



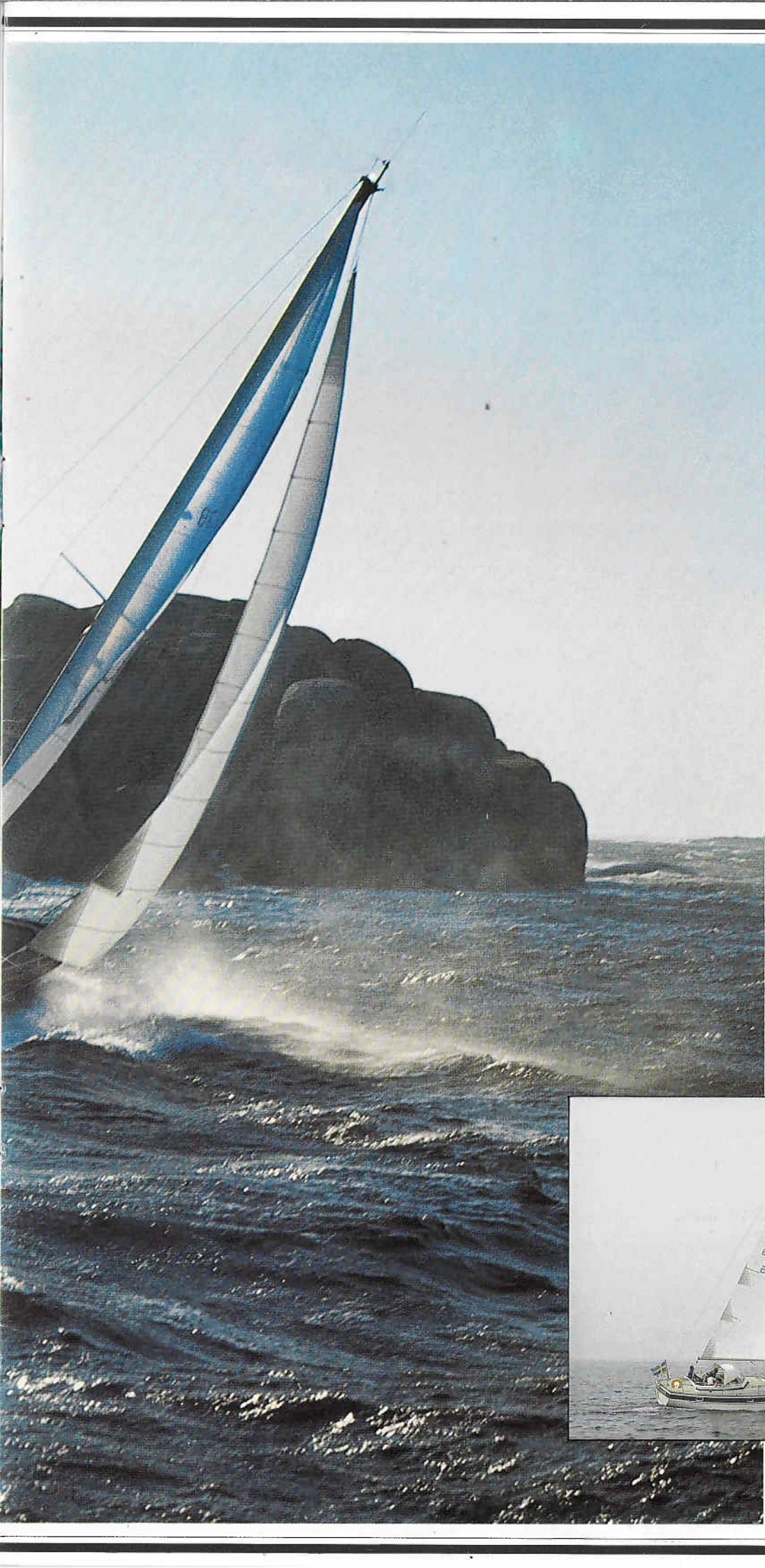
She moves gently on the sea. The bow rises gracefully over the line of horizon and drops softly back. Again and again.

You and your boat are one. With a light hand on the teak wheel you feel the thrill of satisfaction, possible only when everything is perfect.

Hallberg Rassy 38

A mastership in boatbuilding, rich in tradition, from the Swedish West Coast.





HR 38 is built for perfect sailing and a life on board where you will not miss any of the comforts you are used to. This thoroughbred cruiser design and an extremely well built yacht is for the recreation of your family and friends.

The layout is compact. The length overall is moderate, making her easy to handle by a small crew in close quarters. But still she has got the volume and displacement to carry everything a fair sized crew needs to bring for long passages at sea, including plenty of stowage for stores and personal belongings, plus a large water capacity.

