



 **Hallberg-Rassy**

Hallberg-Rassy 44

*Effortless sailing*





*Epex Fatfurl main with vertical battens,  
furling code zero*







*Twin rudder blades give full control and full safety in all conditions of sail*





Rassker 44









*A large engine room allows for easy access, easy maintenance and good sound insulation  
Access from the sb side, from the front end and from the cockpit locker floor*

*A modern and efficient sail plan that is easy to handle*





*Saloon curtains*



*Combined fiddles and handholds*



*Bright and inviting saloon with lots of natural light*



*Retractable 32 inch TV*





*Mahogany interior. Bright European oak interior available as an option*



*Engine room access also from both the side and the front*



*Generous linear galley*



*Optional indirect LED lighting*



*Optional 230 v dishwasher*





*Comfort worthy a King*







*Very generous aft cabin*





## Hallberg-Rassy 44 standard specification

### Hull and Deck

Laminate construction of hull: Isophthalic gelcoat, vinyl ester based barrier coat. Hand lay-up method, insulated with Divinycell PVC-foam against heat and cold except in the keel area which is solid laminate. Integrated rubbing strake with brass strip. Blue decorative band in gelcoat. Strong under floor reinforcements. Lead keel with reinforcement bolted on with many stainless steel bolts. The rudders are carefully mounted for sensitive rudder feel. 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. Four hull portlights.

### Deck and deck fittings

Toerail and folding bathing platform. Hand rails full length of superstructure. Strong stem fitting. Integrated anchor roller. Electric windlass. Stowage beneath for fenders. Two strong cleats forward, aft and midships. Double stainless lifelines. Opening gates port and starboard. Scuppers on each side which drain rain water overboard just above waterline to prevent dirt strips on the hull. Genoa jib and mainsheet tracks with blocks. Genoa jib block adjustable from the cockpit. Selftailing genoa winches, size 55 Evo Chrome, one mainsheet winch, size 40 Evo Chrome. Hatches in foredeck, forward toilet compartment, stb side of that, two in saloon and one in aft cabin. 11 port holes, 7 of these are opening. Pulpit and pushpit have opening for easy access on board. There is a separate gas locker with stowage for two 6 kg PK6 gas cylinders. Folding bathing platform in transom.

### Cockpit

On starboard side there is a generous sized, dry stowage locker with storage slots for wash boards. The cockpit floor is covered with a grating. Wheel steering with large pedestal head. High gloss varnished folding high gloss varnished wooden cockpit table. Instruments for engine in the steering pedestal within easy reach of helmsman. Strong windscreen with handholds on the sides, opening centre section and sprayhood over front part of cockpit. The sprayhood can be rolled away neatly into a protective cover. On either side of sliding hatch there are useful wood covered work surfaces, ideal as chart tables, etc. Above the sliding hatch Raymarine instruments; one i50 Speed, one i50 Depth and i60 Wind. Chart tables and washboards in wood. Two large cockpit drains. Space for optional life raft below the cockpit floor. Halyard winch size 40 Evo Chrome and clutches on the stb coaming.

### Mast and rigging

Triple spreader rig by Seldén. Main boom with outhaul and two reefs. Under deck genoa jib furling and reefing system Seldén Furler TD. Seldén rod kicker. Backstay tensioner. One winch for reefing, selftailing, for main- and genoa jib halyards. Several cleats for various uses. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Turnbuckles from Seldén, winches from Lewmar. Windex wind indicator and anchor light on mast top.

### Sails

60 m<sup>2</sup> mainsail and 46.5 m<sup>2</sup> genoa jib made from high quality dacron material in special Offshore quality by Elvstrøm Sails, Denmark. Two reefs in main, battens and coded sail bags.

### Accommodation details

As standard the boat has two saloon sofas and two separate aft cabin berths. As an option at additional cost, there are two armchairs available in the saloon, and a queen size center line

berth in the aft cabin with sofa to port and make up table to starboard, as well as a larger linear galley to port. In front of the mast the boat has a head with separate shower and a single cabin configuration with two individual berths. Twin cabins are available as an option as well as a supercabin in front with smaller head. Optional layouts are subject to additional cost. You may combine the saloon of your choice with the aft cabin and forward layout of your choice. If optional layout is required, this must specifically be ordered and confirmed.

