

# HR 37 "Mia Maria" in her preferred element

Delivered on  
13th May 2008

And here proudly  
on her way home



# HR 37 Mia Maria today

The Boat's  
presently  
permanet place  
since autumn  
2009 the Indoor  
Hall Hasslö  
boatyard.

Do not use!



# Delaminated hull!?

## Drill disc 1

It started with a flushing pump to be mounted. For that reason the hull was drilled through. The drill disc come out in two parts.

1. Roger Andersson at Kamm's AB in Karlskrona was apalled and advised us to hire a surveyor.
2. Boat surveyor, Erling Kroon, was also apalled.

Hallberg-Rassy was informed through e-mail 2009 03 21



4 mm and 8 mm

*"Hard to know what has caused the drill core to split up. Based on your description, I assume that the homogeneous plastig at the location where you have drilled the hole in and that does not border the hull sandwich construction?" E-mail from HR/David Bourne on 23.3.2009 at 10:16*

# The outer part of the inner surface of the drill disc

(The dic, HR has had for assement)

As you can see this part has no binding fibers but exhibits a smooth oily surface.



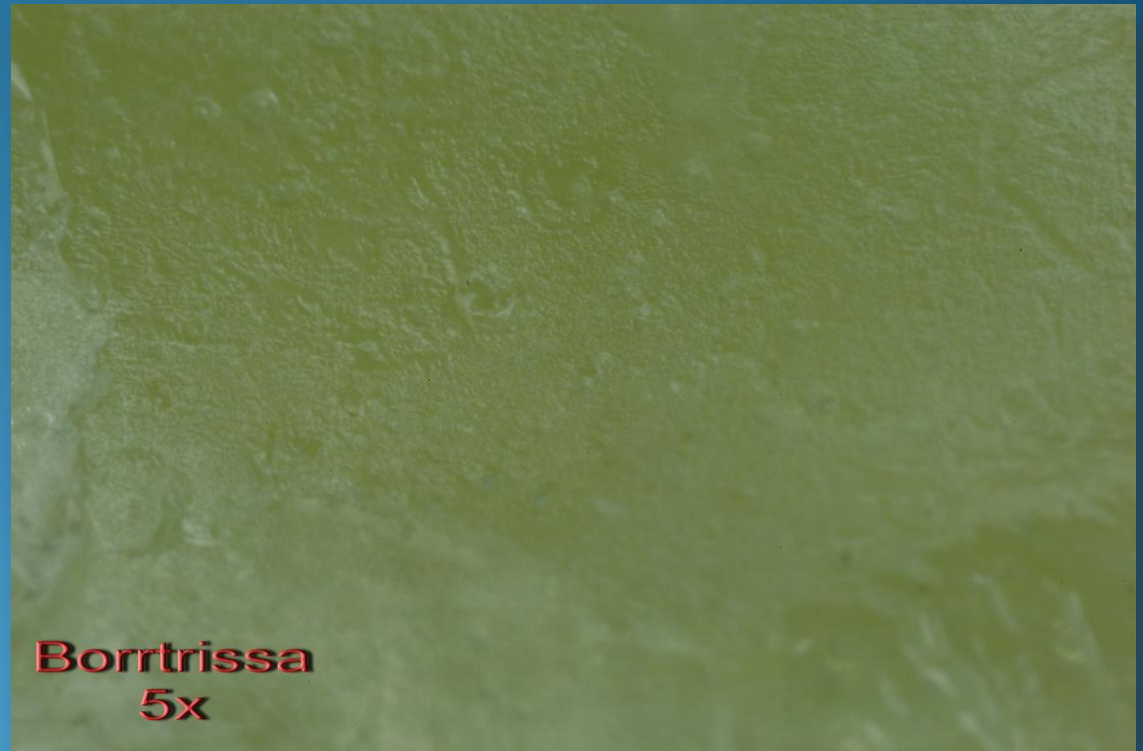
3 x magnification

# The inner part of the disc's inner surface

(The disc, HR has had for assessment)

The inside part of the drill disc.

The surface shows, similar to the last image, that there is no mechanical connection between surfaces only a waxy surface.



# Sector Photographed drill disc for better sharpness of depth

The two surfaces have been formed to each other but are mechanically separated.

HR says that this is a flawless laminate!

Pictures and investigation shows that this is a manufacturing defect and has not occurred during the the time the boat was being used.



# Drill disc taken from the comparison plate disc

Tests done by Bengt Nordé.  
Plate 14 mm thick was laminated by means of standard orthopolyester

After curing 6 hours a sample plug was drilled.

This disc was later devided under great force with hammer and chisel..

The fracture surfaces of the disc show many fragmented fibers, with same look appearance on both surfaces - Even if the chisel cut some fibers.



# Delamination measured with ultrasound of Ångpanneföreningen 10/08/2009

Measuring point, the round Dark Spot, with specified depth from the hull surface area to the delamination.

A measuring instrument calibrated to  $1/100$  of a millimeter, but the accounts are in  $1/10$  of a millimeter.





# Delamination measured with ultrasound of Ångpanneföreningen 10/08/2009

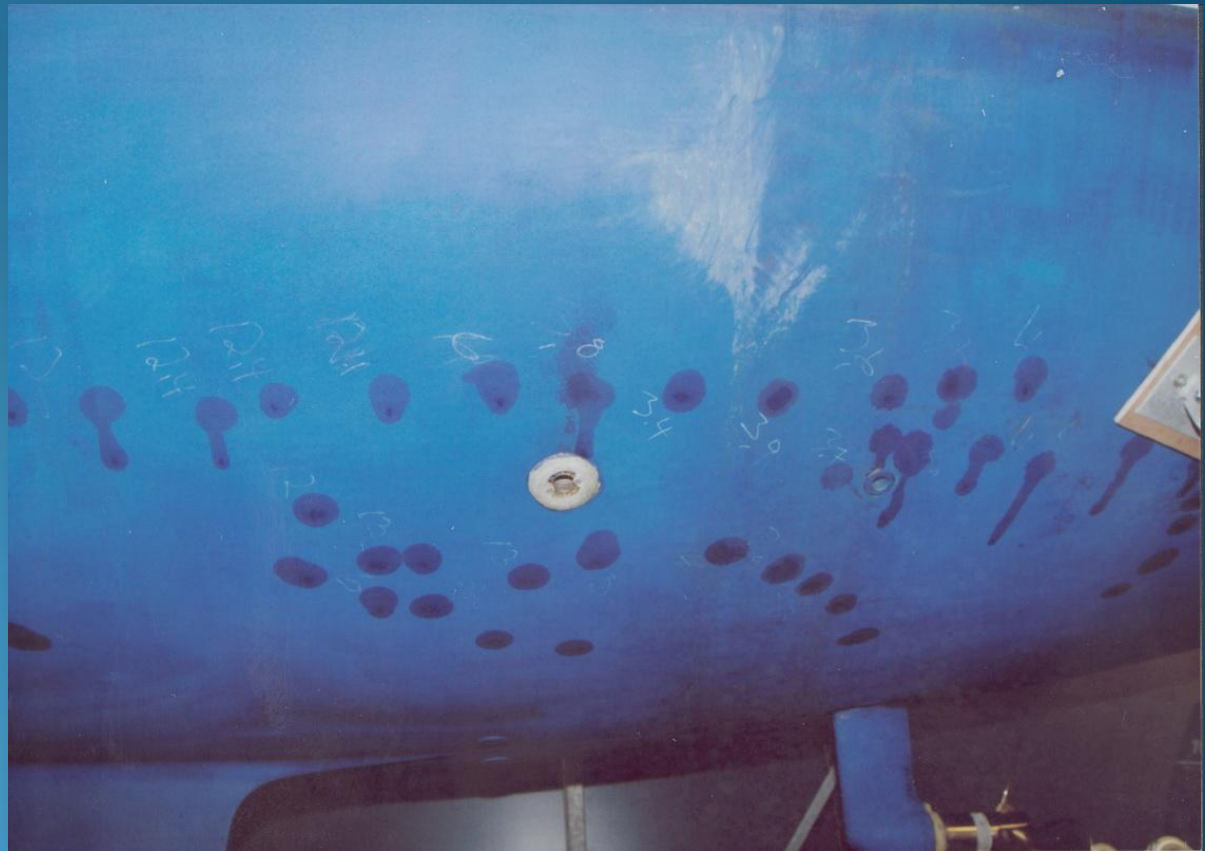
Ångpanneföreningen tried first find the boundary of the delamination. But when that was not found, they switched to measuring the entire hull a random sampling rate. This in a line about midway between the keel and water line – see image.