The high freeboard and low superstructure design gives you surprising volume below and a large, almost flush, deck. The deck is ideal for the sunlovers and a safe working platform when sailing.

Olle Enderlein, a naval architect of international fame, has designed a modern yacht, perfectly balanced under all conditions and a very fast sailer. With a long keel and separate skeg and rudder he has combined the best of the traditional long keel and the modern racing fin keel types. The hull is in solid fiberglass.

The HR 38 is built at a yard dedicated to building high quality cruising sailboats. She is built by men with generations of boat-building in their blood and who have long lived with the sea on the Swedish West Coast.

All the boats are custom built. Every one a masterpiece in mahogany and teak. The finish is the trademark of traditional craftsmanship.

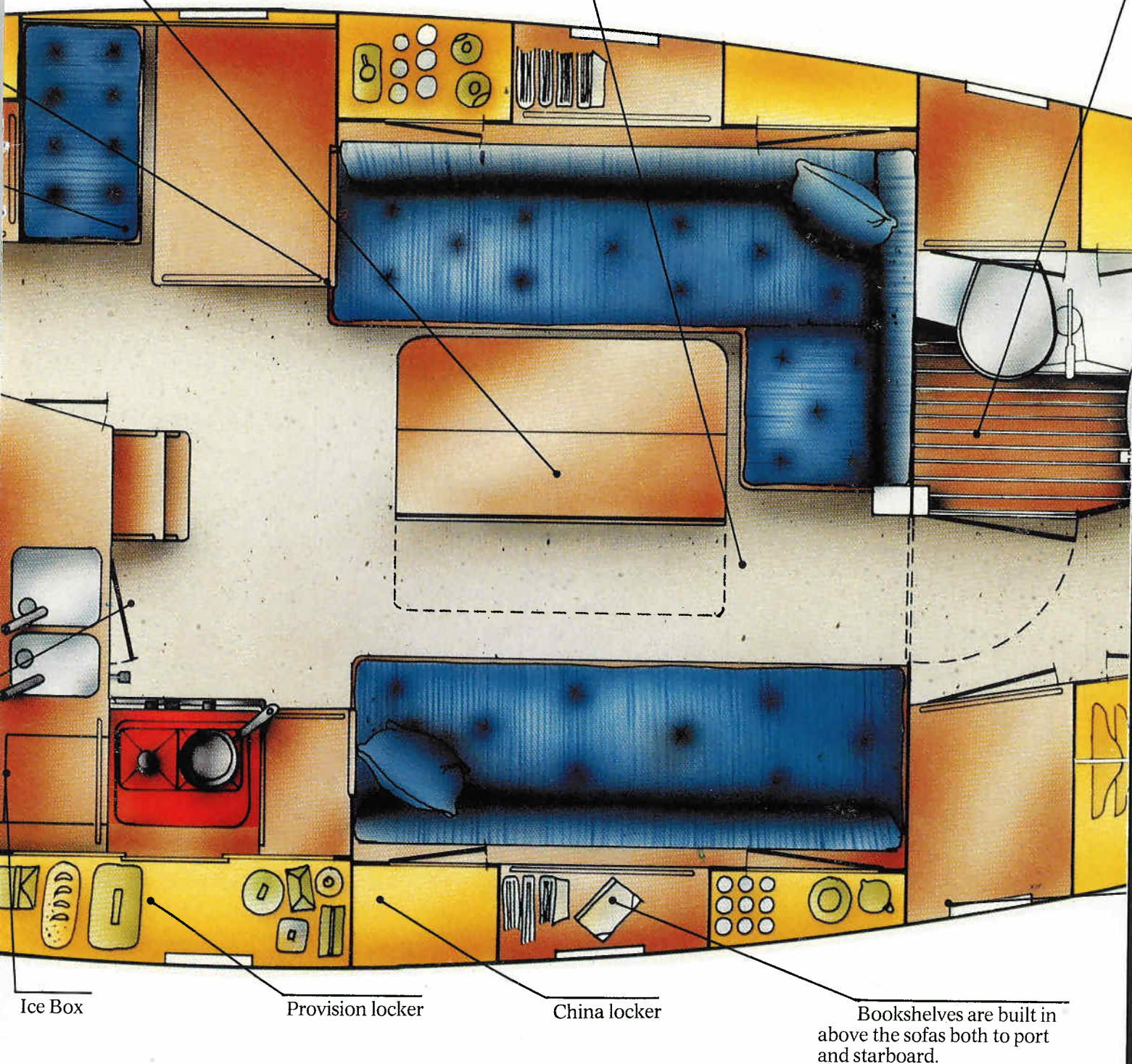


The saloon table is solid and can fold up to give a large surface where complete meals can be served at one time saving many steps between the galley and the table.

