



Hallberg-Rassy

NEWSLETTER

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Hallberg-Rassy 50 with carbon in-mast furling

SELDEN



New five axis CNC milling machine

 Hallberg-Rassy has invested in a completely new five axis CNC milling machine. This investment is around 300 000 Euros. The new machine is both faster and can mill larger parts than the previous generation. A five axis machine can mill three-dimensional parts.

Hallberg-Rassy belongs to the pioneers when it comes to the use of CNC controlled routers for cutting wood in the marine business. 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. Today Hallberg-Rassy is using the fourth generation of CNC routers.

What Hallberg-Rassy pioneered in the marine business, even before the world's largest pleasure boat producers, was to use vacuum to hold the pieces that were 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 acrylic glass, Corian, aluminium and PUR paste for milling plugs.

 Hallberg-Rassy hat in eine nagelneue 5-achsige CNC-Fräse investiert, die schneller und vielseitiger ist und grössere Teile herstellen kann, als die vorherige Generation. Dies ist eine Investition von ungefähr 300 000 Euro. Eine 5-achsige Fräse kann dreidimensionale Teile herstellen.

Hallberg-Rassy gehört unter den Freizeitbootwerften zu den Pionieren in der Arbeit mit den CNC-Fräsen. Schon 1987 wurde die erste CNC-Maschine angeschafft, um Details der Inneneinrichtung zu fräsen. Nun konnten die Teile in bis dahin ungeahnter Präzision und mit minimalem Verschnitt hergestellt werden. Jetzt ist die vierte CNC-Generati-on an der Reihe.

Hallberg-Rassy war 1987 sehr früh dabei, so moderne Technologie einzusetzen, sogar bevor die größte Werften der Welt damit anfangen und konnte die Einzelteile durch Vakuuman-saugung arretieren. Damit muss man nur noch die richtigen Schneidewerkzeuge einmessen und spart dadurch Einstellzeit. Diese Art macht es besonders für den Bootsbau interessant, weil viele tausend Geometrien vorkommen und selten eine höhere Stückzahl als zehn gleichzeitig hergestellt werden.

Heute hat die Werft drei CNC-Fräsen; eine fünfachsige um dreidimensionale Teile herzustellen und zwei dreiachsige für zweidimensionale Formen. Hauptsächlich wird Holz bearbeitet, aber auch Akrylglas, Corian, Aluminium und PUR-Paste für die Plugherstellung kommen vor.

Ny femaxlig CNC-fräs

 Hallberg-Rassy har investerat i en helt ny femaxlig CNC-fräs. Det här är en investering på omkring 3 000 000 kronor. Den nya maskinen är både snabbare och kan fräsa större detaljer än förra generationen. En femaxlig fräs kan ta fram tredimensionella former.

Hallberg-Rassy tillhör pionjärerna när det gäller CNC-fräsning inom fritidsbåtproduktion. Redan 1987 införskaffades den första CNC-styrda fräsmaskinen för att skära ut detaljer till inredningen. Delar kunde nu fräsas ut till en hittills oanad precision och med minimalt spill. Man är nu inne på fjärde generationens CNC-fräs.

Vad Hallberg-Rassy var tidigt ute med 1987,

och till och med innan världens allra största båt-tillverkare, var principen att man suger fast arbetsstycket med vakuüm. Det gör att man bara behöver mäta in verktyget och inte har någon ställkostnad för själva arbetsmomentets geometri. Det gör upplägget särskilt intressant för båttillverkning, där många tusen olika former förekommer, men styckes-tillverkningen per frästillsfälle sällan kommer upp över tio enheter.

Idag har varvet tre CNC-fräsar; en femaxlig för att fräsa tredimensionella former, och två treaxliga för tvådimensionella former. Huvudsakligen bearbe-tas trä, men även akrylglas, Corian, aluminium och PUR-pasta för pluggtillverkning förekommer.

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Hallberg-Rassy Parts

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Back in 1998, 25 years ago, the separate business Hallberg-Rassy Parts was started, to provide original spare parts and accessories. The company now is a part of the Hallberg-Rassy group and employs seven persons, solely dedicated to this business. Here you find suitable sails, sprayhoods, Raymarine products, Lewmar equipment, Ultra anchors, Musto sailing clothing and Hallberg-Rassy clothing, just to mention a few items. Have a look in the webshop <https://shop.hallberg-rassy.com> and you will find thousands of items, with photos and pricing, or visit the 260 m² shop in the boatyard marina in Ellös. Hallberg-Rassy Parts ship worldwide.



Hallberg-Rassy clothing



Bereits 1998, also vor 25 Jahren, wurde das eigenständige Unternehmen Hallberg-Rassy Parts gegründet, um Original-Ersatzteile und -Zubehör anzubieten. Das Unternehmen ist heute Teil der Hallberg-Rassy-Gruppe und beschäftigt sieben Mitarbeiter, die sich ausschließlich diesem Geschäft widmen. Hier finden Sie passende Segel, Sprayhoods, Raymarine-Produkte, Lewmar-Ausrüstung, Ultra-Anker, Musto-Seebekleidung und Hallberg-Rassy-Bekleidung, um nur einige Sachen zu nennen. Werfen Sie einen Blick in den Webshop <https://shop.hallberg-rassy.com> und Sie werden tausende von Artikeln mit Fotos und Preisen finden, oder besuchen Sie den 260 m² großen Shop im Werfthafen in Ellös. Hallberg-Rassy Parts verschickt weltweit.

Redan 1998, för 25 år sedan, startades den separata verksamheten Hallberg-Rassy Parts för att tillhandahålla originalreservdelar och -tillbehör. Företaget är nu en del av Hallberg-Rassy-koncernen och har sju personer anställda, enbart dedikerade till denna verksamhet. Här hittar Du lämpliga segel, sprayhoods, Raymarine-produkter, Lewmar-utrustning, Ultra-ankare, sjökläder från Musto och Hallberg-Rassykläder, bara för att nämna några saker. Ta en titt i webbshoppen <https://shop.hallberg-rassy.com> där Du hittar tusentals artiklar, med bilder och priser, eller besök den 260 m² stora butiken i varvshamnen i Ellös. Hallberg-Rassy Parts skickar delar till hela världen.



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Anton Tchavdarov



Prize giving for the victory in ARC in a Hallberg-Rassy 412



Stefan and Silva Nikolov

Long distance sailing lecture at Open Yard Weekend

It is a great Hallberg-Rassy tradition to have an interesting lecture on Saturday evening at the Open Yard weekend. The lecture will be held in English by Stefan, Silva and Anton, who also are Hallberg-Rassy dealers in Bulgaria. The lecture will be about their victorious Atlantic crossing in ARC in their Hallberg-Rassy 412, where they won their class.

Application needed

The lecture will be held on **Saturday 26 August 2023 at 19.00** in the canteen up at the boatyard, at

the big wooden stairs, and we will start with dinner, followed by the lecture. As the number of seats to the lecture are limited and dinner with beverage will be served, we request a prepayment of tickets from you. The Saturday night lecture including dinner costs SEK 485 (roughly 42 Euros) per person. Please email info@hallberg-rassy.se your name, number of persons, address, mobile phone number and email address. We will then send you a pay link for your card. Parking and to see the boatyard and the yachts in the water as well as exhibitors of yacht equipment is free of charge.