## **ÅF/Verification Engineer Rolf Olofsson:**

*"The defects apply in large parts of the hull"*

## **BBR Erling Kroon:**

*"The defect in the lamiate can hardly be considered reparable and why seaworthiness of the boats is questioned"*



# Ultrasonic measuring points Ångpanneföreningen

The test points as ÅF/Rolf Olofsson controlled are surveyed with self-leveling laser to approximate positions of X and Y coordinates from the bow

All items have been monitored  
by William Bekking.

All measurements authenticated  
as correct.

Obtained measurements values  
are repeatable.

D:/Hallberg-Rassy/Hallberg Rassy 37/Ångpanneföreningen 20100327.pdf

Hallberg-Rassy 37                      Årsmodell 2008                      Ägare:  
Tillverkningsnummer 168                      Bengt & Kerstin Nordé

Ultraljudsundersökning av skrov för fastställande av ev. brister i bindning mellan olika plastskikt.  
Ångpanneföreningen/Rolf Olofsson den 2009.10.08

Mätvärden angivna på följande sätt: X/Y aa millimeter  
X=avstånd i cm från stäv längs bottenfärgslinje vattenyta  
Y= avstånd i cm från bottenfärgslinje mot köl  
aa= uppmätt felritt laminat i millimeter räknat från skrovyttersida

Babord		Babord		Stvrbord	
X/Y	Millimeter	X/Y	Millimeter	X/Y	Millimeter
71/35	8	747/96	2,7	117/48	15
118/46	20	747/56	3,6	160/52	14
169/48	19	750/101	3,0	210/57	5,5
215/50	4	758/56	3,6	241/74	7,6
293/45	14	755/77	4	250/64	7,5
294/45	14	760/115	13	272/66	4,2
298/43	4	772/73	4	302/78	5,0
359/42	18	772/65	4	322/69	10,0
454/52	7	776/52	4	353/77	5,7
460/52	14	780/70	4	4,01/54	5,3
550/50	6,7	786/64	3,7	511/54	4,8
563/61	12	811/53	12	529/52	3,7
570/42	16	811/73	3	549/50	4,5
613/105	20	811/83	3,4	573/50	4,5
617/73	13	811/94	11,0	607/49	4,2
614/59	12	811/104	13,0	618/50	3,7
639/59	12	812/63	7	624/49	4,4
653/60	12,4	828/53	3,3	629/60	14
662/90	6	833/60	3,6	677/48	11,6
664/58	12,4	837/69	3,4	691/45	11,6
665/77	12	838/82	14	705/45	13
679/97	6	845/88	14	721/45	13
679/58	12,4	869/62	3	724/32	13
680/85	13	887/61	13	792/60	3,6
687/98	3,8	910/56	6,7	840/45	16
691/57	6	944/52	6,3	894/37	4,2
696/110	4	983/52	7	9,05/37	12
696/82	13	1010/43	7,1	974/86	20
706/57	3,8	1038/26	8	1022/72	20
709/85	13	1063/33	9,2	1070/70	24
709/112	4				
717/59	3,4				
730/57	3,9				
730/86	14				
741/92	2,7				
745/70	3,7				

Mätning utförd med självnivellerande laserinstrument. Viss avvikning av mätpunkt kan förekomma pga båtens kurvatur och att båten står trångt i hall varför idealisk instrumentplacering inte alltid kunde uppnås.

# Before the hull review

## Drilling of disc plugging in the hull.

14/06/2010

HR has written that my drilling was incorrectly performed and that unstable drill movement and the heat have caused the delamination.

Therefore the boat surveyor, Erling Kroon (previously wooden boatyard lathe owner and boat builder) drilled for this test.

Before drilling, a pulling eye was glued to prevent the breakage from happening.

**This is how it was made:**



# Drilling of disc in the hull 14/06/2010

Drilling was done to predetermined dept by a new hole-saw without center drill. Glued, turned and tapered iron plate served as an accurate guide controll.

Calibrated load cell with digital display was affixed to the hull.

The trust was beset by a threaded rod and nut util failure occured.

The entire process is available on film.

**The results of the test sample in the Report signed by all present.**



# Drilling of disc plugging in the hull

## 14/06/2010

### Evaluation of the Drill tests:

Stockholm 20100621

Karl-Axel Olsson

Prof. em KTH

### **Conclusion:**

*Three tensile tests perpendicular laminate have shown a tensile strength between 0 to 1,5 Mpa. This is an "tenfold" less of than you would expect from a composite design for this class of sailing boats. Ultrasound investigation shows that poor adhesion can be expected in large parts of the hull. The examinations made show that the hull of the HR-37 No 168 is substandard from strength point of view, especially when it comes to long term performance"*



Drill Plug no 3. Parts that came out during the tensile test..

# Drilling of disc in the hull 14/06/2010

Evaluation of the drill test :

Mullsjö 28/6/2010

BS Utveckling AB

Master Bengt Sätterman

## • The evaluation reads as follows:

- Hull: 0-14% of minimum ultimate tension.
- Fracture surface There are very few fibers and polyester without fracture surface.
- Bending stress: Increases by 80% compared to a homogeneous hull
- Hull Strength: Reduced to almost 50% of normal value
- Grounding: Can mean consistent cracks in the hull with water flooding as a result
- Teature: The boat is classified as unseaworthy



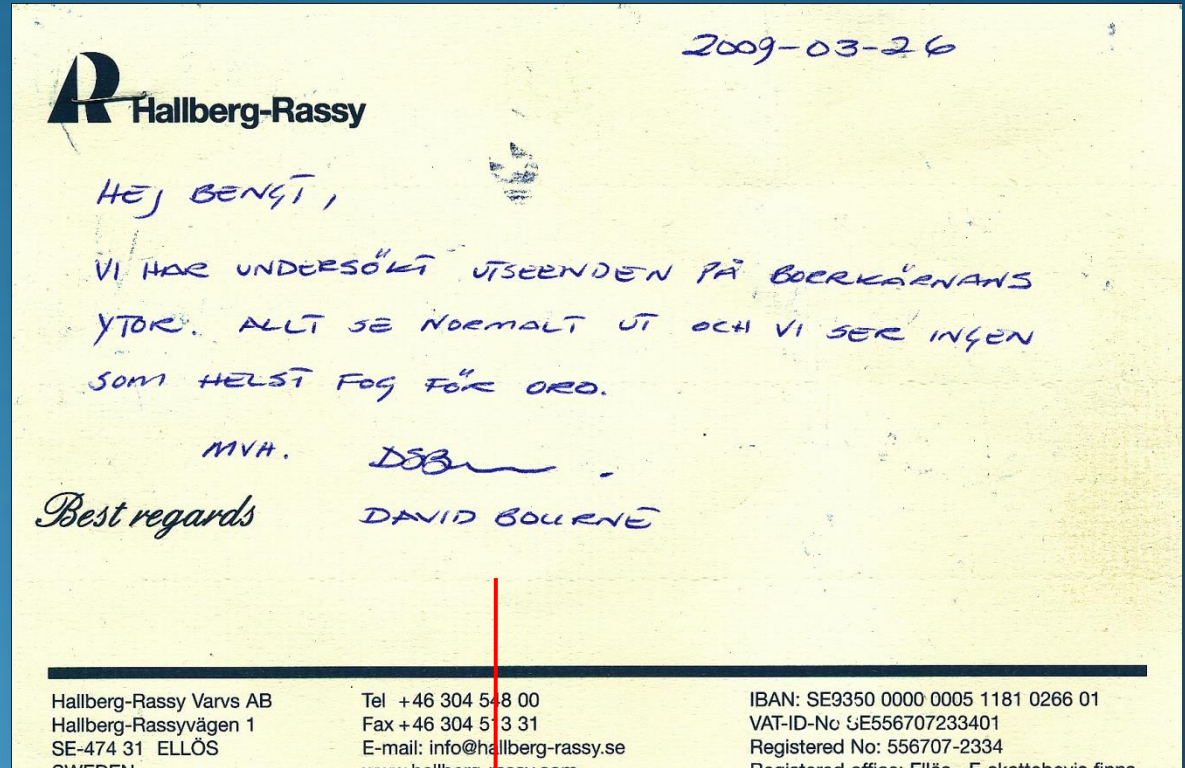
Note the difference in the fracture surface.  
Prof. K-E Olsson: in a "healthy" laminate the fracture surfaces have similar appearances