MAIN CABIN. In a cruising yacht, the space for meals and entertaining must be very generous. Up to ten people should, on occasion, be able to move about or sit in the main cabin without feeling crowded. Here the meals are prepared. Here the navigator works. The high freeboard/flush deck design gives an unusually big volume inside

which is very effectively used. All materials used in the accommodation are of highest quality to stand up to the constant wear and tear on a boat, while still keeping a fresh appearance. PICTURE 1.

LAVATORY. In the lavatory you should have plenty of elbow room. You have a large space for a shower with the floor as a one piece shower well. Your feet will welcome the warm and soft teak gratings! A fair size china wash basin and a full scale marine toilet are arranged for comfort and easy upkeep. Several lockers for towels and toilet requisites are at hand.



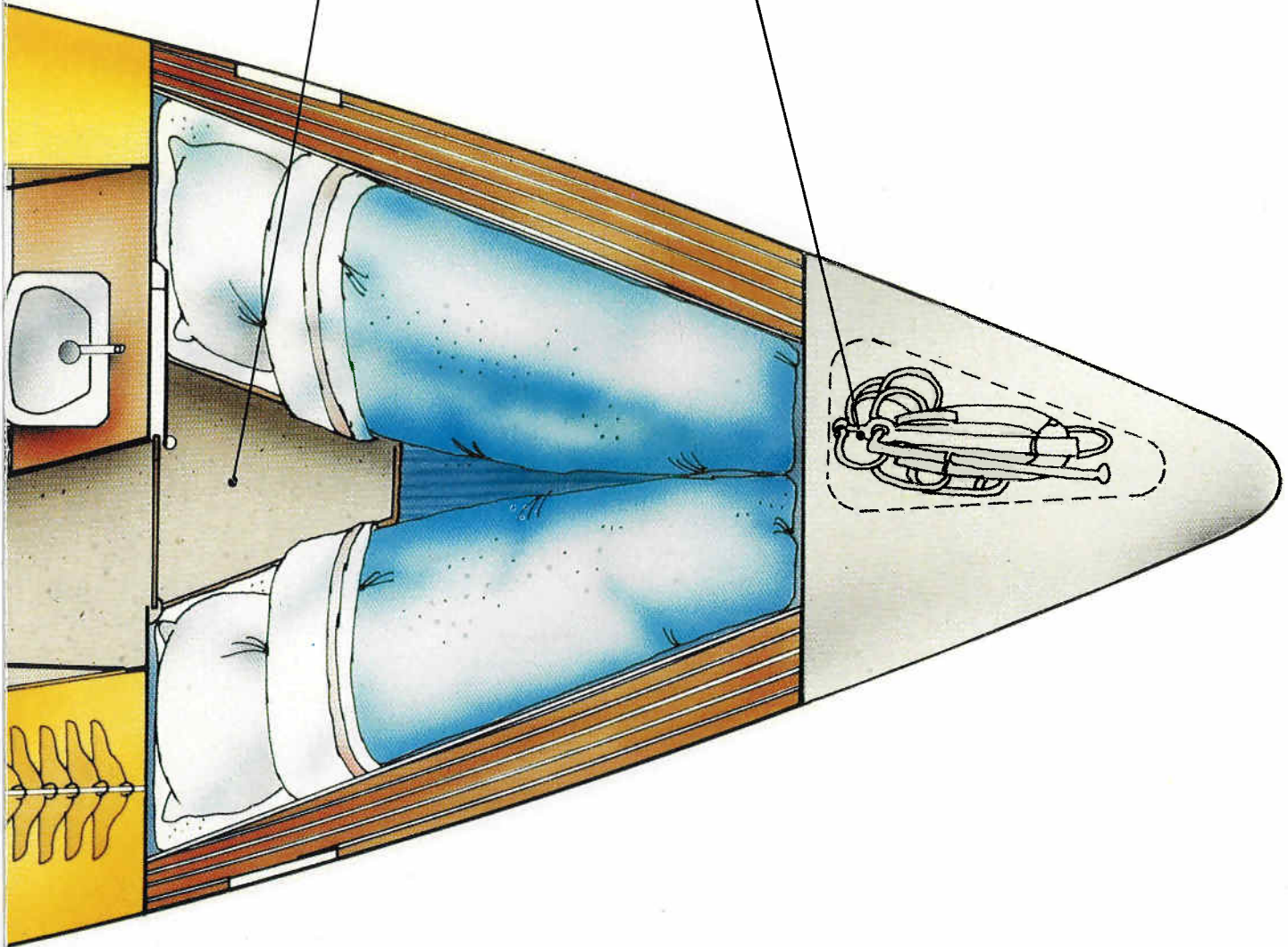
Scale 1:20 0 1 2 3 m.

