
7-11 Oct '10	Annapolis	US	Model not yet decided
21-24 Oct '10	Biograd	HR	Information booth
30 Oct.-7 Nov.	Hamburg	DE	HR 310, HR 372, HR 40
10-14 Nov. '10	Stockholm	SE	Hallberg-Rassy 310, HR 372
4-5 Dec. '10	Neustadt	DE	HR 310, HR 372
22-30 Jan '11	Düsseldorf	DE	310, 342, 372, 40, 43 Mk II, 54, 64
12-21 Feb '11	Helsinki	FI	Hallberg-Rassy 310
26 Feb-6 March	Boston	USA	Information booth
26-30 May '11	Neustadt	DE	HR 310, 342, 372, 40, 43 Mk II
May 2011	Varna	BG	HR 37
26-28 Aug '11	Open House	SE	Models not yet decided

Modifications reserved.

See www.hallberg-rassy.com for latest update

Hallberg-Rassy 372 with Epex main and Kevlar Code Zero gives a good turn of speed even at "no wind"



Hallberg-Rassy 372 elected Yacht of the Year also by Seilas readers

Not only the official professional committee for European Yacht of the year found the Hallberg-Rassy a worthy winner. Also the readers of Norwegian Seilas magazine has elected Hallberg-Rassy 372 Luxury Cruiser of the Year 2010. Out of the five nominated yachts, the Hallberg-Rassy 372 got by far the most votes. No less than 61.2 per cent voted for the Hallberg-Rassy 372. The 372 also got Best in Test in Seilas big comparison test of eight 37 foot performance cruisers.

Racing success for Hallberg-Rassy 372

In one of the world's largest offshore races, Fyn Rundt 29-30 May 2010 in Denmark, the Hallberg-Rassy 372 "Rassker 372" got an honourable 22nd place overall out of 383 participating boats. The boat was sailed by Hallberg-Rassy's Danish distributor, Bo Hold from MarineParken Yachts. Bo says *"I am honestly impressed with the boat. It performed really well in the fresh winds. Before the start there were many of the guys in the racing boats who smiled when they saw that we wanted to race in a Hallberg-Rassy, but they all got embarrassed when we took the start and the following hours we left almost all racing boats behind us."*

Please feel free to quote Hallberg-Rassy NewsLetter, provided that you state the source. HR NewsLetter is released in an English, German and a Swedish edition in a total circulation of 20 000 copies, annually and next edition is planned for early July 2011. Cover image: Hallberg-Rassy 54 "Rassker VII". If you have any travel stories or own photos we are anxious to see them. Please see www.hallberg-rassy.com under Yachts -> Galleries -> Owner's Galleries -> choose any gallery -> Send us your photo(s) for details. HR NewsLetter is for promotional use only and cannot form part of any offer, specification or contract.



Open House Weekend 27-29 August 2010

- larger than ever before

Each year, for the last 17 years, Hallberg-Rassy hosts an Open House for sailing enthusiasts from all over the world. This year the event will be held on the weekend of August 27th through 29th. The Open House Weekend in 2009 was a huge success, 24 000 people came to see the boats and the yard's workshops. We believe that the Open House Weekend 2010 will be just as successful. We have also invited our competitors and suppliers to join us and there will be a record many 117 new yachts 31-64 ft from ten countries and also 83 suppliers. There is no other boat show on water in Scandinavia where you will find so many new sailing yachts in this size range and so much equipment to look at. You are all invited to join us for an interesting weekend.

New Hallberg-Rassy 64 in production

It will be possible to have a pre-view of the new Hallberg-Rassy 64 in the workshop, where the wooden interior will be crafted. Between 10.00 - 18.00 hrs Friday to Sunday the HR 310, HR 342, HR 372, HR 37, HR 40, HR 43 Mk II, HR 48 and HR 54 will be shown on the water. The HR 62 and the HR 64 will be in the work shops.

Lecture by Ulf Prytz

There will be a lecture with Hallberg-Rassy 39

sailor Ulf Prytz, see page 17 for application. Ulf is from Norway and has sailed with his HR 39 together with a HR 46 from Oslo to Spitsbergen and back and will have an interesting talk in English with many good photos. There are also many Hallberg-Rassy boats in the workshops under construction in different stages. It will be possible to walk through the yard's workshops from 15.00 hrs on Friday afternoon.

Accommodation

Last year the hotels around were fully booked early, so we must stress the importance of early reservations. Please, make your reservations direct to the Hotels. We suggest one of the following hotels: Handelsman Flink, Tel. +46-304 55051, Mollösunds Wårdshus +46-304 21108, Nösunds Wårdshus +46 304 209 25, Hotel Sjögården, Ellös, +46-304 510 30, Hotel Carlia, Uddevalla +46-522 14140, Hotel Reis, Stenungsund +46-303 77 00 11, Radisson, Gothenburg, +46-31-758 50 00, Euroway Hotel, Gothenburg, +46-31-58 07 50, Stockens Camping (appartements) 0304-51100, Tofta Gård (hostel) 0304-50380. For tips about another 125 hotels in the Gothenburg area, one hours drive south of the yard, please visit www.hallberg-rassy.com



MODEL RANGE: HR 310 - HR 342 - HR 372 - HR 37 - HR 40 - HR 43 Mk II - HR 48 - HR 54 - HR 62 - HR 64
HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS, SWEDEN. Tel +46-(0)304-54 800. info@hallberg-rassy.se

www.hallberg-rassy.com