Hallberg-Rassy 370

Standard specification

Hull and Deck

The hull is constructed using an isophthalic gelcoat and a vinylester-based barrier coat, hand lay-up method. Hull and horizontal deck areas are insulated with Divinycell PVC foam to protect against heat, cold and noise, except in the keel area, which is made of solid laminate. The hull features an integrated rub-bing strake with a brass strip and a blue decorative band in the gelcoat. Strong hull reinforcements from under soleboards up to the deck level. Keel with lead bulb and epoxi treated cast iron blade, bolted 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. Five hull portlights in tempered glass.

Deck and deck Fittings

Caprail, cockpit seats, cockpit floor and fixed swim platform in top quality PU teak. Stainless hand rails full length of superstructure. Integrated strong bowsprit for an anchor. Anchor, strong points for light wind sails and boarding bow platform/ladder are available as options. Stowage for fenders. Two strong cleats forward, aft and midships. Double stainless lifelines. Scuppers on each side which drain rain water overboard just above waterline to prevent staining the hull. Genoajib and mainsheet tracks with blocks. Genoajib block adjustable from the cockpit. Selftailing genoa winches, size 50 Evo Chrome selftailing. Deck hatch in forward cabin and two in the saloon. 9 port holes, 6 of which are opening. Pulpit and pushpit have openings for easy access on board. There is a separate gas locker with stowage for gas cylinders. Built in swim platform and swim ladder in transom. Fold out swim platform as option.

Cockpit

On starboard side there is a generously sized, dry stowage locker with storage slots for wash boards. Further cockpit locker in the aft end cockpit floor. The cockpit floor is covered with a PU teak. Twin wheel steering. Instruments for engine within easy reach of the helmsman. Strong tempered glass 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 the sliding hatch there are useful work surfaces. Above the sliding hatch Raymarine instruments; one i50 Speed, one i50 Depth and an i60 Wind. Illuminated compass. Washboards in natural teak. Halyard winches size 40 Evo chrome seftailing and clutches on port side and starboard coamings.

Mast and Rigging

Double spreader rig by Seldén Mast. Main boom with outhaul and two reefs. Under deck genoajib furling and reefing system Seldén Furlex TD. Seldén rod-kicker. Backstay tensioner, tackle, with generous 1:48 purchase. Cleats on mast for curtesy and club flags and two extra. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Turnbuckles from Seldén, winches from Lewmar. Windex wind indicator on mast top.

Sails

Mainsail and furling genoajib made from high quality dacron material in special Offshore quality by Elvs-trøm Sails, Denmark. Two reefs in main, battens and coded sail bags.

Accommodation details

As standard the boat has two saloon sofas and a double berth from side to side in the forward cabin. Optional layouts are subject to additional cost. If optional layout is required, this must be ordered and specifically confirmed.

All interior woodwork in light unstained khaya mahogany half matt silk finish. Flushed locker doors with invisible hinges and ventilation as far as possible. The sole boards are 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 un-varnished, well ventilated boards to avoid condensation. Hand holds in all the right positions. Superstructure portholes in the saloon and sleeping cabins are fitted with curtains. Curtains also under the deck hatch in the forward cabin.

Saloon

The settees offer comfortable seating, 2.04 m long on both sides, backrests with hinges, allowing the space behind to be used for storage or converted into a wider single berth. Between the settees a strong table with foldable sides. Top opening bar in the table. Headroom in saloon approximately 1.92 m.

Galley

Working surface in Corian with strong, all round mahogany fiddle rail. Carefully insulated 92 liters cooling box with baskets and electric compressor for chilling. Extra deep, double sink. Two burner gas cooker with oven, well gimbaled with fiddle rails and locking device for oven door and the cooker when in use in the marina. Safety switch on gas pipe. Crock-ery locker and cutlery drawer. Cutting board. Room for saucepans and other kitchen utensils. There is a trash can with two separate bins.

Heads Compartment

Bulkheads in white laminate. Grating. Wash basin and countertop in Corian. There is a large mirror fitted. Separate shower with watertight shower stall and acrylic glass doors. Shower water drained by pump directly overboard without going into bilges. Strong, reliable pump action toilet. Holding tank, 70 l/ 18.5 US gallon, emptied by gravity or by deck pump out. Cupboard above and below wash-basin. Ventilation through an opening portlight.