You can use the running hot and cold water without counting the drops. With the doors to the main and forward cabins closed, the passage and lavatory will form a dressing room with two large hanging lockers accessible. PICTURE 4.

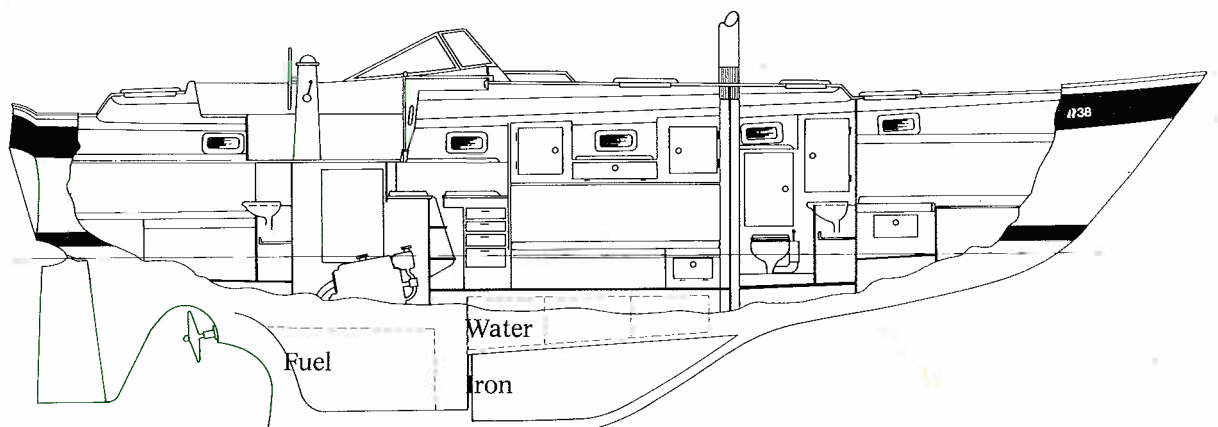
FORWARD CABIN. The fore cabin is often a dull and cramped part of a boat. Thanks to the high freeboard and big inside volume of the HR 38, the fore cabin is airy, including two large beds and the same cosy furnishing as the aft cabin. There is plenty of light and air with skylight and opening portlights. PICTURE 6.

The asymmetrical hatch for the anchor well is long and deep. A windlass can be fitted without the chain blocking the hatch.

In a good sailing boat the weights should be concentrated midships and low. In the HR 38:s watertanks and fuel tanks are built into the bilge holding nearly a ton of liquid ballast. A reserve fuel tank on the port side compensates the weights in the galley and big sail locker on the starboard side. All tanks are provided with manholes. Any bilge water is collected in a deep bilge well. Everything below the floors is accessible for cleaning and checking out.



All portlights open for ventilation







When cruising, generous space and comfort is a condition for carefree recreation. There is room for entertaining and pleasant meals. The night's sleep should be as comfortable as at home in beds as big as you have ashore. You should not have to rely on crowded or dirty showers in marinas to keep yourself clean and fresh for lack of hot water or cramped quarters on board. Surrounded by the smug coziness you only find in a solidly built accommodation, you should enjoy the same comfort cruising as living at home.

The Hallberg Rassy 38 can easily be handled by the usual "husband and wife" crew. It is built for comfortable cruising at sea for a party of seven. Even with nine crew members you still have space to spare.

The high freeboard/flush deck layout gives you an extremely big accommodation, both airy and light, which accommodates a large party yet still provides privacy for all when desired.

Everything in the accommodation is "full size". The whole ship is an exclusive piece of craftsmanship in mahogany and teak. The equipment is so complete that you will not miss a thing, even on long voyages at sea.

The HR 38 is as comfortable sailing in the cold Northern waters as sailing in the tropical latitudes. Few boats are as well insulated and have such complete ventilation facilities.