Used boats from Hallberg-Rassy Deutschland GmbH



Hallberg-Rassy's German sales office not only sells new yachts, but also acts as a broker for used boats. If you have a Hallberg-Rassy yacht you want to sell, or you are looking to buy one, please contact Hallberg-Rassy Deutschland GmbH in Neustadt i.H., info@hallberg-rassy.de tel +49-4561-55 86 48



Die deutsche Niederlassung von Hallberg-Rassy verkauft nicht nur Neuboot, sondern ist auch Makler für Gebrauchtyachten. Wenn Sie eine Hallberg-Rassy verkaufen möchten oder eine solche kaufen

möchten, wenden Sie sich bitte an die Hallberg-Rassy Deutschland GmbH in Neustadt i.H., info@hallberg-rassy.de Telefon 04561-55 86 48

Hallberg-Rassys tyska försäljningskontor säljer inte bara nya båtar utan fungerar även som mäklare för begagnade båtar. Om du har en Hallberg-Rassy Du vill sälja, eller om Du funderar på att köpa en, kontakta Hallberg-Rassy Deutschland GmbH i Neustadt i.H. info@hallberg-rassy.de tel +49-4561-55 86 48



The first Hallberg-Rassy 69 under construction

Hallberg-Rassy 69 pre-premiere in production at Open Yard/Öppet Varv 25-27 August 2023



There will be pre-premiere in production for the all-new Hallberg-Rassy 69 at the traditional Open Yard / Öppet Varv in Ellös 25-27 August 2023. Come and see this exciting new flagship that is the largest and greatest Hallberg-Rassy ever built.

Hallberg-Rassy 69 geben. Kommen Sie und sehen Sie sich dieses aufregende neue Flaggschiff an, die größte und großartigste Hallberg-Rassy aller Zeiten.



Vom 25. bis 27. August 2023 wird es auf der traditionellen Offenen Werft / Öppet Varv in Ellös eine Vorpremiere in der Produktion der brandneuen

Det blir förpremiär i produktion för det helt nya flaggskeppet Hallberg-Rassy 69 på anrika Öppet Varv i Ellös 25-27 augusti 2023. Kom och se denna spännande och maffiga nya modell som är den största Hallberg-Rassy som någonsin byggts.



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New 360-page Hallberg-Rassy book



This is a lavish, new, 360-page book in English about the legendary Swedish boat builder Hallberg-Rassy. The book "The story about Hallberg-Rassy – Legendary boat builders" is a must-have for all sailboat lovers and Hallberg-Rassy aficionados.

Read about Hallberg-Rassy's fascinating journey across its first nine decades. From the 1940s until today this impressive success story is still unfolding with no end in sight. This richly illustrated book contains many interesting insights, pictures, and back stage stories, of which most have never before been published. You can learn about the history and philosophy of the boatyard through interviews with key people and yacht owners. You can discover many new details about all the Hallberg-Rassy yachts ever built, and even see drawings of four designs that were never built.

This is a big book at 317 mm tall, 237 mm wide and 29 mm thick, with 360 pages in total, including the cover. The appearance is impressive, with the title printed in golden letters. A bit less than a third of the book is based on the Swedish book about boat builder Christoph Rassy. Enjoy this engaging and informative read. The book includes texts by yachting journalists and authors Bengt Jörnstedt and Curt Gelin, as well as by Magnus Rassy.

The book is available in English and in Swedish. Order your copy now at <https://shop.hallberg-rassy.com>

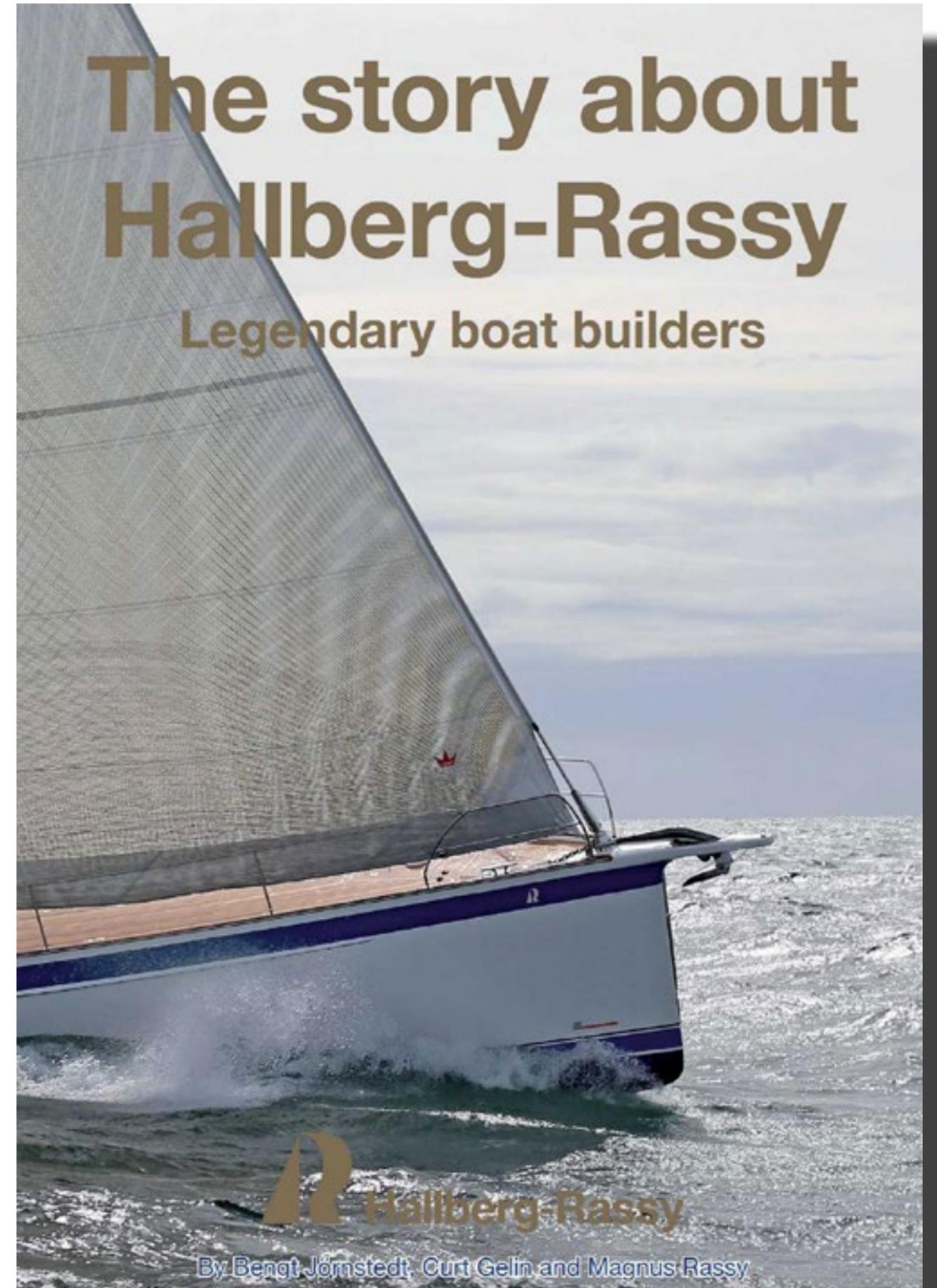
Ny 360-sidors bok om Hallberg-Rassy

Hallberg-Rassys resa beskrivs genom åttio år, hittills, från 1940-tal, fram till nutid. En framgångs-saga som än idag inte skymtar någon slutstation. Den här rikt illustrerade boken innehåller mängder med nya intressanta fakta, bilder och berättelser som aldrig tidigare publicerats. Här finns detaljer om alla modeller som hittills byggts, och till och med fyra hittills okända båtar finns avbildade, som aldrig byggts.