Forward Cabin

The door to the forward cabin has been arranged in

such a way to allow free movement for dressing and undressing. Two 2.04 m long berths, 2.24 m wide in the aft end, forward end 1.04 m wide. Ample stowage above and below and in addition a number of lockers. An automatic deck vent, an opening hatch and two opening portholes.

Work Table
A comfortable work table seat. Fold-out electric panel to the right of the seat. Drawers and stowage slots.

Aft Cabin
The aft cabin has a hanging locker and a comfortable double berth, 2.04 m long, 1.31 m wide. Stowage room below and above the berths.

Engine and Engine Room
Engine Volvo Penta D2-50, 37.5 kW/51 HP 4 cylinder 2.2 Litres cylinder volume. Mounted with rubber feet on strong foundations to avoid vibration and noise. 3 bladed fixed propeller. Water-cooled rubber exhaust pipe. Fresh-water 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.

Diesel
270 litres with fuel gauge. Between tank and engine there is a further large water trap and coarse filter in addition to the one on the engine.

Fresh Water
Fresh water capacity is 470 litres. The hot water calorifier has 40 litres. There is a water gauge for each tank. The hot water calorifier is heated by a 230 V immersion heater as well as the engine´s cooling water. 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.There are two bilge pumps; one manual and one high capacity submersible electric emergency bilge pump.

Electricity
Two separate DC circuits, one with 12 Volt and 75 Ah battery for engine start and one 12 Volt 240 Ah deep-cycle for general use on board, the latter being covered by two batteries. Charging of batteries is by 115 A alternator from engine. LED 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 work table and in the cockpit. Electric panel with circuit breakers at inner work table. There are fresh water and diesel meters. LED navigation lights and a steaming light. A wiring diagram is supplied with each boat.

Refrigeration
An Isotherm system with Danfoss compressor unit for refrigeration is fitted for the 92 liters cooling box, economical to run.

Ventilation
3 deck hatches, 6 opening port holes, companionway washboards, 3 automatic vents.

Steering
Twin wheel steering. Traveller draglink steering which is progressive and combines safety and fine feel in the best possible way. Leather covered steering wheels.

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, except directly under the engine, which is a separate oil bilge. The main bilge is accessible by a removable floor panel. 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 and delivered with a CE certificate and a CE plaquette for category A - unlimited ocean voyages.