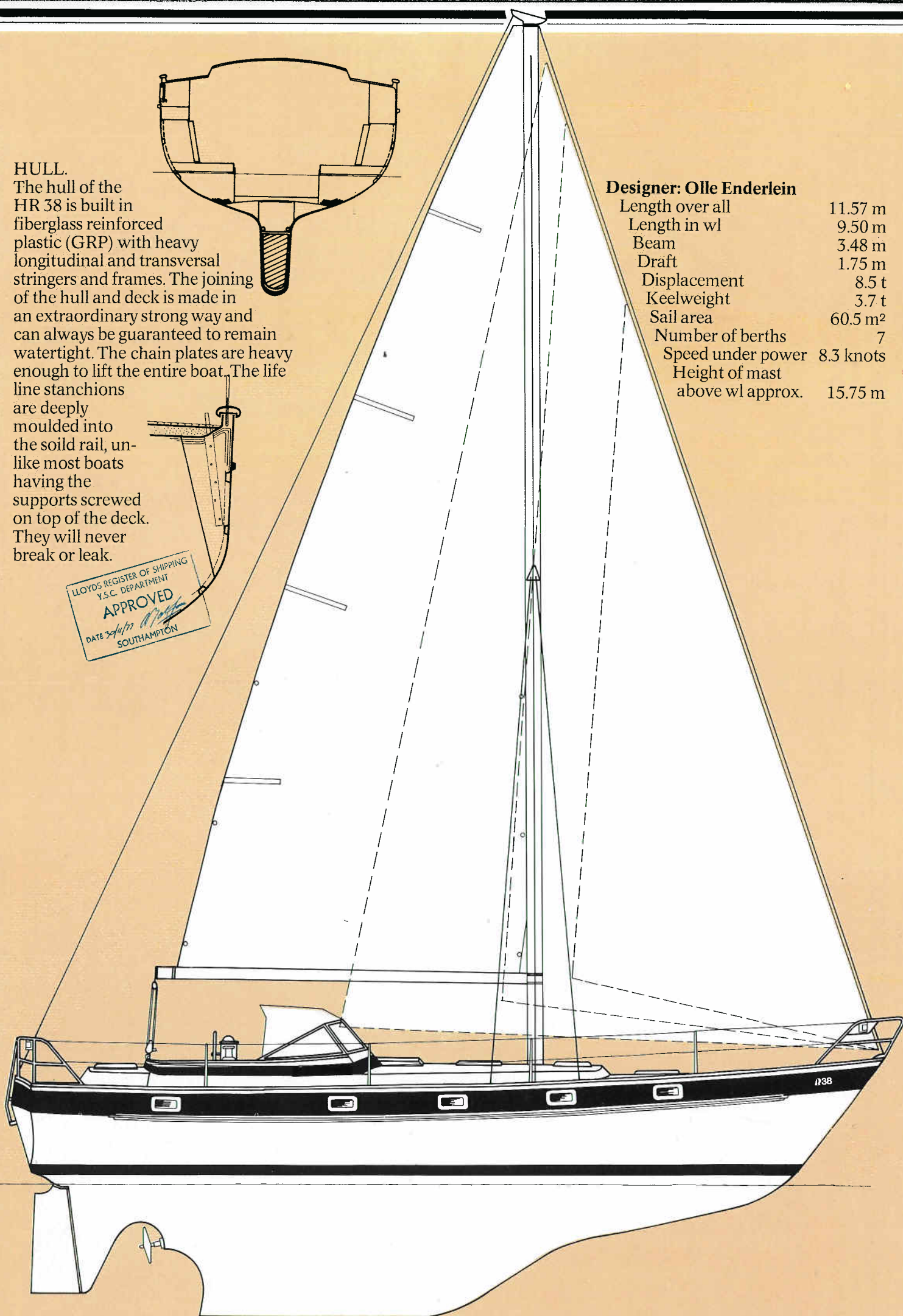
HULL.

The hull of the HR 38 is built in fiberglass reinforced plastic (GRP) with heavy longitudinal and transversal stringers and frames. The joining of the hull and deck is made in an extraordinary strong way and can always be guaranteed to remain watertight. The chain plates are heavy enough to lift the entire boat. The life line stanchions are deeply moulded into the solid rail, unlike most boats having the supports screwed on top of the deck. They will never break or leak.



Designer: Olle Enderlein

Length over all	11.57 m
Length in wl	9.50 m
Beam	3.48 m
Draft	1.75 m
Displacement	8.5 t
Keelweight	3.7 t
Sail area	60.5 m ²
Number of berths	7
Speed under power	8.3 knots
Height of mast above wl approx.	15.75 m





If you step on board on a Hallberg Rassy boat you will experience the dream of every true sailor – the feel of a “real traditional” boat in a modern hull of today. You will find that the boat builders have put their pride in this particular boat. You can run your fingertips over a joint and your eye (that will hardly find a screw-head) will enjoy the workmanship in satin finished solid mahogany and selected teak.

On the Swedish West Coast the art of boat building is a tradition. Here the people have lived with boats for generations. The skill in building seaworthy workboats for the open sea is carried on from father to son.

On Orust, the largest island on the west coast, many of the craftsmen are engaged in the building of high quality cruising boats on Hallberg Rassy Varv. A boatyard that, unlike many of today's boat industries, has never been engaged in anything but boat building.