# This is the hallberg-Rassy on sawn core

Hallberg-Rassy occupies position that the split drill disc core exhibits adequate bonding between the layers and the boat is flawless.

HR position thus implies that if the entire hull looks the same as the surface or the drill core, then the whole hull is flawless..

When the boat surveyor William Bekking reads HR statement he says:



*"You are totally deceived"*

Hi Bengt

We have investigated the appearances of the drill core surfaces. Everything looks normal and we see no reasons for concern  
Best reg.. DAVID BOURNE

# Production log from Hallberg-Rassy Marinplast AB

This production log shows that the boat is not built according to technical description. Plastic M105 TCR = ortoplast Plastic K 530 TB = Isoftalsyra based plastic

The boat was built on 3-4/9 2007th. Production log is filled out the 21.9.2007

The logs do not meet the requirements for ISO 9000.

HR is not certified for ISO 9000.

SKROV

CHECKLISTA SKROV TYP: HR...37.....

H-R N°	M-P N° 168
GELCOAT BATCH N° 705345	FÄRG 10 000
GELCOAT BATCH N° 707445	FÄRG 38630
PLAST BATCH N° 07060991	PLAST M 105 TCR
ISO-PLAST BATCH N° 07040592	PLAST K 530 TB
GLASTYP CDDBM 800/100	GLASTYP 3003
	TEMP 20

DATE: 3/9-07  
DATE: 3/9-07  
FUKT 45

	OK/ANM		OK/ANM
1. FORM	OK	INREDNING	
2. GELCOAT 3/9	OK	22. BOTTENSTOCK	OK
3. GELCOAT 3/9	OK	23. LAM. BOTTENSTOCK	OK
4. HÄRDNING 3/9	OK	24. FYLLN. BOTTENSTOCK	OK
5. 1:a LAMINAT 4/9	OK	25. MOTORBÄDD	OK
6. EXP. PVC 4/9	OK	26. SKOTT LOD/VADDER	OK
7. 2:a LAMINAT 4/9	OK	27. LAM. SKOTT	OK
8. HOPFOGNING 5/9	OK	28. DÄCKSMONTAGE	OK
9. KNÄCKNING	OK	29. LAM. DÄCK/SKROV	OK
UTSIDA LAGNING ORD.		30. ANKARBOX/FYLL	OK
10. FORMSKADOR	✓	31. DRÄN. ANKARBOX	OK
11. LAGNING STÄV	OK	32. GASBOX + DRÄN.	OK
12. LAGNING SKARV	OK	33. DYVIKA BORR	OK
UTSIDA LAGNING SKADOR		34. INV. TOPCOAT	OK
13. YTFINISH	OK	35. SKYDDSFOLIE	OK
14. KRYMPNING	✓	36. KÖLNING/SPACKL.	OK
15. ROWINGTECKNING	OK	37. EFTERDRAGNING	OK
16. GELCOATFEL	OK	38. TOT. KONTR. INREDN.	OK
17. LUFTBLÄSOR	OK	39. SLUTKONTROLL/TVÄTT	OK
18. BLÄRAND	OK	40. RODER	
19. SKAD INTERNTRANSPORT	OK	41. FOTLISTER ALUM.	
INSIDA		42. BULTFÖRBAND DÄCK	
20. SLIPNING	OK		
21. REN OCH JÄMN	OK		

ANM.:  
BERÄKN TID LAGNING FEL: V G VÄND SKADOR:

HIN NR: SE HRM 371681708 KONTROLLERAD AV: Mats DEN 21-sep-07  
A0: 4030 LEVERERAD DEN: 26-sep-07

Selenas



The hull is built to 11/12 in one simpler and cheaper ortopolyester which has unfavourable quality in relation to moisture

- Hallberg-Rassy admits 08/07/2010 that the to hull partially is sprayed.

A sprayed hull gives a weaker hull.

HR says:  
"Too late points or Subject to changes are reserved"

Technical description  
belonging to the purchase contract

## Hull and deck

*"The hull is hand laid in GRP and isolated insulated above the water- line against heating and cooling with Divinycell PVC foam with closed cells.*

*Isophtalic accid based gelcoat and isophtalic accid based polyester was used. "*

# Inspection of BBR surveyor William Bekking

## Williams Bekkings recap:

"The boat in its current state has no place in the CE category Ocean and does not match with boat Builders Certificate / Certificate of Conformity

**The boat should not be used in the Swedish archipelago and should be promptly returned to the boat manufacturer. "**



4.

Tjockleksmätning av glasfiberlaminatet i båtens botten genomfördes med instrumentet PosiTector L-UTG Ultrasonic. Noggrannheten efter kalibreringen var  $\pm 0,01$  mm.

Kontrollmätningar av de tidigare redovisade mätresultaten från ÅF-Kontroll kunde bara bekräftas som korrekta.



Besiktningen av den ursågade plastpluggen visar klart och tydligt att det finns ett mycket allvarligt fel i skrovets glasfiberlaminat. Vidhäftningen saknas helt mellan de olika glasfiberlaminatskikten.



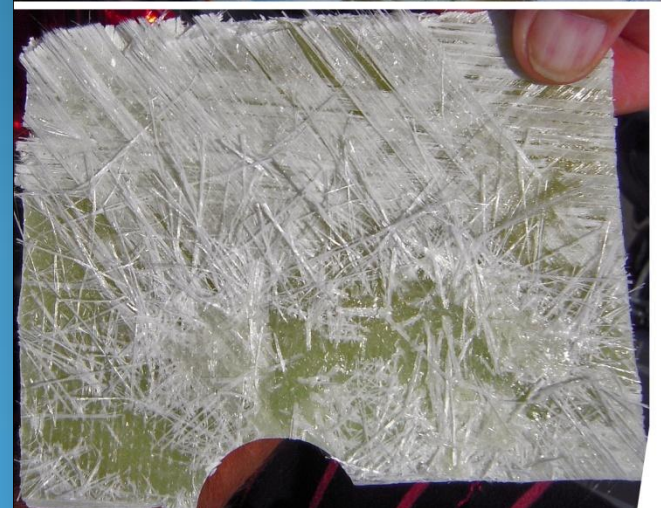
# Hallberg-Rassys egen "besiktning"

2010.07.08

HR is currently with the following persons:

1. Christoph Rassy, Hallberg-Rassy
2. Magnus Rassy, Hallberg-Rassy
3. Krister Sjöberg, Produktion Engineer
4. Hallberg-Rassy Marinplast AB
5. Benny Martinsson, CEO in Nord West Yachts AB
6. Ingemar Spindel, external CEO i Lyse Plastprodukter AB
7. Jens Östman, sole proprietorship "Båttutveckling & Design Östman"

No impartial surveyor from HR's side, and neither were measuring instruments used



Note that in the removed plate about 6 mm deep are multiple layers of fiberglass mat without matrix. In test records of Ångpanneföreningen is shown that many erroneous values are at that depth. DVS errors are found in two different layers in the hull which we were unaware of before

# Hallberg-Rassys own "inspection"

## 2010.07.08

### CRACK INSIDE IN HULL

The hull was discovered a crack on about 3,5-4 mm deep when Production engineer Krister Sjoberg easily had broken up the test plate.

