



Hallberg-Rassy 372

Standard specification

Hull and Deck

Hand lay-up GRP hull, insulated above water line with Divinycell closed cell PVC-foam against heat and cold. Integrated rubbing strake with brass strip. White hull with blue decorative band in gelcoat. Under the mast support there is a steel beam cast into the hull stiffener. Strong under floor reinforcements, bonded with composite. Lead keel with reinforcement bolted on with eleven M 24 stainless steel bolts. The stainless steel rudder shaft is carefully mounted with two self aligning bearings for low friction in all situations. Strong engine foundations of GRP for effective sound insulation. Deck and coachroof areas and also cockpit are of sandwich construction, solid in parts, laminated to the hull.

Deck and deck fittings

Deck, toerail, cockpit seats, cockpit coaming, cockpit floor, and bathing platform have top quality teak laid in silicon rubber. Strong stem fitting with integrated anchor roller. Under-deck shelf prepared for optional electric anchor winch (windlass, chain and bow anchor is an extra). Stowage beneath for fenders and lines. Two strong stainless cleats forward, aft and midships, all bolted with four bolts each. Double stainless lifelines. Two scuppers on each side which drain rain water overboard just above waterline to prevent dirt strips on the hull. Deck inlets for water and diesel tanks are on opposite sides to avoid errors. Genoajib and mainsheet tracks with blocks. Genoajib block adjustable from the cockpit. Selftailing genoajib chrome winches, size 46 CST. Two 30 CST winches in the cockpit for halyards. The halyards are hidden in channels under the coachroof. Five flush-mounted skylight hatches; two to the saloon, one in the heads, one in the aft cabin and one in the forward cabin. Eight aluminium framed port holes, all of these are opening. Pulpit and pushpit have opening for easy access on board. Integrated bathing platform in transom.

Cockpit

On starboard side there is a generously sized, dry stowage locker. Wheel steering with big twin spoke 132 cm diameter leather covered steering wheel. Single lever engine control. Panel for engine instruments in the steering pedestal within easy reach of helmsman. Alcove in the port side cockpit coaming. There is a separate gas locker on port with stowage for two optional 6 kg PK6 gas cylinders. Strong windscreen with side handholds, opening centre section and sprayhood over front part of cockpit. The sprayhood can be rolled away neatly into a protective cover. Sliding hatch of transparent milk coloured acrylic glass with teak handhold. On either side of this sliding hatch there are useful teak covered work surfaces, ideal as chart tables, etc. Chart tables and washboards in natural teak. Two washboards, the upper one louvered for ventilation. The washboards store in the cockpit locker.

Mast and rigging

Triple spreader deck stepped rig by Seldén. The mast is supported by a steel support with a mahogany cover. Furthermore, there is a steel beam cast into the hull stiffener area under the mast support. Main boom with outhaul and two single line reefs, controlled in the cockpit.



Under-deck genoajib furling and reefing system. Seldén rod kicker. Mechanic backstay tensioner by Seldén. Spinnaker boom track and preparation for spinnaker boom topping lift are supplied as standard. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Turnbuckles from Seldén, aluminium protection tubes from Seldén. Deck light. Windex wind indicator on mast top.

Sails

Mainsail and furling genoajib made from dacron in special Offshore quality with leather reinforcements by Elvström Sobstad. Two reefs in main, battens and coded sail bags.

Accommodation details

All interior woodwork in light mahogany matt silk finish. Locker doors with rounded edges and ventilation above. Floor is varnished wood with inlaid holly strips. Saloon ceiling has panelling with mahogany strips and ceilings in remainder of boat have light lining. Cushions on all berths sandwich foam, 10 cm harder and 2 cm softer on top, totally 12 cm / 5" thick and resting on unvarnished, well ventilated boards to avoid condensation. Handholds are in all the right positions. All portholes are fitted with curtains. Curtains also under the skylights in the saloon, aftcabin and forward cabin.

Saloon

The settee offers comfortable seating. On port side an L shaped 2.00 m / 6' 7" long sofa, on starboard a straight 2.00 m / 6' 7", with backrests with upper hinges such that the whole width of the berth can be used for sleeping accommodation. Between the settees a strong table with foldable sides. Top opening bar in the table. Headroom in saloon 1.93 m / 6' 4".

Galley

Big working surface in solid composite stone material with strong, all round fiddle rail. Carefully insulated icebox with Isotherm electric compressor for chilling and a basket for small items. Extra deep, double sink. Two burner gas cooker with oven, well gimballed with fiddle rails and locking device for oven door and also for the cooker when in use in the marina. Electric lighting of burners, no matches are necessary. Safety switch on gas pipe. Crockery locker and cutlery drawer. Bread board. Room for saucepans and other kitchen utensils. There are special places for the waste bin and other items.

Heads Compartment

Bulkheads and lockers in white laminate. Teak grating. Wash basin and countertop in solid composite stone material. There is a large mirror. Separate shower with plexi glass doors. Shower water drained by pump directly overboard without going into bilges. Hand switch for shower pump for utmost safety. Strong, reliable pump action toilet. Stainless holding tank, emptied by gravity or by deck pump out. Cupboard below the washbasin. Ventilation through opening porthole deck hatch and side portlight. There is a wet locker.