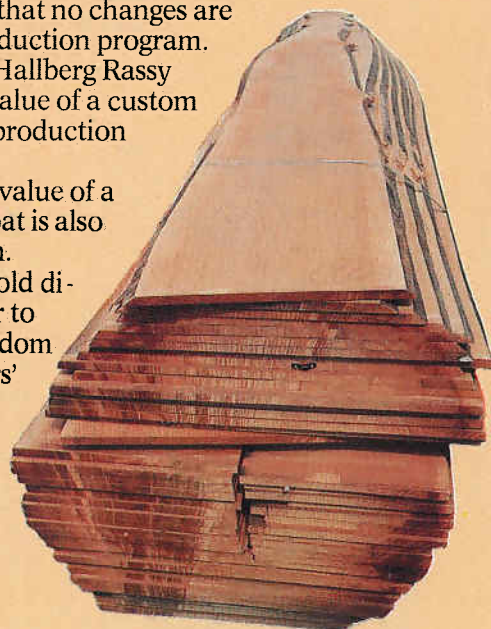
A total of 225 men, many with more than 25 years in the company, build about 400 boats per year in a carefully controlled modern factory using modern production methods, but still producing boats with craftsman fitted joinery to custom built standard.



The Hallberg Rassy boats are in a line production, but every single boat is an individual piece of craftsmanship. The long series give the yard an advantage when purchasing the best equipment that can be bought. The boats are, from the start, so well thought-out that no changes are needed in the production program. When you buy a Hallberg Rassy boat you get the value of a custom built boat at line production price.

The second hand value of a Hallberg Rassy boat is also exceptionally high. They are mostly sold directly from owner to owner and are seldom seen in the brokers' lists.

The Price of a second hand Hallberg Rassy boat is very close to what you pay for a new one:

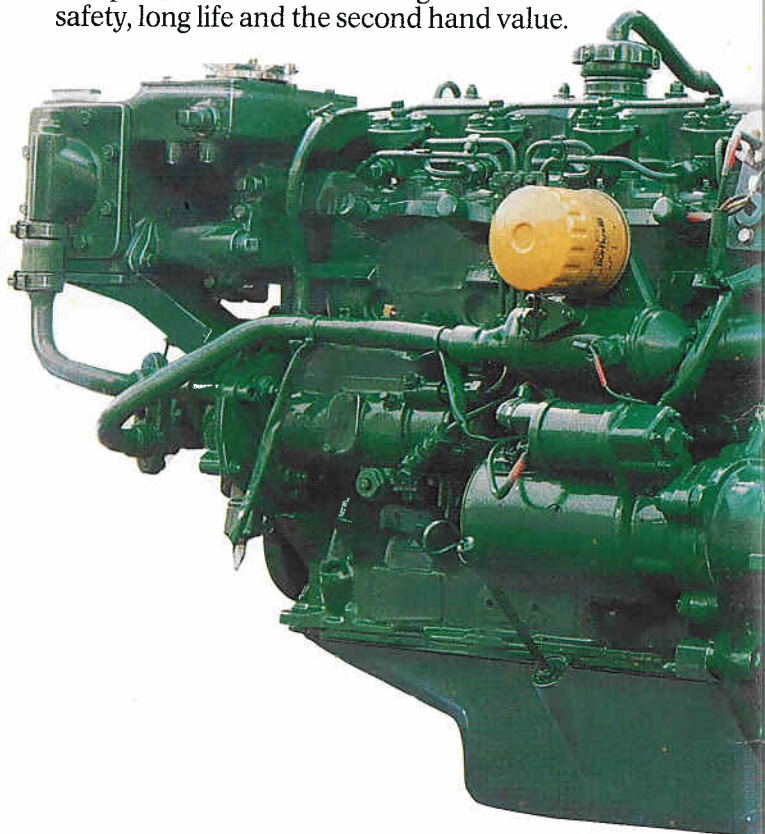




STEERING. Rudder failure is the most serious thing that can happen on a boat. It absolutely must not happen.