Legendariska svenska Hallberg-Rassy är ett av världens allra mest respekterade och framgångsrika båtvarv. Den här boken är ett måste för alla segelbåtsälskare i allmänhet och Hallberg-Rassyfantaster i synnerhet.

Den påkostade boken, med den svenska titeln "*Historien om Hallberg-Rassy - legendariska båtbyggare*", är stor till både formatet och omfånget, större än A4, 317 mm hög, 237 mm bred och 29 mm tjock, på 360 sidor med omslag. Texterna är på svenska. Det finns även i en engelsk upplaga. Boken är mycket välinitierad, med texter av Magnus Rassy, båtjournalisterna och författarna Bengt Jörnstedt och Curt Gelin.

Beställ Ditt exemplar nu på <https://shop.hallberg-rassy.com>



Harry Hallberg

1916-1997

By BJ



Orust is a west Swedish island, well-known for its boat-building traditions. Orust by Harry Hallberg came from humble beginnings. Step by step, he built up his company. Harry Hallberg was born close to Herdin in 1914, attended elementary school for 6 years, and learnt how to build boats during his leisure time. He was an apprentice at a boatyard in Gothenburg before returning to Orust to open his own boatyard in Kungälv in the early 1940s.

That was a traditional way to enter the boat-building business on Orust at that time. Harry Hallberg's nephew Willy Halvarsson explains. 'I usually say that they at least to build leisure boats in Gothenburg in the late 1930s and 1940s. They were all of a similar age, knew each other, were friends, and went to the same place of study. Harry had worked at Bremer's boatyard in Gothenburg, which was popular during the Second World War. Karl and Gustaf Martinsson, from the Martinsson Brothers' Boatyard in Dönnelagen, had also worked there. All these later establishments worked in Gothenburg.'

And Hjalmar Johansson, who also came from Kungälv, brought people down to Gothenburg and trained them at his boatyard. Leisure-boat building was not taught on Orust, but it became the foundation for Orust. That was also the case for the Jacobson brothers in Dragmark on the mainland opposite Kungälv. Carl Andersson in Nilsåsa, Karl Erik's father, who later built the Wood boats, took care of his own business, but he had also been an apprentice at the Hagglövs Boatyard in Stockholm.

The art of building utility boats had always been present on Orust. A new generation of boat builders left the island to learn how to build leisure boats. But only temporarily. They returned with new skills and ideas.

Harry Hallberg was one of the first to acknowledge the importance of rationalising boat production, doing so already during the wooden boat era. Building a few boats when orders came in was one

way to conduct business, but it didn't lead to volume. To plan and use developed production methods that allowed them to build several similar boats at once would be more efficient. Perhaps 30? Or why not 20 or 20?

The higher the number, the more profitable the boatyard would be, and the lower the price would be for the customer. Hallberg was remarkably early with this concept, which is usually associated with the breakthrough of GRP boats in the 1960s.

'I would say that Harry was the first entrepreneur. He was forward-thinking, unafraid, and incredibly industrious. He was brave to act on his innovative ideas already at the beginning of the 1950s. Harry was a demanding man, but he also paid one krona more per hour,' Willy Halvarsson says.

A few years into the 1950s, Harry Hallberg got his hands on the boat plan for Kungälvssaren, designed by Tord Sundin, which would later be used in other boatyards as well. Hallberg hired Gunnar Andersson, manager at Tella in Gothenburg, on a commission basis to handle exports. The very same Kungälvssaren received a lot of attention at the Chicago boat show and gave Andersson the opportunity to use his limited English vocabulary, especially the phrase 'I don't know much English, but, if you want a boat, so sign here,' according to what Sture Sundin, the boat designer's son, was later told.

'He sold about 50 boats and telegraphed an order to Harry Hallberg to immediately commence the production of more boats.'

The success continued with the wonderful Wita P26, which increased the demands on the boatyard's serial production. Once again, export orders came in initially. The initiative came from Albin Motor in Kristinehamn, a significant manufacturer and exporter of the famous Swedish inboard engine. Lars Larsson managed the company at that time, a significant player in the boat industry during the coming golden decades. One way to sell more engines was to ensure that more boats were built using the inboard engine. In the US, as well as



Harry Hallberg, early 1940s. His father was a sailor, and Harry built his first rowing boats at the age of 12

in Europe, the post-war complications were a thing of the past. Not only did people want to buy cars, they also wanted boats. One of Larsson's American contacts showed him a plan for a 27-foot boat designed in Finland now in need of a manufacturer. One of the many small boatyards in Sweden would be a good match. The boat would, despite its small dimensions, be equipped with an inboard engine. Did Larsson know a suitable boat builder who could deliver a dozen boats to the US?

After doing a bit of searching, Lars Larsson ended up at Harry Hallberg's boatyard. He was the only one willing to take on such an assignment. This was exactly what he wanted, besides the fact that the design did not appeal to him, inspired by his slightly larger Kungälvssaren, he created a new

Development

By CG

At Hallberg-Rassy, cutting-edge technology and craftsmanship live in symbiosis, to which Eric Segerlind has contributed a lot. He works in-house with design and engineering at the boatyard. In a few words, his task is to turn German Fren's design into actual yachts. Eric's knowledge comes from an inherited interest in boats and a remarkable ability to handle advanced design software.

'I started drawing yachts as a 14-year-old to illustrate and improve design sketches. After high school, I made drawings for various boatyards and boat builders. Many of the rig and interior sketches seen in brochures back then were mine,' Eric says.

Those familiar with Eric's work are never surprised by his skills. He grew up in a boat-building environment. His father, Ole, built and sold the Tur 80 and Tur 84, two GRP family boats popular in the 1970s and the 1980s. Eric learned, among other things, to restore gel coat issues and how to laminate.

The ability to draw their name in handy at the Napad boatyard when it was managed by Bernd

Andersson. Eric was entrusted with designing a couple of the boatyard's boats from start to finish, which led to the Napad 301, 375, and 380. In addition, he made construction and engineering drawings for the boats and stayed with Napad for nine years. After that, he worked for a short period as a construction engineer. One autumn day in 2003, Magnus Rassy called and told him that Hallberg-Rassy needed some help with inhouse design and engineering. Did he want to come and work in Ellos?

He did indeed and immediately got involved in the 40-project, which had progressed by around three-quarters. Eric came to realise that the three pieces of software used for surfaces, solids, and layout worked well individually, but they were not as efficient when it came to combining them.

It is absolutely essential to be able to handle 3D CAD software that is up to standard. The software used by the boatyard to manage surfaces when Eric started in Ellos in 2004 wasn't good enough. He found it very frustrating because it prevented him from doing the work he wanted to do.

'My real initiation came in 2005/2006, when



The Hallberg-Rassy 34

Backstage stories

By MH and CG



The boat that became a few cm too wide

When the Hallberg-Rassy 02 was developed in the late 1990s, a crucial point was that the boat needed to fit on the boatyard's launching ramp. The opening was carefully measured, and slim fenders that were only a few millimetres thick, made of fibreglass laminate with glued-on carpet, were used.