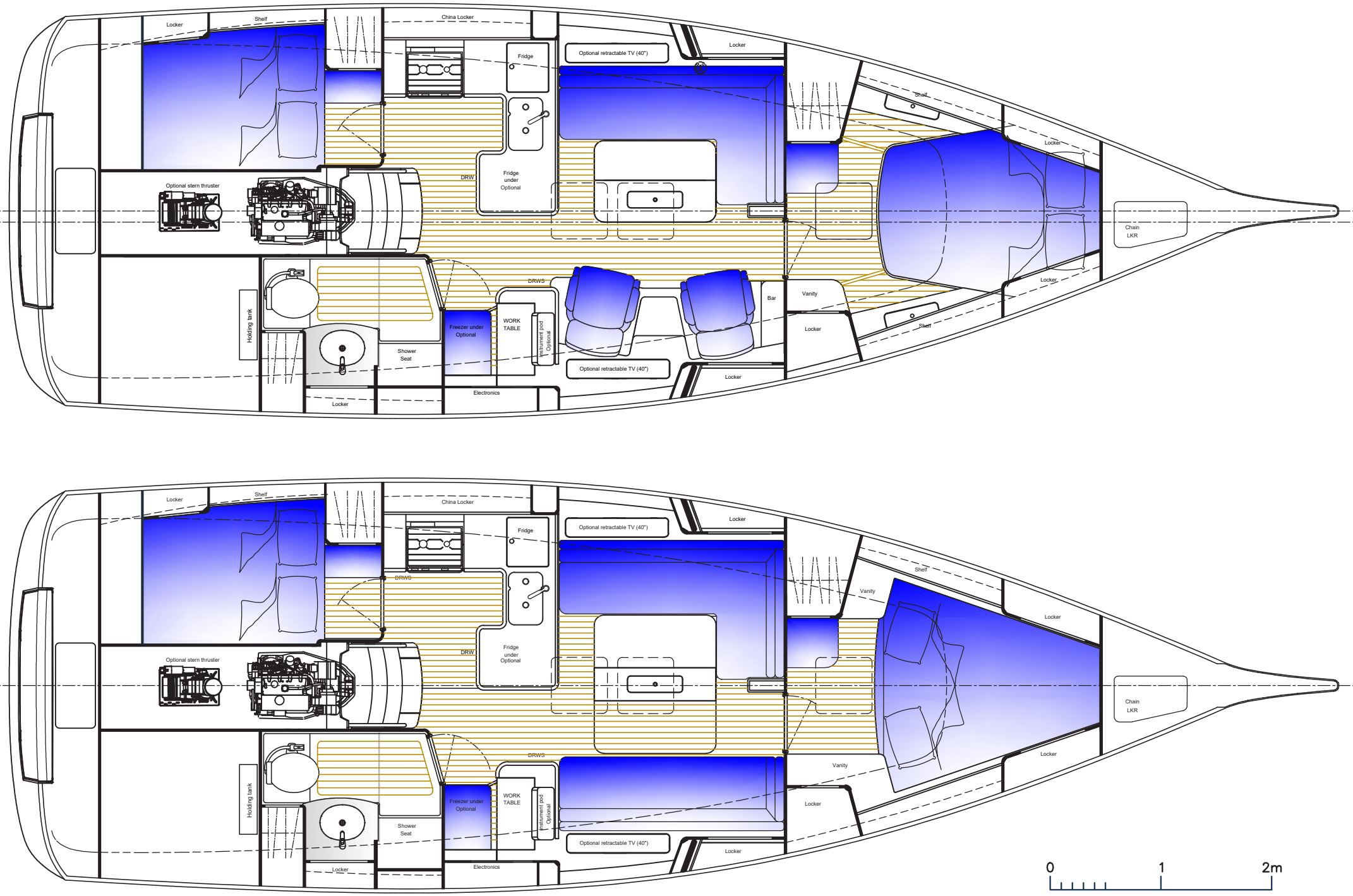
Loose Equipment
- Flagstaff
- Boat hook
- Four fenders
- Four mooring lines
- Emergency steering
- Main sail cover (not supplied if furling mast is ordered)
- One winch handle