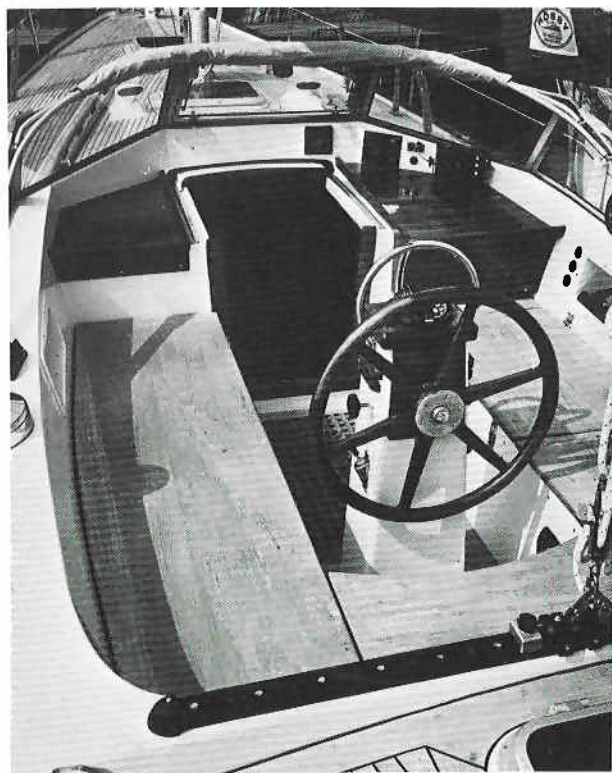
The rudder fittings of the HR 38 are almost exaggeratedly overdimensioned. The material is bronze. The transmission from the wheel to the rudder is the most sophisticated you can get. American Original Edson.

The discriminating buyer of a Hallberg Rassy boat has the right to expect the best equipment that can be found. The quality of the different components is the determining factor both for safety, long life and the second hand value.



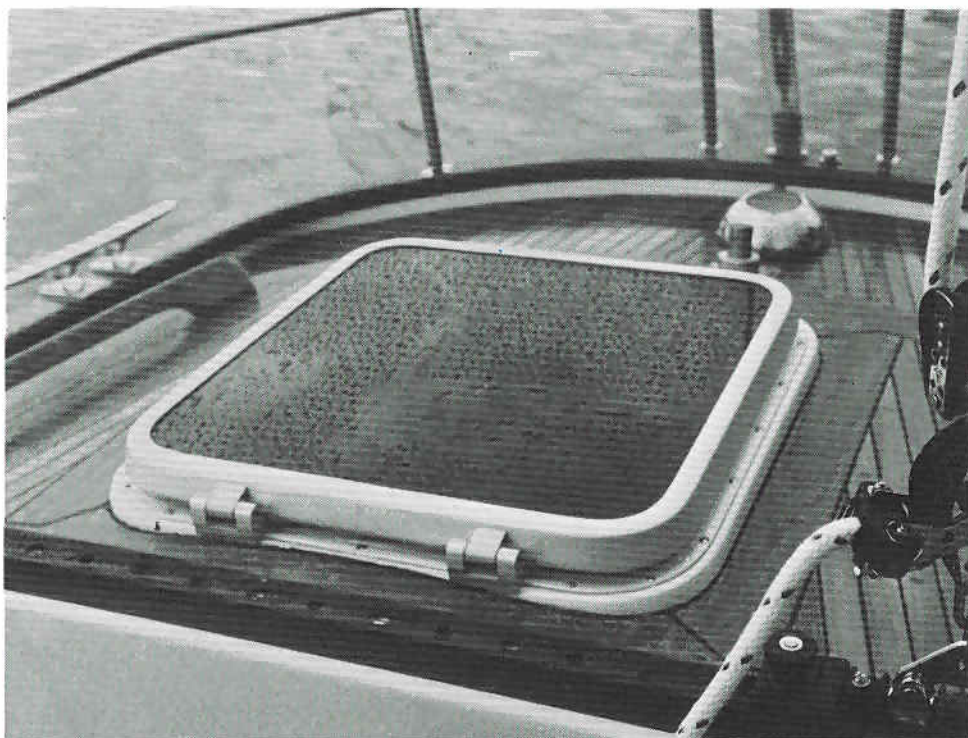
RIG AND SAILS.

The rig design of the HR 38 is technically advanced. It is made by one of the leading sparmakers in the world, Selden's. The halyard winches are hand operated for safety onboard. They are dimensioned for the cruising family and strong arms of the racing crew. One person easily sets the sails, and the handle can be left for a moment in the progress, if needed. The winch is blocked. The halyards are reeled up automatically. The mainsail is reefed with modern slab reef technique single-handed. The HR 38 is equipped with firm strong sails from Syversen, a well known European sail loft.