The only issue was that, when the boat was built and ready to launch, it was discovered that the weight was a couple of centimetres wider than the launching ramp! What had happened? Well, there had been a slight oversight regarding the

boat's actual width. The actual hull width was not the maximum width of the yacht since the hull's rubbing strake poked out just a tiny bit more.

How could the issue be solved? The launching ramp sides had wooden planking. These bits of wood were removed and brought to the carpentry, where they were sent through the large planer that planed 12 millimetres (1/2 inch) off each piece. As a result, the opening on the ramp would be 24 millimetres (one inch) wider. When the aluminium-down wooden panels had been reattached, the boat could be launched—but the margin was tight!

Quick upgrade from a 36 to a 39

A sailing enthusiast visited the boatyard in the 1990s with interest in buying a 36. The boat truly appealed to him, and, before the day was over, the boatyard had received an order for a new Hallberg-Rassy 36. When the deal was finalised, the man asked a glimpse of a look on a table at the boatyard's pure coincidence. As it turned out, the book was about an industry colleague of his. He wondered,

'How come this book is here? Do you know this man?' 'Yes,' the answer came. 'He is also a big Hallberg-Rassy fan.' The man who had ordered a new boat just a few minutes earlier asked to use a phone in a separate room. After a while, he came back and said, 'You can hear that contract for a 36. I want a 39 instead. I spoke to my industry colleague, who told me he used to have a 36 and now he has a 39, which he considers superior in all ways!'



Keel ended up several hundred kilos too heavy

The first time the boatyard received a lead construction drawing in a 3D CAD file around the turn of the millennium, no one thought much about it. The lead manufacturer had never asked for anything beyond the lead plug they were normally given. In order to create a plug, the template on which the lead keel would be based, a keel was constructed in paper according to a scale of 1:1. The 3D millimetres was subtracted for the Övingevik team core the keel plug was to be made out of.

The next step was to send the keel plug to the lead manufacturer, who, up to this point, had lowered the keel plug into moist sand to sand cast the lead. But, before the keel plug was sent off, the craftsman who built it thought it would be best to add a layer of protective glass fibre laminate to make it extra robust and secure.

However, the lead manufacturer had stopped sand casting the keels that came in for serial production. Instead, they CNC milled casting moulds in metal in a large casting mould. And, in order to do so, a 3D CAD-drawing was required. But, since the lead manufacturer received a keel plug in its natural size, just like it had always been done, he assumed that there was no CAD drawing available.

So, they started a laser scan of the keel plug to get a digital 3D CAD drawing of the

keel. This was used to mill the casting mould. When the keel was finished, it was clear as day that it was several hundred kilos heavier than the designer's calculation. This was a cost shower with severe consequences.

With a keel that heavy, the yacht would become over-kill and thus handle even rougher weather than expected without reefing. That would in turn mean that almost everything on board needed to be beefed up as well. The mast, the standing rig, the running rig, the chapelet, the forestay and tackety chapelet, the rudder shaft, rudder bearings, blocks, winches, and so much more. It would all need to be one dimension heavier.

They were pulling their hair, wondering how this vast discrepancy had occurred. Eventually, it was figured out that it all had begun with a digital 3D file, which, after a major detour, ended up as another digital 3D file. After wasting time and resources on five unnecessary, complicated steps, the discrepancy had only increased along the way. Not to mention the extra laminate of a few millimetres around the keel plug, which translated into an upsurge in number of extra kilos when the laminate became lead.

The keel had to be melted down, after which a correct keel mould, based on the original file, was milled out, and everything went according to plan.



Built plaques throughout the years

Hallberg-Rassy 34

A revolutionary recipe

By CG

There are many nice things to say about the Hallberg-Rassy 34. It was, for example, called a well-thought-out sailing. Consequently, the 34 was long before way to take in 1991 compared to the boatyard's other models during that time.

The plan was to construct a boat for younger sailors, mainly driven by a young Magnus Rassy, who was tested with sailing German Fren's design a more modern hull in comparison to the 30 and 37. With an air cockpit, short lead keel, free-hanging rudder, and fractional rig, the 34 was partially inspired by Magnus's vessel construction—the 35-footer Rascal Magnus. And by Fren's designs of the Hallberg-Rassy 01 and 02.

Fren's gave the hull a medium displacement, powerful stern, midbody low transverse, a fin-and-quadroner-friendly, efficient line design, good waterline width, and an elegant, withdrawn aft section.

The Hallberg-Rassy 34, with her efficient keel and fractional rig, is a departure from other Hallberg-Rassy models. This yacht is more performance oriented, but, keeping with the customary directions of Mr. Rassy, it is also easy to steer and well balanced. It is a fine yacht that will remain attractive for many years, Fren commented, and he was right. The 34 was popular for many years. It was produced for 16 years before it was replaced by the Hallberg-Rassy 340.

When production began, the 34 was first produced without a windshield to accentuate the sporty style, and it was the first model with a fore and aft galley on the starboard side, and an L-shaped sofa on the opposite side. After listening to some feedback, the cabin was extended by 23 centimetres in 1994, leading to a corner

galley on the port side and a forward-facing sink. By placing the entrance more aft, the saloon got more spacious, and its starboard berth became two metres long. The cockpit length changed from 2.42 to 2.24 metres, so 480 pretty large.

The midbody design holds the usual high Hallberg-Rassy class in the form of laminated moulded birch along the deckwale and strong birch structural bulkheads. The cabin sole has a silky-smooth spongy finish, ensuring the experience on board with quality and craftsmanship.

The laminate build up is robust in a hard lay-up method with Orlon reinforcement. In addition, a beam system runs along the area below the soleboards, and the structural bulkheads are laminated all around. The main structural bulkhead is placed right in front of the upper structure and is therefore firmly positioned. The like-hull line is gel coated, not grafted.

The sailing properties are very successful. The Hallberg-Rassy 34 is fast and has won a number of races. It has a noticeably good drive and rigidity thanks to the deep and heavy lead keel. The yacht accelerates instead of heeling over, keeping the balance with a pleasant rudder pressure. These properties are especially noticeable in a seaway, where the 34 powerfully cuts through the sea, seas, and sails gracefully across the waves.

The Hallberg-Rassy 34 paved the way for a long range of successful new models for the boatyard. By carefully combining a family saloon with a powerful performance boat, the 34 was a revolutionary step, which commissionees consider a top model still to this day.





Gold watches to Fido and Stefan for 25 years at Hallberg-Rassy

 Mr Mikael "Fido" Gustavsson (above left) has received a gold watch for serving the lamination company Hallberg-Rassy Marinplast in Kungshamn faithfully for 25 years so far.

Also Mr Stefan Olsson (above left) has received a gold watch for serving the main boatyard Hallberg-Rassy Varvs AB in Ellös faithfully for 25 years so far. 

 Herr Mikael „Fido“ Gustavsson (oben links) hat eine goldene Uhr dafür erhalten, dass er der Laminierwerft Hallberg-Rassy Marinplast in Kungshamn seit bisher 25 Jahren treu dient.

Auch Stefan Olsson (oben links) hat eine goldene Uhr dafür erhalten, dass er der Hauptwerft Hallberg-Rassy Varvs AB in Ellös seit bisher 25 Jahren treu dient. 