All interior woodwork in light khaya mahogany matt silk finish. Flushed locker doors with invisible hinges and ventilation as far as possible. Floor is varnished real wood with inlaid holly strips. Saloon ceiling has paneling with mahogany strips and ceilings in remainder of boat have light lining. High quality fabric covered cushions on all berths 12 cm / 5" thick sandwich foam resting on unvarnished, well ventilated boards to avoid condensation. Hand holds are in all the right positions. All portholes are fitted with curtains. Curtains also under the deck hatches in the sleeping cabins.

### Saloon

The settee offers comfortable seating. On the port side a 2.00 m long L-sofa that has backrests with hinges so that the space behind can be utilised as storage. On starboard side 2.00 m long settee. The backrest can be lifted to enable total width to be used for sleeping accommodation. Between the settees a strong table with foldable sides. Top opening bar in the table. Headroom in saloon approximately 1.97 m.

### Galley

Working surface in Corian with strong, all round mahogany fiddle rail. Carefully insulated coolingbox with baskets and water cooled electric compressor for chilling. 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. 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.

### Forward Heads Compartment

Bulkheads and lockers in white laminate. Grating. Wash basin and countertop in Corian. There is a large mirror fitted. Shower with watertight shower stall, acrylic 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. Holding tank, emptied by gravity or by deck pump out. Cupboard above and below washbasin. Ventilation through opening porthole and a frosted deck hatch.

### Forward Cabin

The door to the forward cabin has been arranged in such a way to allow free movement for dressing and undressing. Two 2.10 m long berths with ample stowage above and below and in addition a number of lockers. A deck hatch and an opening porthole.

### Work Table and Walkthrough

A comfortable work table seat. Electric panel to the left of the navigator. Drawers and stowage slots. There is a larger rubber sealed door access in the aft cabin to the big engine room. Good headroom in the walkthrough thanks to use of cockpit coaming for headroom. On port side there is a wet locker and various cupboards.

### **Aft Cabin**

Aft cabin has a hanging locker on port side and two comfortable berths, port side 2.20 long x 90 cm wide and starboard side 2.02 m long and 1.15 m wide. Stowage room below and above. There is a mirror fitted. Seat between the berths. As an option at additional cost one big double centre bed and a seat on port side and vanity table to starboard can be ordered.

### **Aft Heads Compartment**

As forward toilet. The shower has acrylic glass doors. Corian worktop. Ventilation through an opening portlight towards the cockpit.

### **Engine and Engine Room**

Engine Volvo Penta D2-75, 55 kW/75 HP 4 cylinder 2.2 Litres cylinder volume. Mounted with four rubber feet on strong foundations to avoid vibration and noise. Hydraulic transmission. 3 bladed fixed 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 12 V battery. There is a large filter for cooling water. Automatic fire extinguisher in engine room. The bilge pump has been installed in a position where it can be cleaned even in extremely bad weather conditions. There is space for a Diesel generator.

### **Diesel**

420 litres with fuel gauges. The lower tank has 230 litres and the port side tank 190 litres. The tanks are filled through two deck inlets. Between tank and engine there is a further large water and coarse filter in addition to the one on the engine.

### **Fresh Water**

Fresh water capacity is 745 litres in three tanks, the lower tank under the cabin sole has 185 litres and the upper tanks under the parts of the saloon settees; 270 litres on port side and 250 litres on starboard side. The hot water calorifier has 40 litres. The upper tanks are piped to lower tank and controlled by valves. There is a water gauge for each tank. The fresh water goes to a pump and then on to a 8 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 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. Carbon filter. There are three bilge pumps; one manual, one electric and one high capacity electric emergency bilge pump that is floodable.