This crack could feeler gauge be pressed in about 18 mm.

The crack was shown to Magnus Rassy and his friends but noone commented on the error with a word.

Magnus Rassy photographed the crack in the windshield but he did not look at the other errors in the boat, despite request from our side to do so.

We were also today to learn that some of the hull is sprayed laminate. The technical description tells hand laid laminate which is what we paid for.



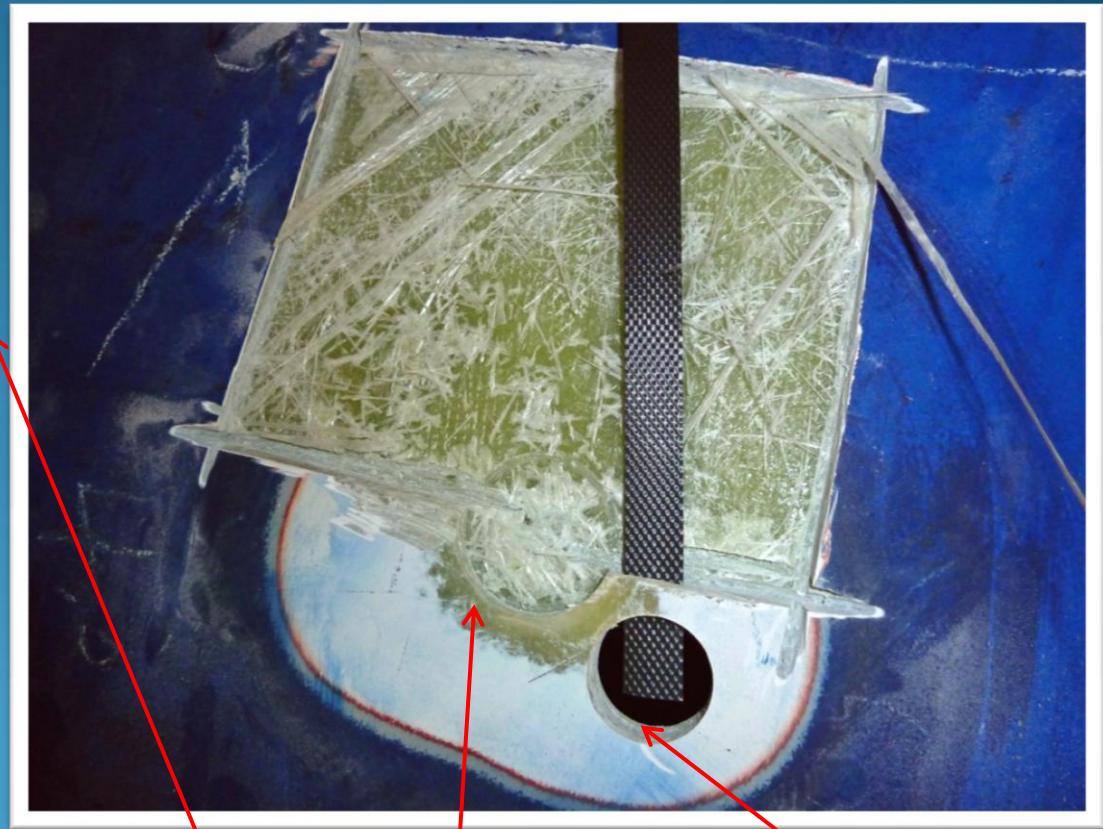
# Flawless hull according to HR / CEO Magnus Rassy

Here has a luggage strap been stuck into the laminate at the lower edge of the plate HR themselves have cut out from the hull.

The bottom right hole was drilled next day and here there was absolutely no bonding between the layers.

The middle plug (not drilled through) from the disc test was 14/06/2010 had a strength of 13.49 kg/cm<sup>2</sup>.

**The strength should have been 100 kg/cm<sup>2</sup>- meaning 10 times higher than the readings obtained**



0 kg/cm<sup>2</sup> (plugg 1)    13,49 kg/cm<sup>2</sup>    0 kg/cm<sup>2</sup>  
Hållfasthet i skrov

# Crack in the box section

## Drainage from the engine room did not work

The water did not run out but stopped at the base beam and spilled up against the woodwork when sailing.

HR carved the base beam and placed plastic pipes there. Refilled with Plastic-Padding.

Crack occurred thereafter.

## HR / Magnus Rassy:

"In regard to drainage in connection with engine keel pocket, the fact is that this has no structural significance, has nothing at all with the strength to do but is normal and considering the invisible placement under the floor it is quite insignificant and is not eligible to claim."

**William Bekking / Erling Kroon.** "This is not how things should look like!"



HR / CEO Magnus Rassy was asked to look but chose not to go down into the boat. Benny Martin, CEO of North West took the trouble, however

# Crack in the superstructure near the windshield

This picture taken  
20,091,022th  
Note the length of the crack.

According to civil engineer Bengt Sätterman this fracture is due to weakened hull. The boat has been remarked "soft" mid-ship several times to HR.

E-mail to George Löwbeer:  
"Reason I ask is that the boat is not firm in the middle part and that the fixed interior around the galley past the staircase moves and creaks in the waters so that a wood dust settles in the moving joints."

Reply from Magnus Rassy



Magnus Rassy took a picture of this 8.7.2010

# Crack in the superstructure near to the windshield

This picture taken 02/24/2010  
Note the crack length now.

It has become clearly longer despite the boat being on land during this period.

Civil engineer Bengt Sätterman:  
"Fatigue of the material causes the crack to expand."

Bengt Sätterman goes on to say:  
"Most likely there are already more cracks or more are about to appear."

Common to find them around the hatch openings, vents and other places where the hull is weakened. Could today be hidden under garnishing and fittings