 Mikael "Fido" Gustavsson (till vänster ovan) har mottagit en guldlocka för lång och trogen tjänst hos lamineringsvarvet Hallberg-Rassy Marinplast i Kungshamn i 25 år hittills.

Även Stefan Olsson (till vänster ovan) har mottagit en guldlocka för lång och trogen tjänst hos huvudvarvet Hallberg-Rassy Varvs AB i Ellös i 25 år hittills. 

Free ARC+ support for Hallberg-Rassy yachts crossing the Atlantic

Hallberg-Rassy provides free ARC+ support for Hallberg-Rassy yachts crossing the Atlantic. 2023 is the 24th 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 Wednesday 1 November until Friday 3 November 2023.

ARC stands for Atlantic Rally for Cruisers and the ARC+ is sailed from Las Palmas on Gran Canaria via Cap Verde to Grenada in the Caribbean.

In recent years several Hallberg-Rassys won their categories in ARC and ARC+.



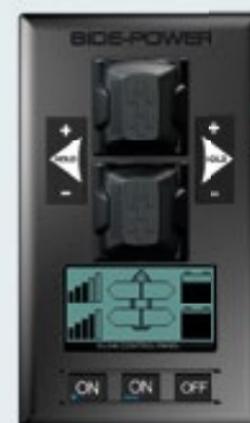
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Hallberg-Rassy 400 takes top honors in Boat of the Year Awards in the US



The Hallberg-Rassy 400 has won the Boat of the Year Award 2023 within Import Boat of the Year and is shared Overall Winner in the Cruising World magazine from the USA.

The magazine writes: *The top prize was awarded to the Hallberg-Rassy 400, an evolutionary cruiser with matchless versatility penned by naval architect Germán Frers.*

In the ongoing history of production-yacht construction, one of the more astonishing lists covers what seemed like iconic, top-notch sailboat brands—that have simply ceased to exist. But then there's the story of shipyards such as Sweden's Hallberg-Rassy, named for the founding boatbuilders Harry Hallberg and Christoph Rassy. In one iteration or another, it's been knocking out boats for 80 years now. After splashing nearly 10,000 yachts, it shows no signs of slowing.

There are lots of reasons for this longevity, a major one being that once a sailor has owned a Hallberg-Rassy, at some point he or she will likely trade up or down for another one. Quality, after all, begets quality, and it's a testament to the brand that there are so many repeat customers.

This annual award recognize and honor the best and newest sailboat models introduced to the North American market. Nominating panels consisting of the magazine's editors have examined all nominees in detail, both sailing, on deck, under deck and in every detail.

Of the Hallberg-Rassy 400, Cruising World Boat of the Year director Herb McCormick stated: *"As cruising sailors, we've long been enamored with Swedish builder Hallberg-Rassy, and that respect has been reflected in past editions of our Boat of the Year contest, where the company has enjoyed numerous successes. It's oftentimes not easy for a company with proven results to change what's already a successful formula. But this latest 40-footer is a yacht that has certainly evolved, and in doing so, it's the 2023 Import Boat of the Year. Its versatile layout, with a variety of options, is unusual in a 40-footer, and it sealed the deal. This ain't your old man's Hallberg-Rassy. It's a lot better. It just is."*

In ideal conditions on Chesapeake Bay on the US East Coast, the taut fleet of 17 contestants vied for top honors in the 2023 competition. Each entry got a fair opportunity to strut its stuff. This year's entries arrived from nine different nations: Denmark, France, Germany, Poland, South Africa, Slovenia, Sweden, the United States, and Ukraine.

The 2023 Boat of the Year contest was featured in full in a 20-page special report in the January 2023 issue of US yachting magazine Cruising World.



Hallberg-Rassy 400 Boat of the Year USA Gesamtsieger



Die Hallberg-Rassy 400 hat den Boat of the Year Award 2023 im Rahmen von Import Boat of the Year gewonnen und ist zudem geteilter Gesamtsieger im Cruising World Magazin aus den USA.

Der Hauptpreis ging an die Hallberg-Rassy 400, ein evolutionärer Fahrtenschiff mit unvergleichlicher Vielseitigkeit aus der Feder des Konstrukteurs Germán Frers.

Diese jährliche Auszeichnung erkennt und ehrt die besten und neuesten Segelyachtmodelle, die auf dem nordamerikanischen Markt eingeführt wurden. Die Jury, bestehend aus den Redakteuren des Magazins, haben alle Nominierten Yachten im Detail geprüft, sowohl beim Segeln als auch an Deck, unter Deck und in jedem Detail.

Über die Hallberg-Rassy 400 sagte der Direktor des Boat of the Year, Herb McCormick: *„Als Fahrtensegler sind wir seit langem in die schwedischen Yachten von Hallberg-Rassy verliebt, und dieser Respekt spiegelt sich in früheren Ausgaben unseres Boat of the Year, bei dem das Unternehmen zahlreiche Erfolge feierte. Für eine Werft mit nachgewiesenen Ergebnissen ist es oft nicht einfach, eine bereits erfolgreiche Formel zu ändern. Aber diese neueste 40-Fuß-Yacht hat sich sicherlich weiterentwickelt und ist damit die Importyacht des Jahres 2023. Sein vielseitiges Layout mit einer Vielzahl von Optionen ist ungewöhnlich für eine 40-Fuß-Yacht und besiegelte den Sieg. Das ist nicht die Hallberg-Rassy für alte Männer. Es ist viel besser.“*

Bei idealen Bedingungen an der Chesapeake Bay an der US-Ostküste kämpfte die straffe Flotte von 17 Teilnehmern im Wettbewerb 2023 um die höchsten Ehren. Jeder Kandidat bekam eine faire Gelegenheit, seine Stärken zu beweisen. Die diesjährigen nominierten Yachten kamen aus neun verschiedenen Nationen: Dänemark, Frankreich, Deutschland, Polen, Südafrika, Slowenien, Schweden, USA und der Ukraine.

Der Wettbewerb „Boat of the Year 2023“ wurde vollständig in einem 20-seitigen Sonderbericht in der Januarausgabe 2023 von Cruising World vorgestellt.



Hallberg-Rassy 400 totalsegrare i Boat of the Year USA



Hallberg-Rassy 400 har vunnit Boat of the Year Award 2023 inom Import Boat of the Year och är delad totalsegrare i tidningen Cruising World från USA.

Högsta priset tilldelades Hallberg-Rassy 400, en evolutionär cruiser med makalös mångsidighet ritad av Germán Frers.

Tidningen skriver: *I den pågående historien om seriebyggande segelbåtsvarv täcker en av de mer häpnadsväckande listorna vad som verkade vara ikoniska, förstklassiga segelbåtsmärken – som helt enkelt har upphört att existera. Men så finns historien om varv som svenska Hallberg-Rassy, uppkallat efter de grundande båtbyggarna Harry Hallberg och Christoph Rassy. Varvet har byggt båtar i 80 år nu. Efter att ha sjösatt nästan 10 000 nya segelbåtar visar varvet inga tecken på att sakta ner.*

Det finns många anledningar till denna långvariga framgångssaga. En viktig del är att när en seglare väl har ägt en Hallberg-Rassy, kommer hen sannolikt att byta upp eller ner mot en annan. Kvalitet, trots allt, föder kvalitet, och det är ett styrketecken för varumärket att det finns så många återkommande kunder.