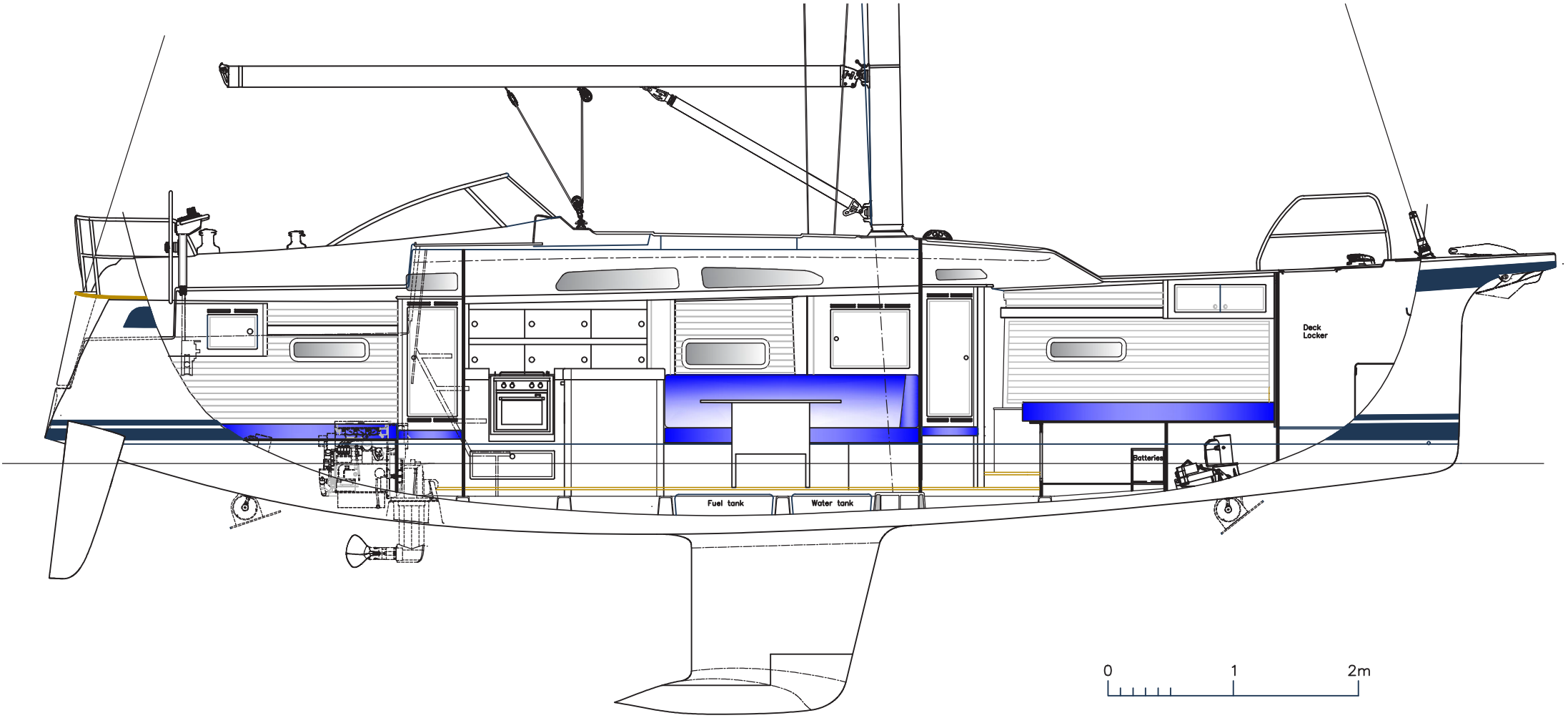
Modifications reserved.

Chosen extra equipment may affect this standard specification.

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

Drawings and illustrations may show options at additional cost.


Locker
Shelf
China Locker
Fridge
Optional retractable TV (40")
Locker
Shelf
Locker
Optional stern thruster
DRW
Fridge
under
Optional
Chain
LKR
Locker
DRWS
Bar
Vanity
Holding tank
WORK
TABLE
Freezer under
Optional
Instrument pod
Optional
Shelf
Shower
Seat
Optional retractable TV (40")
Locker
Electronics
Locker
Locker
Shelf
China Locker
Fridge
Optional retractable TV (40")
Locker
DRWS
Shelf
Vanity
Locker
DRW
Optional stern thruster
Fridge
under
Optional
Chain
LKR
DRWS
Vanity
Holding tank
WORK
TABLE
Freezer under
Optional
Instrument pod
Optional
Shower
Seat
Locker
Optional retractable TV (40")
Locker
Electronics
Locker
0
1
2m



FRERS
NAVAL ARCHITECTURE & ENGINEERING
JOSE C. PAZ 234 - 1640 ACASSUSO BUENOS AIRES PHONE: +54 11 4732 3300 INFO@GERMANFRERS.NET
VIA GIACOMO LEOPARDI 27 - 20123 MILANO PHONE: +39 02 4800 6952 WWW.GERMANFRERS.COM

Hallberg-Rassy 370

Design	Germán Frers Naval Architechture and Engineering
Hull length without overhangs	11.32 m 37’ 2”
Maximum length with bowsprit	12.13 m 39’ 10’’
Waterline at rest	10.59 m 34’ 9’’
Beam	3.75 m 12’ 4”
Draught, empty load	2.00 m* 6’ 7” *
Displacement, empty standard boat	7.6 t 15 400 lbs
Keel	2.6 t 4 410 lbs
Sail area with working jib	79.6 m^2 850 ft^2
Sail area, optionally optimized	81.9 m^2 872 ft^2
Engine, Volvo Penta	D2-50
Cylinder volume	2.2 litres
Number of cylinders	4
Power at crank shaft	37.5 kW / 51 HP
Max torque	128 Nm @ 2000 rpm
Fresh water tanks, appx.	470 l 124 US gal.
Diesel tanks, approximately	270 l 72 US gal.
Air draft, ex Windex	18.1 m 59’ 6’’