# Test conducted by Associate Professor Anders Sjögren

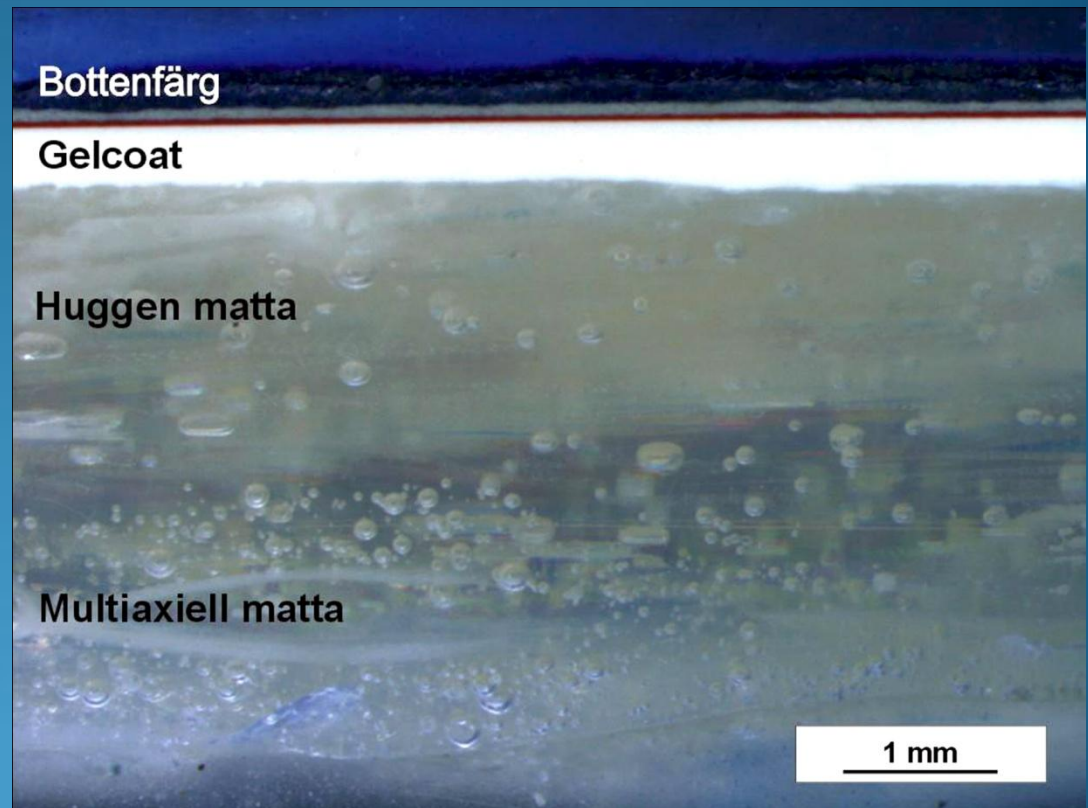
Ad Manus Materialteknik AB aug. 2010

Technical examination of the sample  
plug HR have had for test.

HR / Reclamation Manager David  
Bourne / Magnus Rassy on  
03/26/2009

"Everything looks normal and we see  
no reasons for concern".

**Note the porosity in this and  
subsequent images**



# Test conducted by Associate Professor Anders Sjögren

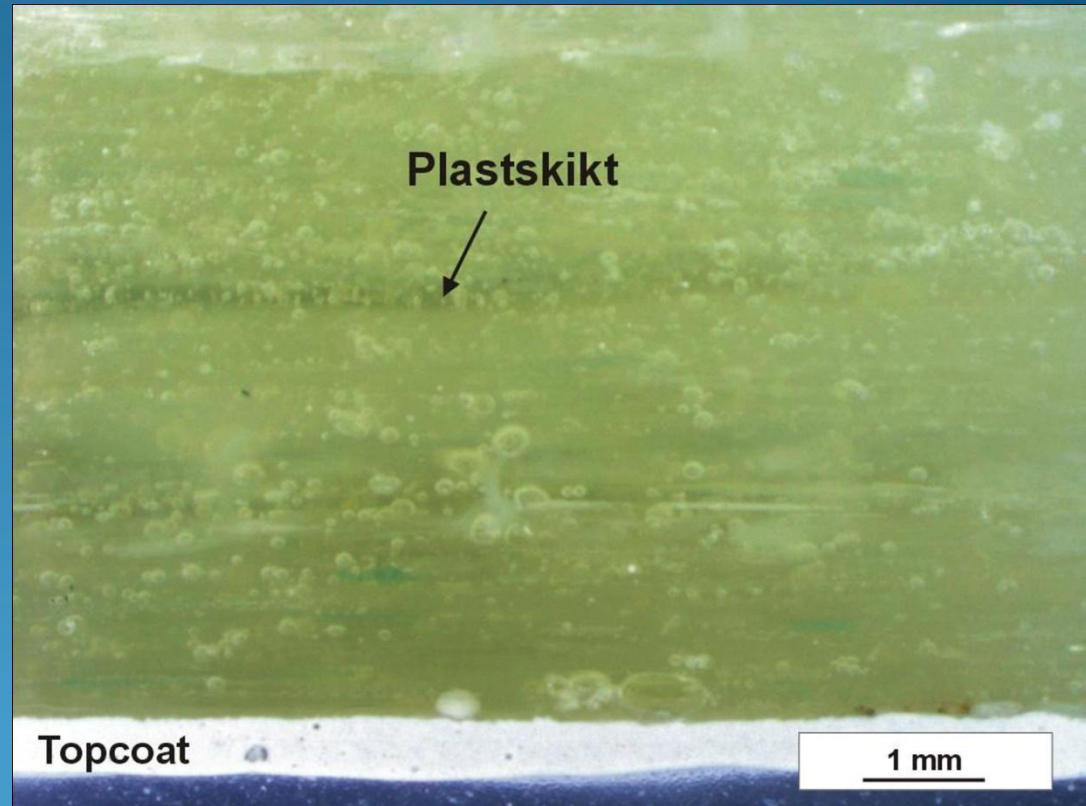
Ad Manus Materialteknik AB aug. 2010

Technical examination of that sample plug HR have had to survey and stated as flawless.

Ad Manus Materialteknik AB found 2 plastic layers in the hull that missing glass.

This is serious weakening of the hull and is indication of breakage risk under load.

**Ad Manus Materialteknik AB:**  
Notably, in the figure is a layer consisting of polyesterplastic only  
The reason for this layer is likely hat too much plastic has been used in the lamination.



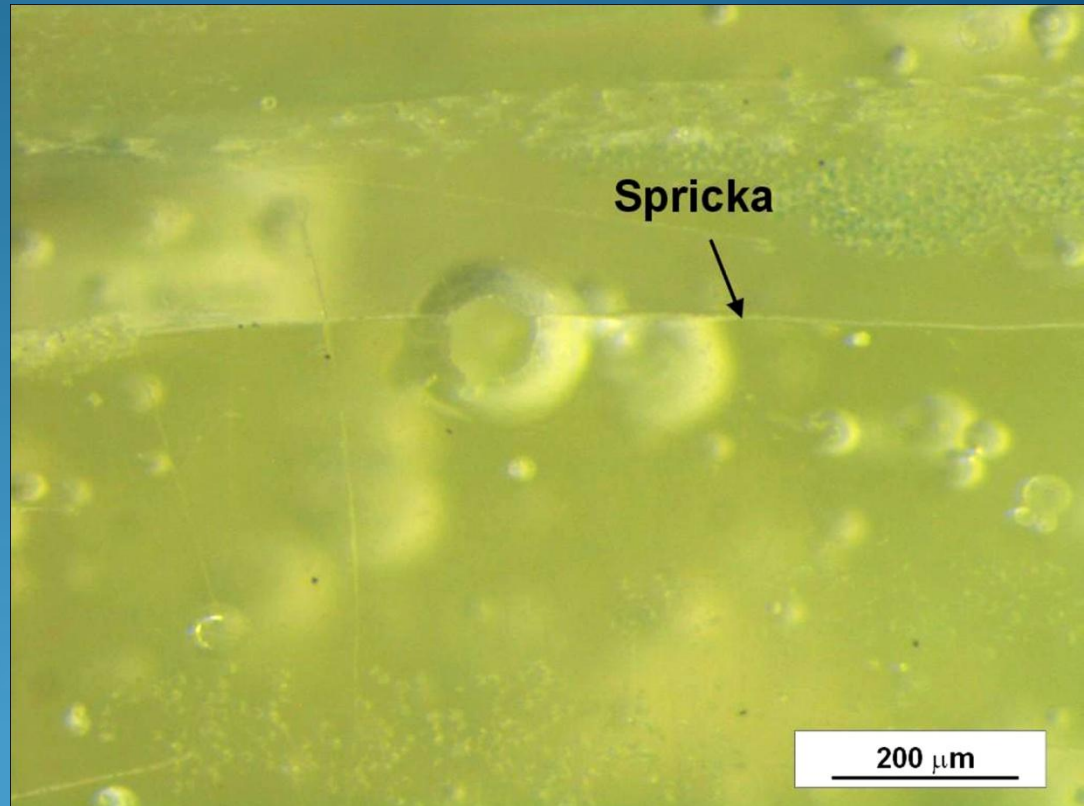
# Test conducted by Associate Professor Anders Sjögren

Ad Manus Materialteknik AB aug. 2010

**The study further found a crack in the hull at the depth of 5.7 mm**

Ultrasound examinations showed defects even at about 6 mm in the hull and this study verifies the ultrasound examination. The defect is widespread all over the hull but is hidden from the ultrasound search where defects were indicated at about 4 mm deep.