### **Electricity**

Two separate circuits, one with 12 Volt and 95 Ah battery for engine start and one 12 Volt 460 Ah deepcycle for general use on board, the latter being covered by four batteries. Charging of batteries is by 115 A alternator from engine. Lighting throughout the boat is located in all the important positions. There are attractive adjustable reading lights above the berths. Electric 12 v 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. LED navigation lights, steaming light and anchor light. An individual wiring diagram is supplied with each boat.

### **Refrigeration**

A water cooled Isotherm SP system with Danfoss compressor unit for refrigeration is fitted for

the fridge, extremely economical to run. Operated from a 12 Volt supply and providing batteries are in good condition, refrigeration should last 5-6 days without recharging being necessary.

### **Ventilation**

6 deck hatches, 8 opening port holes, companionway washboards, 7 automatic vents for saloon, aft cabin and forward heads compartment and forward cabin. Separate electric engine room ventilation.

### **Steering**

Wheel steering, cardan linked rod steering which is progressive and combines safety and fine feel in the best possible way. Illuminated compass, single lever engine control and leather covered steering wheel.

### **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 stop cocks and speed transducer. Three fire extinguishers, one fitted to the saloon table, one in the aft cabin and one in the cockpit locker. Fixed automatic fire extinguisher in engine room. Fire and smoke detector in the saloon area.

### **Type of Finish**

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

### **Certification**

The boat is CE certified by DNV-GL (Det Norske Veritas-Germanischer Lloyd) and delivered with a CE certificate and a CE plaque for category A - unlimited ocean voyages.

### **Loose Equipment**

- Flagstaff
- Boat hook
- Four Fenders
- Four Mooring lines
- Emergency steering
- Main sail cover (not supplied if in mast furling is ordered)
- One winch handle

### **Alternative Options At No Extra Cost**

- Port side saloon settee with rounded corner, sofa then not intended for sleep.

*Modifications reserved.*

*Chosen extra equipment may affect this standard specification. Drawings are for orientation only. Measurements are not to be taken from these.*

*Drawings, photos and illustrations show options at additional cost.*

# HALLBERG-RASSY 44

|                            |                      |                       |
|----------------------------|----------------------|-----------------------|
| DESIGNER                   | GERMÁN FRERS         |                       |
| HULL LENGTH                | 13.68 M              | 44' 11"               |
| MAXIMUM LENGTH             | 14.45 M              | 47' 5"                |
| WATERLINE AT REST          | 12.88 M              | 42' 3"                |
| BEAM                       | 4.20 M               | 13' 9"                |
| DRAFT, EMPTY LOAD          | 2.10 M*              | 6' 11"*               |
| DISPLACEMENT,              |                      |                       |
| EMPTY STANDARD BOAT        | 13.3 T               | 29 200 LBS            |
| LEAD KEEL                  | 5.3 T                | 11 700 LBS            |
| SAIL AREA WITH WORKING JIB | 109.6 M <sup>2</sup> | 1 180 FT <sup>2</sup> |
| ENGINE, VOLVO PENTA        | D2-75                |                       |
| TRANSMISSION               | SHAFT                |                       |
| GEARBOX                    | HYDRAULIC            |                       |
| CYLINDER VOLUME            | 2.2 LITRES           |                       |
| POWER AT CRANK SHAFT       | 55 kW / 75 HP        |                       |
| MAX TORQUE                 | 213 NM/1800 RPM      |                       |
| FRESH WATER TANKS, APPX.   | 745 L                | 196 US GAL.           |
| DIESEL TANKS, APPX.        | 420 L                | 110 US GAL.           |
| MAST OVER WATER, EX WINDEX | 21.6 M               | 70' 10"               |

\*Also available as a shallow draught version upon request

Photos and drawings show extra equipment. For many further photos and more in depth info please see [www.hallberg-rassy.com](http://www.hallberg-rassy.com)

Die Fotos und Zeichnungen zeigen Extraausrüstung. Für viele weitere Fotos, bitte besuchen Sie unsere Webseite [www.hallberg-rassy.com](http://www.hallberg-rassy.com)