*Also available as a shallow draught version upon request

hallberg-rassy.com

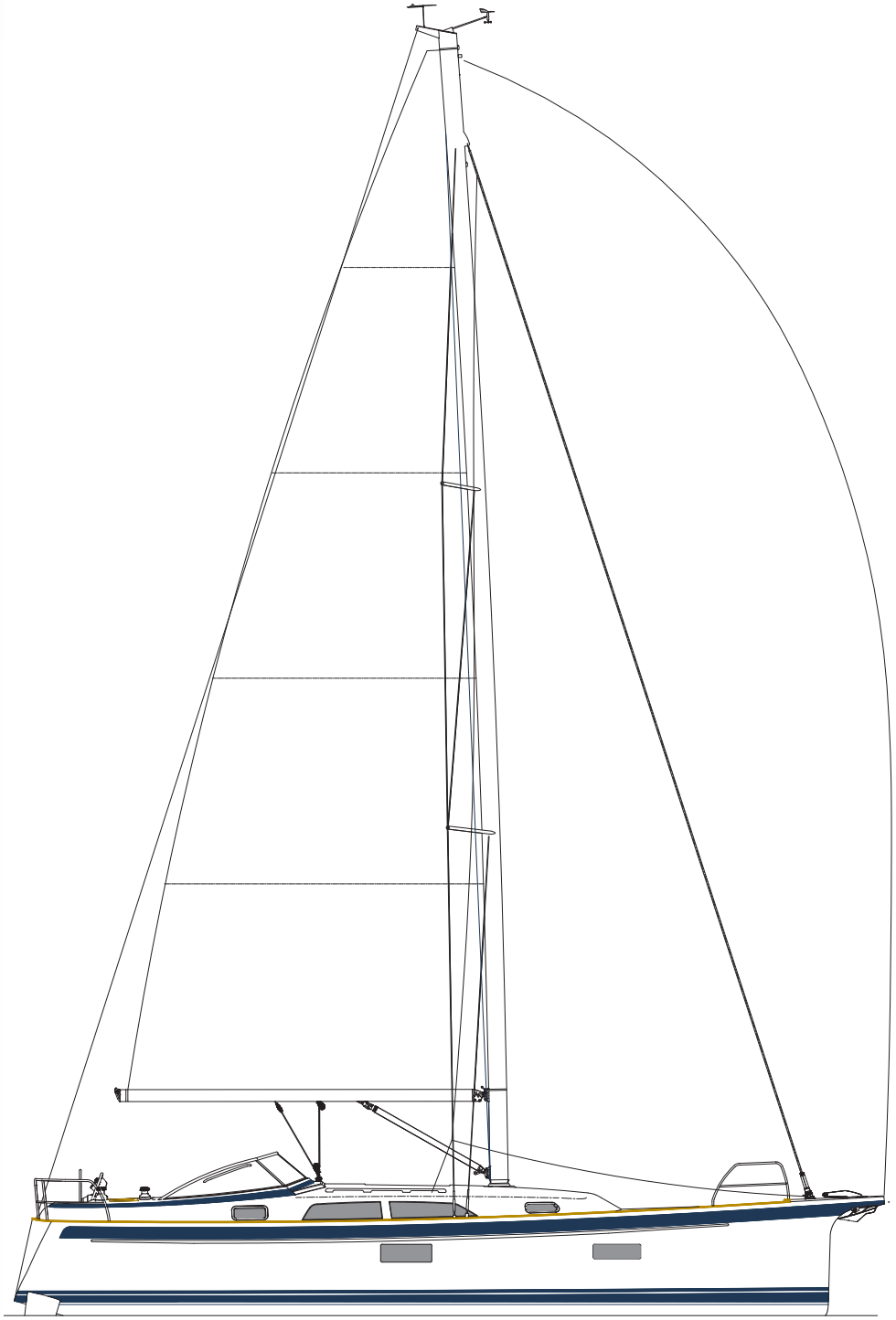
facebook.com/hallbergrassy

instagram.com/hallbergrassy

tiktok.com/@hallbergrassy

Photos and illustrations show optional equipment

Issue date 24 November 2025

5 000 copies printed

Hallberg-Rassy