**Ad Manus Materialteknik AB**  
Cracks in the laminate were also noted in the microscope study. The distance from the outer surface to the cracks was about 5.7 mm.



# Test conducted by Associate Professor Anders Sjögren

Ad Manus Materialteknik AB aug. 2010

Microscope image of  
the inner part of  
the delaminated hull  
disc.

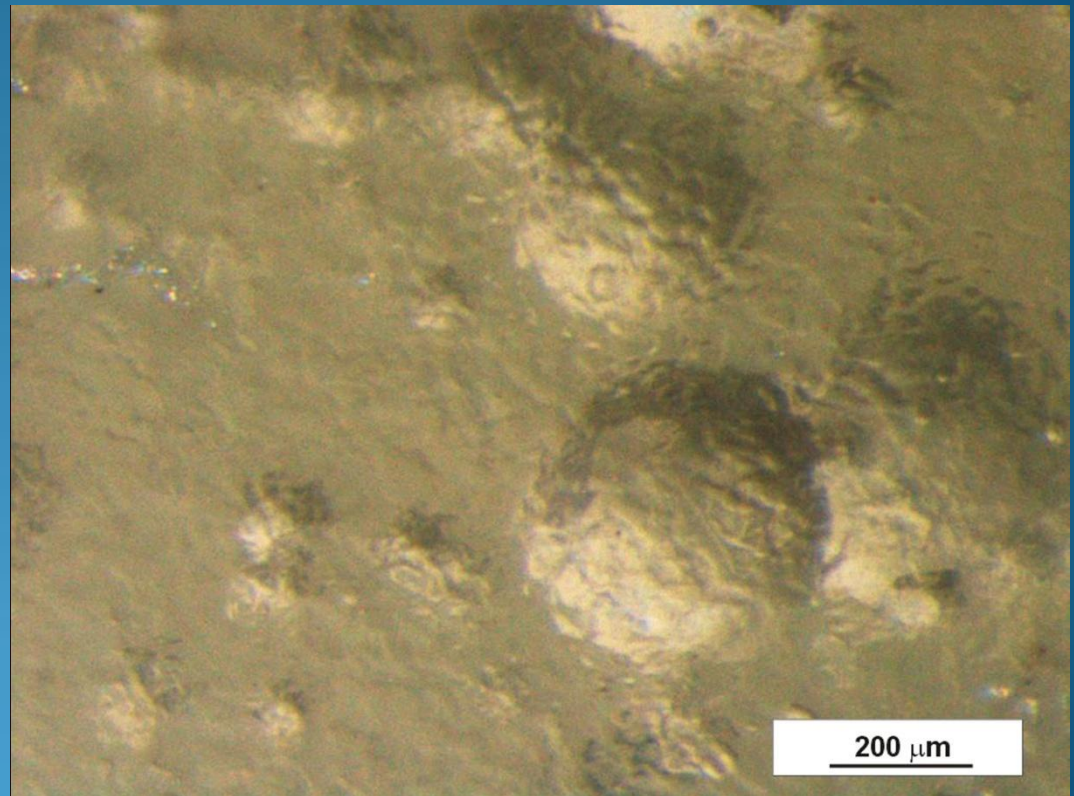
## **AD Manus Materialteknik AB**

The rugged structure that was shown  
on the previous image is not common  
for (the) fracture surfaces.

New fracture surface was therefore  
created by cleaving a part of the inner  
hull disc.

The result can be seen in this picture.

The breaking surface is almost  
completely smooth, which is normal.  
The rough surface of the previous  
image thus indicates that the bond  
between the two parts of the hull disc  
was poor (nonexistent?)



# Test conducted by Associate Professor Anders Sjögren

Ad Manus Materialteknik AB aug. 2010

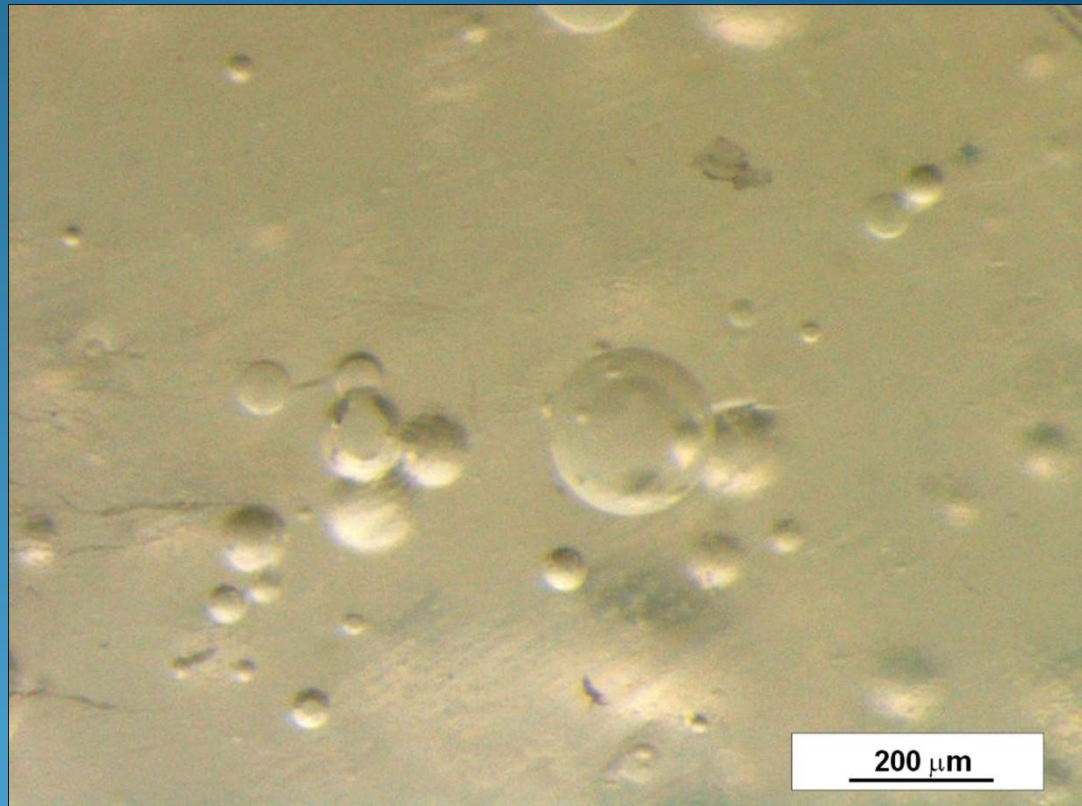
## Mikroskopbild

### AD Manus Materialteknik AB

The rugged structure that was shown on the previous image is not common for (the) fracture surfaces.

New fracture surface was therefore created by cleaving a part of the inner hull disc. The result can be seen in this picture. The breaking surface is almost completely smooth, which is normal.

The rough surface of the previous image thus indicates that the bond between the two parts of the hull disc was poor (nonexistent?)



