

Hallberg-Rassy builds about 175 boats a year in its factory on the island of Orust in Sweden. Of particular note is the monocoque construction technique that requires that all interior components fit through the main companionway.

HULL: The hand-laid fiberglass hull—which is built to CE category A certification—is a straightforward laminate employing isophthalic gelcoat and isophthalic polyester resin. It's insulated above the waterline with Divinycell closed-cell PVC foam. An internal, reinforced grid at floor level increases stiffness and reinforces the hull below the waterline. The hull and deck are mechanically fastened with an interlocking flange at the hull-deck joint that's glassed over with 2½-inch bulwarks finished with a teak caprail, essentially creating a one-piece monocoque structure. Systems, furniture, and tanks all fit through the companionway and are added after the hull and deck are married. An integrated fiberglass rubbing strake that provides protection to the topsides is finished with a brass strip. The interior furniture is all mahogany. Floors are teak with inlaid holly stripes.



Inboard shroud chainplates are readily accessible for inspection.

DECK: As with the hull, decks are sandwich construction utilizing a Divinycell foam core with backing plates laminated into the deck for hardware installation. Teak side decks are standard. The pulpit and pushpit are securely mounted with a vertical, stainless-steel rod recessed into the bulwark, over which the stanchion is slipped and fastened.

SPARS AND RIGGING: The Seldén aluminum spar is a deck-stepped, 7/8th fractional set-up supported by 1x19 wire rigging with alloy protective tubes over the turnbuckles. The single backstay (no runners) utilizes a Seldén backstay adjuster. A Seldén Rodkicker mechanical boomvang is standard, as is the Seldén Furler 2005 headsail furling system and Seldén in-mast main furler.

KEEL AND RUDDER: The keel is constructed of externally mounted lead ballast bolted onto a deep internal sump with 12 stainless-steel bolts. The fiberglass rudder is affixed to an aft skeg and fits just below the transom-mounted swim ladder via a stainless-steel rudder shaft that employs a pair of self-aligning bearings to minimize friction.