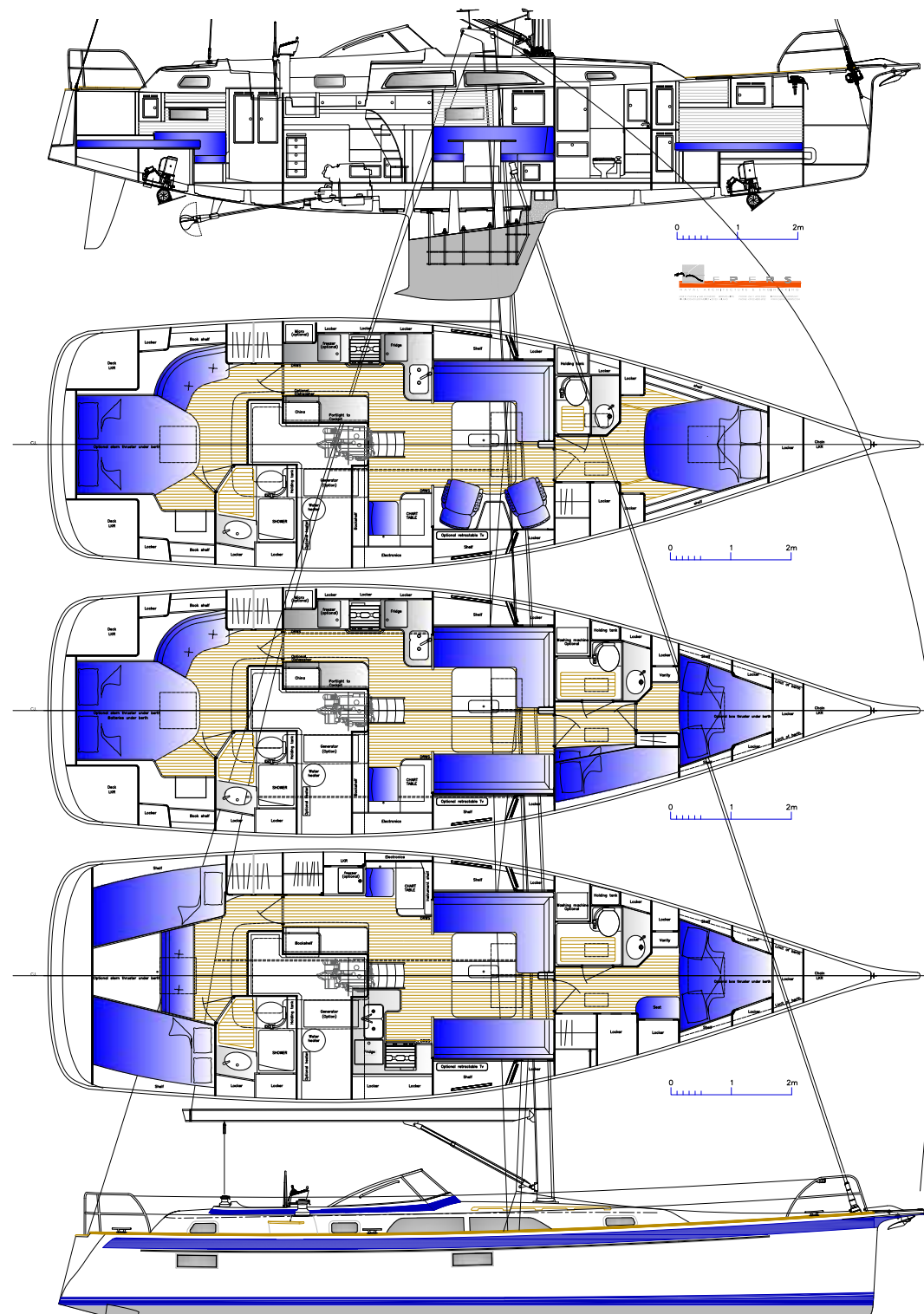


*One day you'll be glad it's a Hallberg-Rassy*

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