Detta ärliga pris erkänner och hedrar de bästa och nyaste segelbåtsmodellerna som introducerats på den nordamerikanska marknaden. Juryn bestående av tidningens redaktörer har granskat alla nominerade båtar i detalj, både seglandes, exteriört, interiört och i varje detalj.

Om Hallberg-Rassy 400, sa Cruising World Boat of the Year-chefen Herb McCormick: *"Som cruisingseglare har vi länge varit förälskade i svenska Hallberg-Rassy, och den respekten har återspeglas i tidigare utgåvor av vår Boat of the Year, där varvet har haft många framgångar. Det är ofta inte lätt för ett företag med vinnande resultat att ändra det som redan är en framgångsrik formel. Men denna senaste 40-fotaren är en yacht som verkligen har utvecklats, och genom att göra det vinner båten priset som 2023 års importbåt. Dess mångsidiga layout, med en mängd olika alternativ, är ovanlig i en 40-fotare, och det säkrade vinsten. Det här är inte en gammal mans Hallberg-Rassy. Den är mycket bättre. Så är det bara."*

Under idealiska förhållanden på Chesapeake Bay på USA:s östkust tävlade flottan av 17 nominerade båtar om högsta utmärkelser i Boat of the Year 2023. Varje bidrag fick en rättvis möjlighet att visa sina styrkor. Årets bidrag kom från nio olika länder: Danmark, Frankrike, Tyskland, Polen, Sydafrika, Slovenien, Sverige, USA och Ukraina.

Tävlingen Boat of the Year 2023 presenterades i sin helhet i en 20-sidig specialrapport i januarinumret 2023 av amerikanska segelbåttidningen Cruising World.

Sunny Hallberg-Rassy Rally where everybody wins 2023

The 2023 edition of the traditional *Hallberg-Rassy Rally where everybody wins* was again a successful and fun event with lots of sunshine, around 26 degrees Celsius, with light winds from NW. The event had 89 participating Hallberg-Rassy sailors in 36 yachts. This time the oldest boat was a Hallberg-Rassy 26 from 1978 and the newest an American Hallberg-Rassy 44, delivered the same week as the Rally took place. All sailors enjoyed a real good time together. The delicious dinners were a Swedish West Coast buffet on Friday and Fillet of Beef

on Saturday. As the tradition says with this popular Rally, there was no time keeping and only winners. Every boat won some kind of category. Prizes were generous, including for example a Raymarine AIS transducer, a SUP paddleboard from Pantaenius, a Mastervolt inverter, a sprayhood, an automatic life vest, tools, clothes, bags and a lot more.

Save the date: 14-15 June 2024, that's when the next "*Hallberg-Rassy Rally where everybody wins*" will be held at the boatyard in Ellös, Sweden.

Model, yacht name and country	Category
26 "Grace", Sweden	Most graceful yacht
26 "Mirelle", Sweden	Oldest Hallberg-Rassy in the fleet
26 "Medusa", Sweden	The queen of the ocean
94 Kutter "Pingo VIII", Germany	Fastest (and only) 94 Kutter
31 Mk II "Mahei", Germany	Best looking (and only) 31 Mk II
312 Mk II "Cara Mia", Sweden	The Zelmerlöw prize
34 "Kingara", Switzerland	Most (and only) Swiss yacht
34 "Elliot", Sweden	Most recent 34
34 "Matilda", Sweden	Most recently refurbished teak deck
34 "Susanna", Sweden	High gloss varnished teak caprail
34 "Vågvis", Sweden	Only 34 with both old and current owners in the same Rally
34 "Mare Uti", Sweden	Twin radar reflectors
340 "Muck", Germany	Best (and only) 340 from Germany
340 "Ursa", Sweden	Newest 340 in the Rally
340 "Hallberg-Rassy 340", Sweden	Looked like 3 people crew but was 4 (one 5 months pregnant)
342 "Filuren", Sweden	Best performing (and only) 342
36 Mk I "Kendu", The Netherlands	Fastest (and only) single handed 36
38 "Dragon Lady", Germany	Fastest (and only) 38 from Germany
372 "Osprey", Sweden	Fastest (and only) 372 with radar pole
372 "Akasha", Sweden	Happiest crew
372 "Tess", Sweden	Fastest 372 with Hallberg-Rassy Parts employee
40 "Moineau", Sweden	Fastest sparrow (Moineau is sparrow in French)
400 "Hallberg-Rassy 400", Sweden	Fastest boat with too small gennaker
40C "Hallberg-Rassy 40C", Sweden	Best (and only) 40C
412 "Elvine", Sweden	Largest movie stars (Volvo Penta commercial)
412 "Alida", Sweden	Best dressed crew
43 Mk II "Rackar'n", Sweden	Fastest 43 with Furuno radar
43 Mk III "Gefion", Sweden	The goddess
44 "Miann", Germany	First ever 44 (hull 001)
44 "True North", USA	Newest yacht and longest way home
44 "Apparently", Sweden	Shortest way home among the 44s
46 "Friesland V", Germany	Fastest (and only) hardtop yacht
49 "Indigo", Sweden	Largest Enderlein Hallberg-Rassy
50 "Rassker 50", Sweden	Loudest horn
57 "Blå Skvall", Sweden	Most red sail
57 "Malinco", Germany	Fastest (and only) 57 with carbon in-mast furling





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Hallberg-Rassy 400 winner in SAIL Top 10 Best Boats 2023 in the USA



Every year, sailboat manufacturers around the world launch their latest models, and every year, American magazine SAIL's experienced boat reviewers spend days and weeks learning what's new, talking with boatbuilders, examining the boats top to bottom dockside, and finally taking them sailing. This culminates at the US Sailboat Show in Annapolis, where Sail magazine's review team gets together and makes its final assessments on which boats earn top honors. Results are announced in the January/February 2023 issue, and full reviews of the winning boats are published throughout the year.

Sail magazine writes: *Hallberg-Rassy's newest addition, the 400, quickly follows the Germán Frers-designed center-cockpit 40C, incorporating the good looks and proven elements of plumb bow for maximum waterline, integral bowsprit, and twin rudders in an aft-cockpit version that seamlessly marries traditional bluewater cruising experience with contemporary design and interior trends. Combined with this Swedish builder's reputation for bulletproof construction, the result is a powerful, elegant, fun, go-anywhere machine.*

Hallberg-Rassy's ethos has long been that comfort and sailability add up to safe, happy sailors, and the 400 manifests this inside and out. Though it follows its contemporaries with twin helms, this boat's cockpit feels ergonomically sensible and safe while still providing all

the entertaining room one needs. Everything is practical and uncluttered, geared to making sailhandling straightforward for one or two people.

This carries through the sailplan as well; the headsail can be either slightly overlapping or self-tacking (a Code 0 is optional), and the mainsail traditional slab reefing or in-mast furling; on our test boat in Annapolis, the vertically battened Elvström main reefed easily with the Seldén in-mast system. A split Dyneema backstay with simple but forceful block adjustment, coupled with the mainsheet traveler forward of the companionway, allow for maximum sail trim and control (and tweakable fun).

Below, offshore features such as beautifully crafted fiddles that double as beefy handholds and comfy settees that quickly transform into secure sea berths are coupled with a flexible layout. Owners can opt for one or two heads and two or three sleeping cabins; the forward cabin comes in three different layouts, including an owner's version with centerline double bed and en-suite head with shower. Serious cruisers can convert an aft cabin into an enormous storage space.