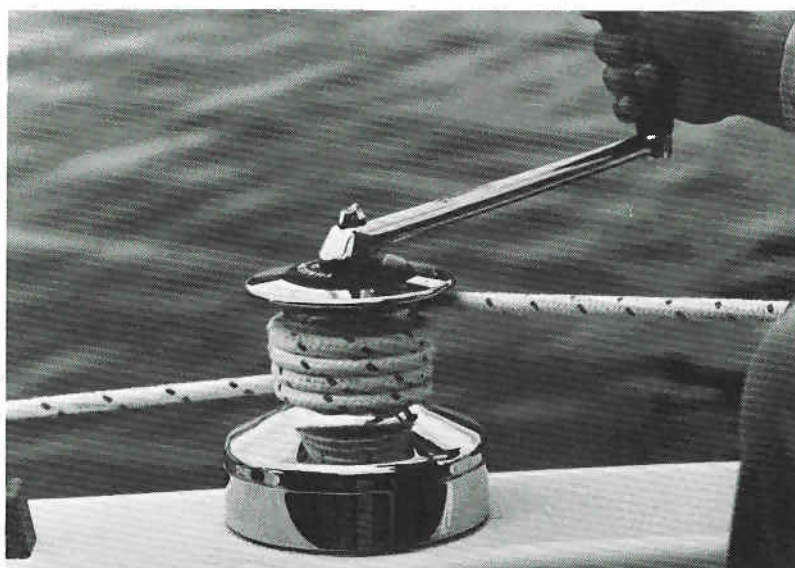


COCKPIT. The cockpit of the HR 38 offers a good protection from flying spray and cold winds, at sea and at anchor. The design, with an opening windscreen, is a development of the simple arrangements used on most boats. For further protection the canvas dodger can be erected. The coamings are wide and high. The seats and floor are teak covered.

ENGINE. Volvo Penta MD 21 is a four cylinder diesel engine, world renown for long life and dependability. It is a 75 HP engine in this boat limited to 45 HP on the shaft., Fuel consumption at cruising speed, 7.5 knots, is one imp. Gallon/hour. The service net of Volvo Penta is world wide and probably better organized than any other make.



SKYLIGHTS. Anodized drawn light alloy profiles and acrylic glass is the best material in hatches.

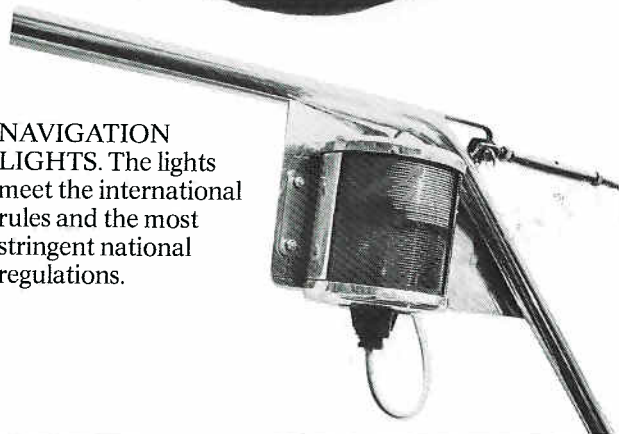


HEADSAIL WINCHES. Lewmar, three speed for rapid and effortless handling of the headsail sheets.

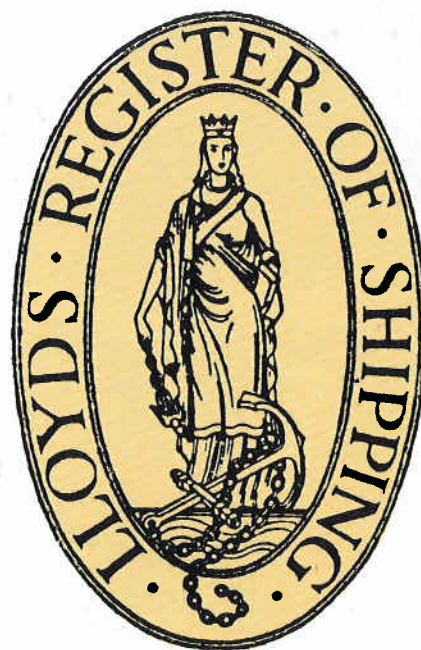


COMPASS. The Sestrel Major is one of the best makes in the world.

NAVIGATION LIGHTS. The lights meet the international rules and the most stringent national regulations.



LOYD'S REGISTER OF SHIPPING. Few boats are so conscientiously built and give confidence as the Hallberg Rassy boats. Lloyd's surveyors continuously check every single boat at a large number of vital points. The quality and thickness of the laminate is measured from stem to stern by ultrasonic equipment. At delivery of your HR 38 you get a full report and a "Lloyd's Certificate of Hull Construction" made up for your boat and in your name.





Member of Swedish Boating Industries Association



Hallberg Rassy constantly pursue modern boat building techniques combined with traditional craftsmanship and boat types which fit today's demands. This to a great extent has a bearing on you as a buyer getting value for money when choosing a Hallberg Rassy boat.

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