

Hallberg-Rassy 34 detail improvements throughout the years

In the beginning, the HR 34 had no windshield. This becomes an option after less than a year, and later the windshield was fitted as a standard item.

The first interior had the long galley on the opposite side of the saloon L-sofa. This version was soon supplemented by another version with one sofa on each side and an L-shaped galley on port side aft of these sofas.

The propeller shaft was changed to a sail drive, which lowers the noise level.

The transom was closed in the beginning, but in 1994 a bathing platform was introduced.

The forward end of the cockpit was moved 18 cm aft. This gives a considerably more spacious feeling in the entrance area.

The distance from entrance to first bulkhead is improved with no less than 23 cm.

Furthermore, the saloon sofas became longer, the saloon table bigger and the chart table area 23 cm bigger, allowing more space for your legs and feet as well as a bigger chart area.

The height of the opening in the bulkhead between saloon and galley / nav table was increased, giving a more spacious feeling.

The toilet compartment and the aft cabin are moved aft as much as the forward end of the cockpit. The starboard end of the aft cabin is increased from 1.81 to 2.00 m. Along the portside the length is 2.13 m.

Instead of the open shelf over the aft berth there is now a real locker.

Over the saloon sofas we introduced alcoves for books and increased space feeling.

The portlights between the cockpit and the interior were moved to eye-level.

The cockpit length was adjusted from 2.42 m to 2.24 m, so the cockpit still is huge.

The outer chart tables were increased in size by 18 cm.

The guide blocks for the halyards were improved reducing the friction considerably.

1996 the curtain system was improved to a more elegant track hidden by mahogany linings.

Late 1996 the CE certification, category A, unlimited ocean voyages, was introduced.

From 1997 the side windows are made by Lewmar.

The antifouling became blue

Also the locker doors in the toilet compartment became uniform white, matching the other parts of this room.

The chart table lid got a practical holder.

All internal fittings got uniform chrome.

The portlight over the galley was made opening.

1998 we improved the upholstery by dividing these achieving an elegant look.

Two fire extinguishers became standard in 1999.

A topping lift for the main boom became standard.

In year 2000 a Hallberg-Rassy logo cut in and caulked into the middle of the fore deck was added.

If a shower on the bathing platform was ordered, this was improved, so that the temperature and pressure may be adjusted directly from platform and not as before, inside a cockpit locker.

The valves for the optional holding tank was improved to the same style as used on the HR 62.

The opening for the switchboard at the inner chart table has been made bigger for easier access to the backside.

The door locks for the inside doors have been upgraded to a more elegant style with an expanding bolt, which prevents rattling.

The 12 V outlets has been changed and will now allow modern plugs for mobile phones or lap tops or similar, the same type that is used in cars.

The deck locker locks have been upgraded to the same elegant type as used on the HR 39 and HR 42.

In 2001, the reading lights became a new, improved design and improved quality.

On the mainsail, the HR logo and the model number are now in blue, to match the rest of the boat.

The colour of the superstructure is now white, as on the Hallberg-Rassy 62. Previously the deck was ivory coloured.

The optional hot water calorifier has got improved insulation.

The halyard stoppers now have a more elegant design.

2002 the optional hot water calorifier volume has been improved from 20 litres to 22 litres.

The main sheet traveller has been upgraded to a removable one.

A new type of flatter profile skylight, especially developed by Lewmar and Hallberg-Rassy together, has been introduced. This skylight has so far only been used on the HR 46, 53 and 62.

In 2003 the cover over the engine has been additionally vibration damped, in order to lower noise level further. When the optional Raymarine ST 4000 autopilot is ordered, the screen is now elegantly flush mounted in the cockpit coaming.

The pulpit became a teak step with a Hallberg-Rassy logo.

A new design of bathing platform was been introduced. The elegant style follows the Hallberg-Rassy 40, with full steps from one side to the other and the ladder lowered into the lower step. The lower step is also wrapped out a bit to allow greater platform area.

At the same time the aft cockpit locker space is improved a bit because of the greater upper step of the platform.

All stoves are now fitted with automatic push button lightning, matches are no longer needed.

The shower waste pump has been upgraded to the new type of membrane pump that needs no filter. This type has so far only been used on the Hallberg-Rassy 43 and bigger.

In 2004 the mooring cleats were changed from aluminium to stainless steel.

The spring cleat got larger.

A new mast profile was introduced, that is stiffer in the longitudinal direction and has many detailed improvements, for example, a more elegant way of fitting the shrouds and the lead blocks.

New mould for the deck with a lot of small detailed improvements; the cockpit coaming is a bit higher in the aft section to give better protection and more elegant lines. There is a larger radius where the superstructure joins the cockpit coaming. The GRP frames for the skylights are slimmer and give a sleeker impression. The blue line around the cockpit is moulded into the gelcoat.

2005 the optional electric windlass has been upgraded to one in stainless steel.

The forward navigation lights for port and starboard side mounted in such a way that they will not be so exposed to damage. This arrangement has been used from the beginning on the Hallberg-Rassy 37.

For the European Shore power cable, included in the optional shore power package, a new type of plug is used, it is a CEE plug, blue with three pins. This kind of socket is becoming more and more common in marinas.

The toilet installation has been improved in such a way that a HR vented loop is fitted. This further reduces the risk for siphon flooding. There have already been manual valves to prevent this, the HR vented loop further reduces the risk.

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