For many sailors, Hallberg-Rassy means proven offshore experience and pure sailing chops delivered in a solid, thoughtful, handsome whole. The 400 continues that legacy with this flexible layout and competitively priced package.



Jedes Jahr bringen Segelyachthersteller auf der ganzen Welt ihre neuesten Modelle auf den Markt und jedes Jahr verbringt die erfahrene Jury des SAIL-Magazins aus den USA Tage und Wochen damit, sich über Neuigkeiten zu informieren, mit Bootsbauern zu sprechen, die Yachten vom Mastkopf bis zur Kielwulst zu untersuchen und schließlich zum Segeln zu gehen. Dies gipfelt auf der US Sailboat Show in Annapolis, wo sich die Jury des Sail-Magazins versammelt und ihre endgültige Entscheidung darüber fällt, welche Yachten die höchsten Auszeichnungen verdienen. Die Ergebnisse werden in der SAIL Januar/Februar-Ausgabe bekannt gegeben und Testberichte zu den Siegeryachten werden das ganze Jahr über veröffentlicht.

Das SAIL-Magazin schreibt: *Hallberg-Rassys neueste Ergänzung, die 400, lehnt sich eng an das von Germán Frers entworfene Mittelcockpit 40C an, mit dem guten Aussehen und dem bewährten aufrechten Steven für maximale Wasserlinie, dem integrierten Bugspriet und den Doppelrudern in einer Achtercockpit-Version, die nahtlos Tradition mit Blauwasser-Fahrtsegeln mit modernem Design und zeitgemäßer Einrichtung kombiniert. Kombiniert mit dem Ruf dieser schwedischen Werft für kugelsichere Konstruktion ist das Ergebnis eine kraftvolle, elegante und unterhaltsame Yacht, die Sie überall hin bringen wird.*

Die Philosophie von Hallberg-Rassy ist seit langem, dass Komfort und leichte Handhabung für sichere, glückliche Segler sorgen, und die 400 zeigt dies innen und außen. Diese Yacht ist mit doppelten Steuerrädern und



Varje år lanserar segelbåtstillverkare runt om i världen sina senaste modeller, och varje år tillbringar amerikanska båttidningen SAILs erfarna jury dagar och veckor med att lära sig vad som är nytt, prata med båtbyggare, undersöka båtarna från masttopp till kölbulb och slutligen gå ut och segla. Detta kulminerar på US Sailboat Show i Annapolis, där Sail magazines jury samlas och gör sina slutliga bedömningar om vilka båtar som förtjänar de högsta utmärkelserna. Resultaten tillkännages i januari/februari-numret och testrapporter om de vinnande båtarna publiceras under hela året.

Sail magazine skriver: *Hallberg-Rassys senaste tillskott, 400, följer tätt den Germán Frers-designade 40C med mitsittbrunn, med snyggt utseende och den beprövade uppresta stäven för maximal vattenlinje, integrerat bogspröt och dubbla roder i en aktersittbrunnsversion som sömlöst kombinerar traditionell upplevelse av bluewater cruising med modern design och tidsenlig inredning. I kombination med det här svenska varvets rykte om skottsäkert byggsätt, blir resultatet en kraftfull, elegant, rolig båt som tar dig vart som helst.*

Hallberg-Rassys filosofi har länge varit att komfort och lätthanterlig segling ger säkra, glada seglare, och 400 visar detta inifrån och ut. Båten är tidsenlig med dubbla rattar och roderblad, och båtens sittbrunn

Ruderblättern på dem senaste Stand och das Cockpit der Yacht fühlt sich ergonomisch sinnvoll und sicher an und bietet gleichzeitig den gesamten sozialen Raum, den Sie benötigen. Alles ist praktisch und übersichtlich, um das Segelhandling für ein oder zwei Personen einfach zu machen.

Dies macht sich auch auf dem Segelplan bemerkbar; das Vorsegel kann entweder leicht überlappend oder Selbstwendendeckel sein (ein Code 0 ist eine Option) und ein traditionelles Großsegel oder ein Rollmast; auf unserem Testboot in Annapolis ließ sich das Elvström-Rollgroßsegel mit vertikalen Latten problemlos mit einem Rollmast von Seldén Mast reffen. Ein geteiltes Dyneema-Heckstag mit guter Untersezung, kombiniert mit einem Großschot-Traveller vor der Windschutzscheibe, ermöglicht maximale Trimmung und Kontrolle des Großsegels.

Unter Deck gibt es Hochsee-Merkmale, wie schön gestaltete Schlingerleisten, die auch als solide Haltegriffe fungieren, bequeme Sofas, die sich schnell in sichere Liegeplätze verwandeln und ein flexibles Layout. Der Yachteigner kann ein oder zwei WCs und zwei oder drei Schlafkabinen wählen; die vordere Kabine ist in drei verschiedenen Layouts erhältlich, einschließlich einer Eigenerversion mit einem mittigen Doppelbett und einem eigenen WC mit Dusche. Langfahrtsegler können statt einer zusätzlichen Achterkabine eine enorme Backskiste wählen.

Hallberg-Rassy steht unter vielen Seglern für bewährtes Langstreckensegeln in einem soliden, durchdachten, stilvollen Gesamtbild. Die 400 setzt das Erbe mit diesem flexiblen Layout und einem preisgünstigen Angebot fort.

känns ergonomiskt förnuftigt och säker samtidigt som den ger allt socialt utrymme man behöver. Allt är praktiskt och överskådligt, inriktat på att göra segelhanteringen enkel för en eller två personer.

Detta märks även på segelplanet; förseglet kan antingen vara något överlappande eller självslående (en code 0 är option), och traditionellt storsegel eller rullmast; på vår testbåt i Annapolis, revades Elvström-rullstorseglet med vertikala lattor enkelt med en rullmast från Seldén Mast. Ett delat Dyneema-akterstag med kraftfull utväxling, i kombination med en storskotstravare framför vindrutan, möjliggör maximal trimning och kontroll av storseglet.

Under däck finns havsseglings-funktioner såsom vackert utformade slingerlister som samtidigt också fungerar som rejäla handgrepp, bekväma soffor som snabbt förvandlas till säkra sjökojer och en flexibel layout. Båtägaren kan välja ett eller två WC och två eller tre sovkabiner; den främre kabinen finns i tre olika layouter, inklusive en ägarversion med mittplacerad dubbelkoj och eget WC med dusch. Långfärdsseglare kan istället för extra akterhytt välja ett enormt stuvutrymme.

För många seglare står Hallberg-Rassy för beprövad långsegling och ren segling i en solid, genomtänkt, stilfull helhet. 400 fortsätter det arvet med sin flexibla layout och konkurrenskraftig prisbild.



Hallberg-Rassy 80 years - always delivery on time, never financial difficulties



It all started 80 years ago, back in 1943, on the West Swedish island Orust, when Harry Hallberg on a small scale started his own boat building business, at the age of 29. Also at the age of 29, Christoph Rassy started his independent own boatyard in the fall of 1963. In 1972, when Harry retired, Christoph bought Harry Hallberg's boatyard and named the new company Hallberg-Rassy, although Harry and Christoph never worked together as business partners.

Two things have been holy throughout the years: Always delivery on time, even during the recent pandemic, and Hallberg-Rassy has never been into financial difficulties. Probably there is no other boatyard in the world that can pride themselves with those two so important points. The company is still family owned and family managed. In fact the ownership has ever only been in the hands of Harry Hallberg 1943-1972, and within the Rassy family since then and still is.