Forward Cabin

The forward cabin is spacious and has a seat for dressing and undressing. Two 2.12 m / 7' long berths, foot end 68 cm and aft end 204 cm wide. Ample stowage above and below and in addition a number of lockers. Two hanging lockers and two vanities. Opening skylight with curtain under.

Chart Table

A comfortable chart table seat with spacious chart table. Electric panel to the right of the navigator. There are drawers and stowage slots as well as a pencil holder.



Aft Cabin

Aft cabin has a vanity, a hanging locker and a comfortable double berth, size 2.09 m where it is longest and 2.03 m where it is shortest. 1.45 wide where it is widest and the foot end 1.07 m. Stowage room below and above.

Engine and Engine Room

Engine: Volvo Penta D2-55/130S, 41 kW/55 HP 4 cylinder 2.2 Litres cylinder volume. Mounted with four rubber feet on strong foundations and saildrive to reduce vibration and noise. Twobladed folding propeller. Water-cooled rubber exhaust pipe. Freshwater cooled engine. The hot freshwater circuit is led into a 40 L / 11 US gallon well insulated hot water tank. Due to the good insulation water remains hot for many hours after the engine has been run. The engine is served by a separate 62 Ah 12 V starter battery. There is a large filter for cooling water. The bilge pump has been installed in a position where it can be cleaned even in extremely bad weather conditions.

Diesel

Approximately 270 litres / 72 US gallon in a stainless steel tank. The tank is filled through deck inlets. Between tank and engine there is a further large water and coarse filter in addition to the one on the engine. The cruising range in calm waters at cruising speed (2/3 of full RPM) is approximately 670 nautical miles.

Water

Water capacity is approximately 425 litres / 114 US gallon. There is a water gauge. The water goes to a pump and then on to a 2 litres pressure equalising tank, and from there via a manifold is distributed to a 40 Litres / 11 US gallon hot water calorifier (heated by 230 V supply and the engine's cooling water) and the cold water system. As soon as a water tap is turned on the water which is under pressure in the pipes starts to flow. As soon as the pressure reduces the electric pump begins to work, and will continue until the pressure is built up again after closing tap. Filling of water tanks is through deck inlet. There are two bilge pumps; one manual and one high capacity electric emergency bilge pump that is floodable.

Electricity

Two separate circuits, one with 12 Volt and 62 Ah start battery for engine start and 12 Volt 240 Ah deep cycle flat plate traction batteries for general use on board. Charging of batteries is by 115 A alternator from engine. Mainly halogen lighting is used and is located in all the important positions. There are adjustable lights above berths and settee. 12 V electric sockets at inner chart table and in the cockpit. Electric panel with circuit breakers at inner chart table. There is a water and diesel meter. International LED navigation lights and steaming light for low power consumption. The electric panel has provision for additional outlets. A wiring diagram is supplied with each boat.

Refrigeration

An Isotherm refrigeration with electrical Danfoss compressor unit is fitted for the icebox. The unit is economical to run and is operated from the 12 Volt supply.

Instrumentation

Above the sliding hatch instruments Furuno FI-50: two Multi for speed, depth and water temperature and one analogue Wind. Compass, RPM-meter, engine hours counter, oil pressure indicator and voltmeter for engine start at the steering pedestal. Tank meters for fuel and fresh water, located at the electric central above the inner chart table.



Ventilation

Five hatches, eight opening port holes, companionway washboards, two Dorade vents in the saloon.

Steering

Wheel steering with twin spoke 132 cm leather covered steering wheel. Direct link transmission for direct and exact feel. Emergency tiller. Illuminated compass and single lever engine control. The rudder has double self-aligning bearings for low friction in all situations.

Safety and General

All outside skin fittings are speedily and securely sealed by using ball-valves with Delrin-sealer. Double hose clips are used under water. For the toilet special non-diffusing hoses are used. All electric cables are, where possible, laid in special tubes and where this is not possible, cables are safely loomed away from the hull. There are large limber holes so that any water can easily drain to the bilge. The bilge is accessible by a removable floor panel without having to remove the steps. Inspection hatches for easy access to sea cocks and speed transducer. Three fire extinguishers; one fitted to the saloon table, one in the forward cabin and one in the aft cabin.

Type of Finish

The interior is treated with a two component silk finish varnish. The underwater hull has two applications of epoxy primer and two coats of antifouling.

Certification

The boat is CE certified by Germanischer Lloyd and a CE plaque for category A (unlimited ocean voyages) is supplied.

Loose Equipment

- Flagstaff
- Boat hook
- Cockpit table
- 6 Fenders, 55 cm / 22"
- 4 Mooring lines 10 m / 33', 16 mm
- 15 kg Breeze anchor for transom use
- 30 m / 100' warp + short chain for above
- Emergency tiller
- Main sail cover (not supplied if in mast furling is ordered)
- Two winch handles; one long and one short.

Modifications reserved.

Chosen extra equipment may affect this standard specification.

Drawings are for orientation only. Measurements are not to be taken from these drawings.

Drawings show optional equipment.