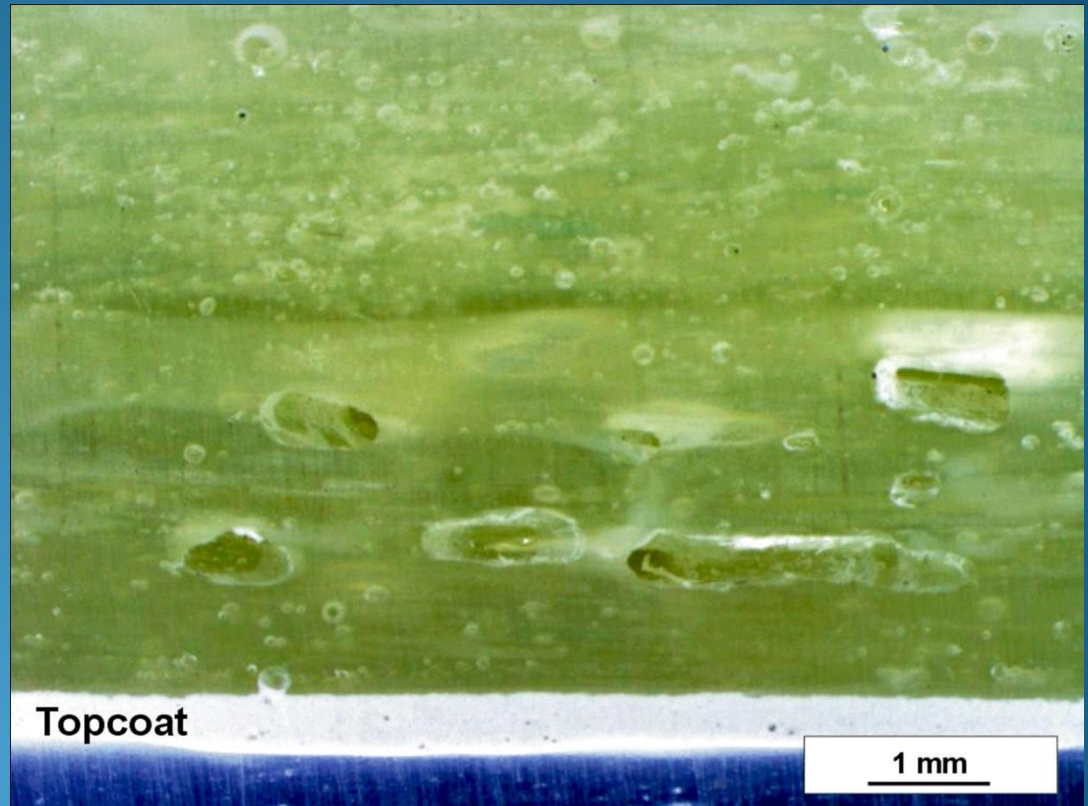
# Test conducted by Associate Professor Anders Sjögren

Ad Manus Materialteknik AB aug. 2010

Sample of the outer part of the hull.

Note the porosity.

Quality Construction as  
advertised by  
Hallberg-Rassy !!??



# Test conducted by Associate Professor Anders Sjögren

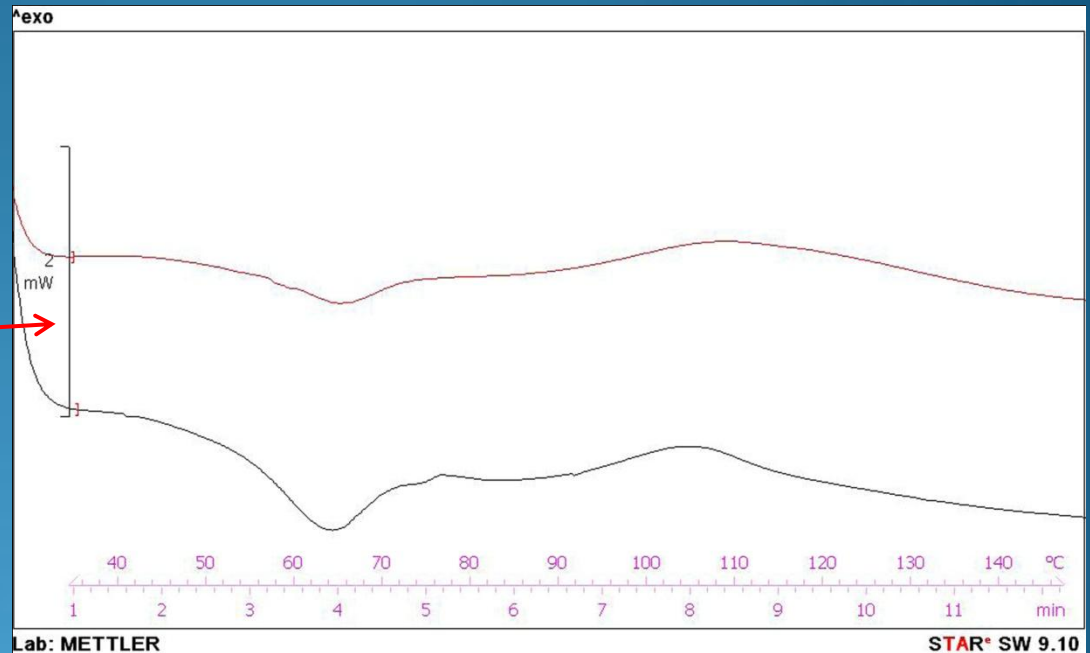
Ad Manus Materialteknik AB in August 2010

## Matrix in the hull

It turns out that almost all of the hull consists of ortopolyester and only closest to the gelcoat can about 1 mm be of Isophthalic acid polyester

According to the technical description of the contract and what we bought, the entire hull should be constructed with a matrix of Isophthalic acid polyester

That is, the product (the boat) supplied does not have the quality promised by the seller



# Analysis of the disc that "looked" flawless when drilling

This disc, which was drilled out with a new Starret saw looked absolutely flawless and could not be divided by finger pressure.

The disc was to be used for determination of por content. During analysis of material, a crack measuring 2 / 3 of the surface was revealed.

## Measured value:

Glass content: 37.8 weight percent

Air in laminate: content 6.1 vol

**Note:** The glass content is very high. A heavy fiberglass in density 2.55 gr/cm<sup>3</sup> were used and have been difficult to impregnate the matrix.





# Air in the laminate

## Hallberg-Rassy 37 nr 168

The rules for a laminate quality specified in ISO 12215.

According to this rules, the air in laminate content must not exceed 3 volume per cent in a hand laid laminate.

In the image on the right below the air content is calculated to 6,1 volume %, by Professor Karl-Axel Olsson

Earlier withdrawn but not analyzed disc, considering the air volume at the top right.

More or less pore volume in this?

Assess yourselves.



# Hallberg-Rassy's own evidence of a good hull

A disc with depth 25,3 mm.  
Our hull is 12-13 mm thick.  
Is this from our boat??

If not the same problem can  
appear in other boats.

**A disc which devided when  
boat inspector William Bekking  
handled the disc with his  
fingers .**

A photo presented to several  
boat inspectors.

**These states the disc wholly  
inadequate in terms of  
adhesion between layers**



Date/time original

2010-09-22 16:24:53

Hallberg-Rassy response

Surveys done by independent professional inspection companies are completely ignored

Hallberg-Rassy response means:

That the errors in our boat, according to investigations, are normal and exist in all HR's boats



Kerstin och Bengt Nordé  
Skavkulla Brygga

370 24 Nätraby

15 juli 2010

Jag hänvisar till Ert brev av den 10 juli 2010.

Jag delar inte Er uppfattning när det gäller utfallet av besiktningen.

Enligt vår samstämmiga uppfattning utvisade undersökningen att skrovet är felfritt.

Med vänlig hälsning  
HALLBERG-RASSY VARVS AB

A handwritten signature in blue ink, appearing to read 'Magnus Rassy', written over a horizontal line.

Magnus Rassy

Translate:

I refer to your letter of 10 July 2010.

I do not share your opinion with regard to the outcome of the survey.