To read more about the interesting history of Hallberg-Rassy, order the new 360 pages Hallberg-Rassy book, see pages 10-13.



Alles begann vor 80 Jahren, im Jahr 1943, auf der westschwedischen Insel Orust, als Harry Hallberg im Alter von 29 Jahren in kleinem Maßstab seine eigene Bootswerft gründete. Ebenfalls im Alter von 29 Jahren gründete Christoph Rassy seine Werft im Herbst 1963. Als Harry 1972 in den Ruhestand ging, kaufte Christoph die Werft von Harry und nannte die neue Firma Hallberg-Rassy, obwohl Harry und Christoph nie als Geschäftspartner zusammengearbeitet haben.

Zwei Dinge waren über die Jahre hinweg heilig: Immer terminrechte Lieferung, auch während der jüngsten Pandemie, und Hallberg-Rassy war nie in finanziellen Schwierigkeiten. Wahrscheinlich gibt es weltweit keine andere Werft, die mit diesen beiden so wichtigen Punkten stolzieren kann. Das Unternehmen ist immer noch in Familienbesitz und wird von der Familie geführt. Die Werft gehörte von 1943 bis 1972 Harry Hallberg und ist



seither im Besitz der Familie Rassy.

Um mehr über die interessante Geschichte von Hallberg-Rassy zu erfahren, bestellen Sie das neue 360-seitige Hallberg-Rassy-Buch, siehe Seiten 10-13.

Allt började för 80 år sedan, 1943, på den västsvenska ön Orust, när Harry Hallberg i liten skala startade eget båtvarv, vid 29 års ålder. Också vid 29 års ålder startade Christoph Rassy sin fristående verksamhet med eget varv hösten 1963. 1972, när Harry gick i pension, köpte Christoph Harrys varv och döpte det nya företaget till Hallberg-Rassy, även om Harry och Christoph aldrig arbetade tillsammans som affärspartners.



Två saker har varit heliga genom åren: Alltid leverans i tid, även under den senaste pandemin, och Hallberg-Rassy har aldrig varit i ekonomiska svårigheter. Förmodligen finns det inget annat varv i världen som kan stoltsera med två så viktiga punkter. Företaget är fortfarande familjeägt och familjedrivet. Genom alla år har ägandet endast varit hos Harry Hallberg 1943-1972, och inom familjen Rassy sedan dess och är det fortfarande.

För att läsa mer om Hallberg-Rassys intressanta historia, beställ den nya boken på 360 sidor om Hallberg-Rassy, se sidorna 10-13.

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Christian Due Hammershøj

The service team

Danish Marine Center new importer for Hallberg-Rassy in Denmark



Dansk Marine Center AS is new importer for Hallberg-Rassy in Denmark. DMC has its headquarters in Risskov, just north of Aarhus on Jutland, in the middle of Denmark. DMC offers a wide range of services with both new and used boat sales with its own showroom, maintenance, repairs, winter storage and has its own yacht equipment store. DMC is an authorized service place for Volvo Penta. For service, there is also DMC Aalborg Yacht Værft, a sister company that performs all types of service for boaters.

The salesperson for Hallberg-Rassy is Christian Due Hammershøj, who has four decades of experience in the yachting industry, both in sales of new sailing yachts, within boat building and sailmaking.

Danish Marine Center neuer Händler für Hallberg-Rassy in Dänemark



Dansk Marine Center AS ist neuer Importeur für Hallberg-Rassy in Dänemark. DMC hat seinen Hauptsitz in Risskov, nördlich von Aarhus auf Jütland, mitten in Dänemark. DMC bietet ein breites Sortiment mit Verkauf von Neu- und Gebrauchtjachten mit eigenem Showroom, Wartung, Reparaturen, Winterlager und einem eigenen Bootszubehörgeschäft. DMC ist eine autorisierte Servicewerkstatt für Volvo Penta. Für den Service gibt es auch DMC Aalborg Yacht Værft, ein Schwesterunternehmen, das alle Arten von Service für Bootsfahrer durchführt.

Der Verkäufer von Hallberg-Rassy ist Christian Due Hammershøj, der über vier Jahrzehnte Erfahrung in der Yachtindustrie verfügt, sowohl im Verkauf von Segelyachten als auch im Bootsbau und in der Segelmacherei.

Dansk Marine Center ny importör för Hallberg-Rassy i Danmark



Dansk Marine Center AS är ny importör för Hallberg-Rassy i Danmark. DMC har sitt huvudsäte i Risskov, alldeles norr om Århus på Jylland, mitt i Danmark. Man erbjuder ett brett marint utbud med både nybåts- och begagnatförsäljning med eget showroom, underhåll, reparationer, vinterförvaring och har en egen båttillbehörsbutik. Man är auktoriserad serviceverkstad för Volvo Penta. För service finns också DMC Aalborg Yacht Værft, ett systerbolag som utför alla typer av service åt båtfolket.

Säljare för Hallberg-Rassy är Christian Due Hammershøj, som har fyra decenniers erfarenhet inom båtbranschen, både inom segelbåtsförsäljning, båtbyggeri och segelmakeri.

Contact details:

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Tel (+45) 87 10 70 10

cdh@dmc-as.dk

<https://danskmarinecenter.dk/>

Hallberg-Rassy in Netflix movie

 A Hallberg-Rassy 412 takes part in the South Korean Netflix movie "Remarriage and Desires", premiere day was on Friday 15 July 2022.

Hallberg-Rassy in Netflix-Film

 Eine Hallberg-Rassy 412 nimmt Teil im süd-koreanischen Netflix-Film "Remarriage and Desires", Premiere war am Freitag den 15. Juli 2022.

Hallberg-Rassy i Netflix-film

 En Hallberg-Rassy 412 deltar i den sydkoreanska Netflix-filmen "Remarriage and Desires". Premiären var fredagen den 15 juli 2022.



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Open Yard/Öppet Varv 25-27 August 2023

Each year, for the past 30 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 boatyard's workshops. We have also together with the Swedish boating business federation Sweboat invited the whole sailing related boating industry to join, under the name **Orust Sailboat Show with Open Yard/ÖppetVarv**, so you will see new and used boats of other brands, classic boats as well as a vast range of yachting equipment, and outlets, real palms and good food at reasonable prices. Join us for an interesting extended weekend.

Many yachts exhibited

The opening hours are Friday 25 August-Sunday 27 August, Friday-Saturday 10-18, Sunday 10-16. The Hallberg-Rassy **340, 400, 40C, 44, 50 and 57** will be exhibited in the water. It will also be possible to see 21 Hallberg-Rassy yachts under construction in different stages in the workshops,

including **pre-premiere in production for the all-new Hallberg-Rassy 69**. By special appointment, there are limited possibilities for sea trials on Monday 28 August.

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. Havslogiet Mollösund +46-304 21108, Villa Frideborg, Henån, +46-304-30913, Henåns Vandrarhem (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 159 hotels in the Gothenburg area, a one hour drive south of the yard, please visit www.oppetvarv.com

R Hallberg-Rassy

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AFT COCKPIT YACHTS: HALLBERG-RASSY 340 - 400 CENTRE COCKPIT YACHTS: 40C - 44 - 50 - 57 - 69

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