In our unanimous opinion, the investigation shows that hull is flawless

Hallberg-Rassy Varvs AB  
Hallberg-Rassyvägen 1  
SE-474 31 Eilös  
Sweden

Phone: + 46 (0) 304 548 00  
Fax: + 46 (0) 304 513 31  
E-mail: [info@hallberg-rassy.se](mailto:info@hallberg-rassy.se)  
[www.hallberg-rassy.com](http://www.hallberg-rassy.com)

Bank:  
SEB  
Swift code: ESSE SE 33  
Iban Code: SE9350 0000 0005 1181 0288 01

Bankgiro: 541-2051  
Registered office: Eilös  
VAT-Id-No: SE556707233401  
Reg. No: 556707-2334

# Engine problems from the day of delivery and all of 2008

**The engine was extremely difficult to start.**

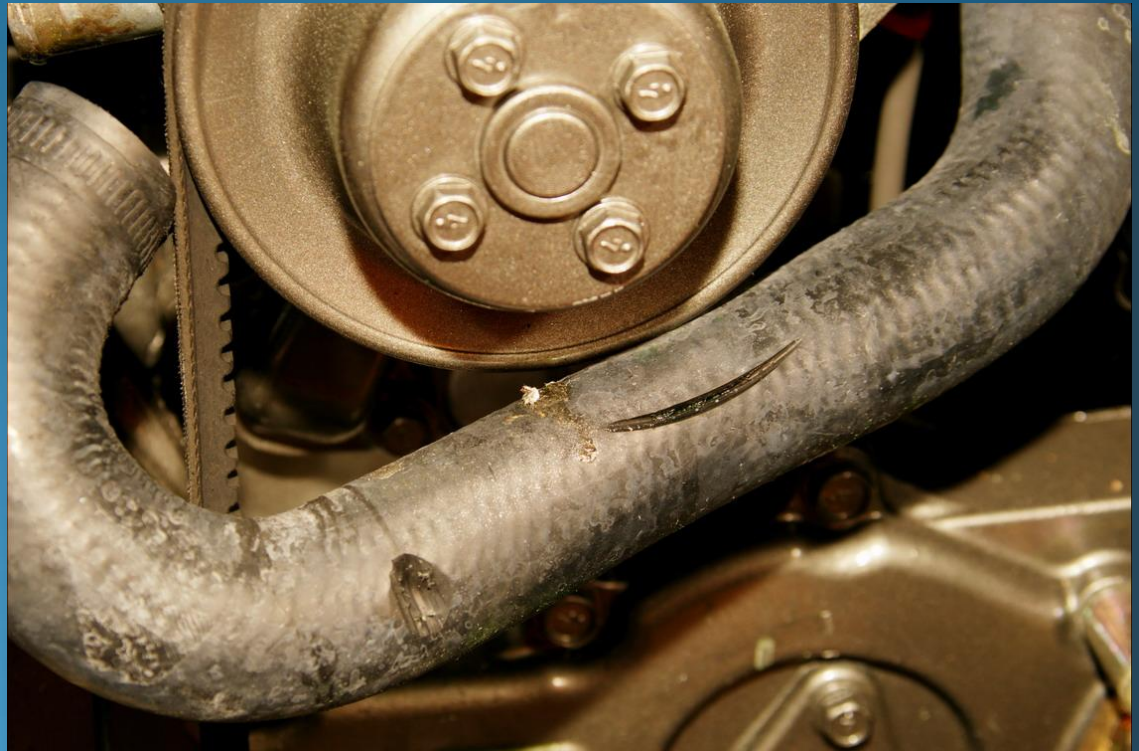
For this reason it was taken back to the yard after about 1 week.

We were told by HR's harbor staff that "Yanmar Engines are known to be difficult to start" = no action taken

## **Entire 2008**

I devoted the entire 2008 to visit workshops, pay for their work  
See spec. Investigation about this.

The hose to the cooling was incorrectly fitted causing the belt and the pulley to rip the hose. Towing in to Bullandö Marina



# Engine problems from the day of delivery and all of 2008

Bullandö Marine put a temporary binding  
View glycol in the hole under the binding

The entire engine compartment dirtied by glycol fog.

Required two days to dry off.  
No help from HR



# Engine problems from the day of delivery and all of 2008

The provisional binding (dressing) lasted (kept) 1 NM.

Thereafter, the entire engine compartment was dirtied by glycol-water again. Back to Bullandö Marina and bought all the wiping cloth available in the store.

No help during vacation time.

I was again drying glycol-water throughout the engine room when I was not browsing through the phone book to call for help from Yanmar .

There is still glycol water oozing that must be wiped away.  
The engine room was repainted with topcoat to get it clean.



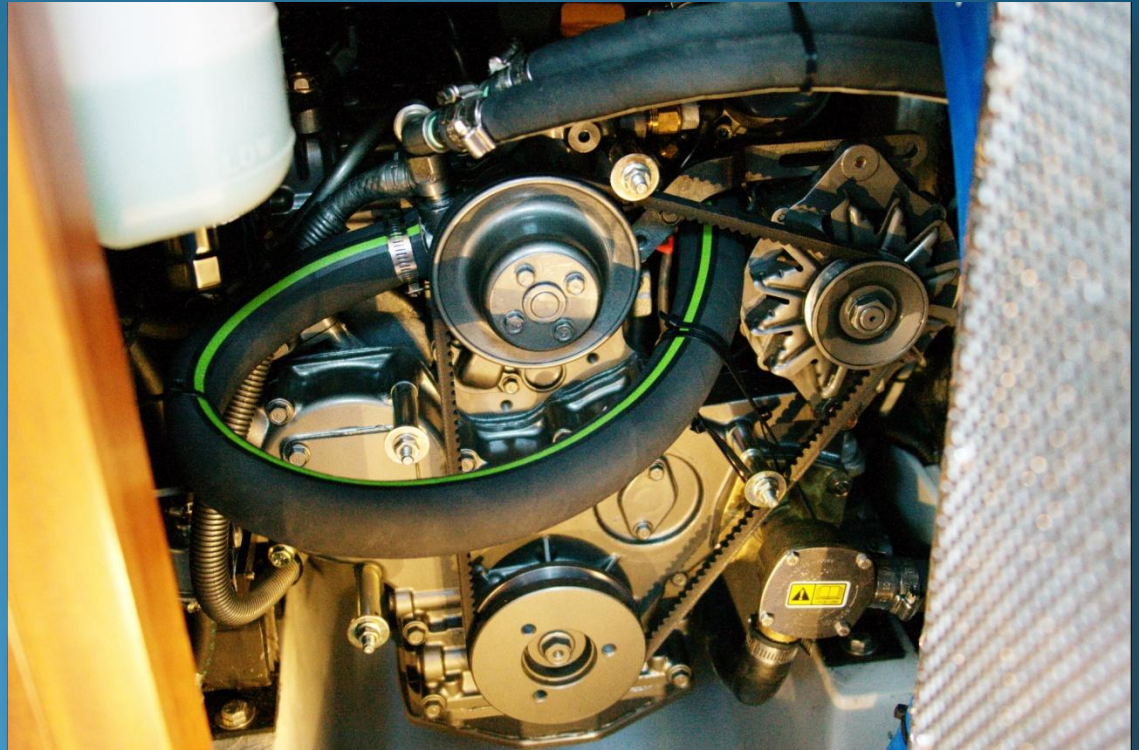
# Engine problems from the day of delivery and all of 2008

After a few more days at Bullandö Marina we got hold of a Yanmar guy on vacation 40 km from Stockholm. He had a tube in the right dimension and made a temporary repair.

Original hose was available in Holland but all businesses were closed for vacation.

This tube was later replaced by Kamm's AB in Karlskrona. I.e. yet another workshop visit.

**HR has not been helping at all**



# Places in 2008 where we had been delayed due to problems with the engine and the heater

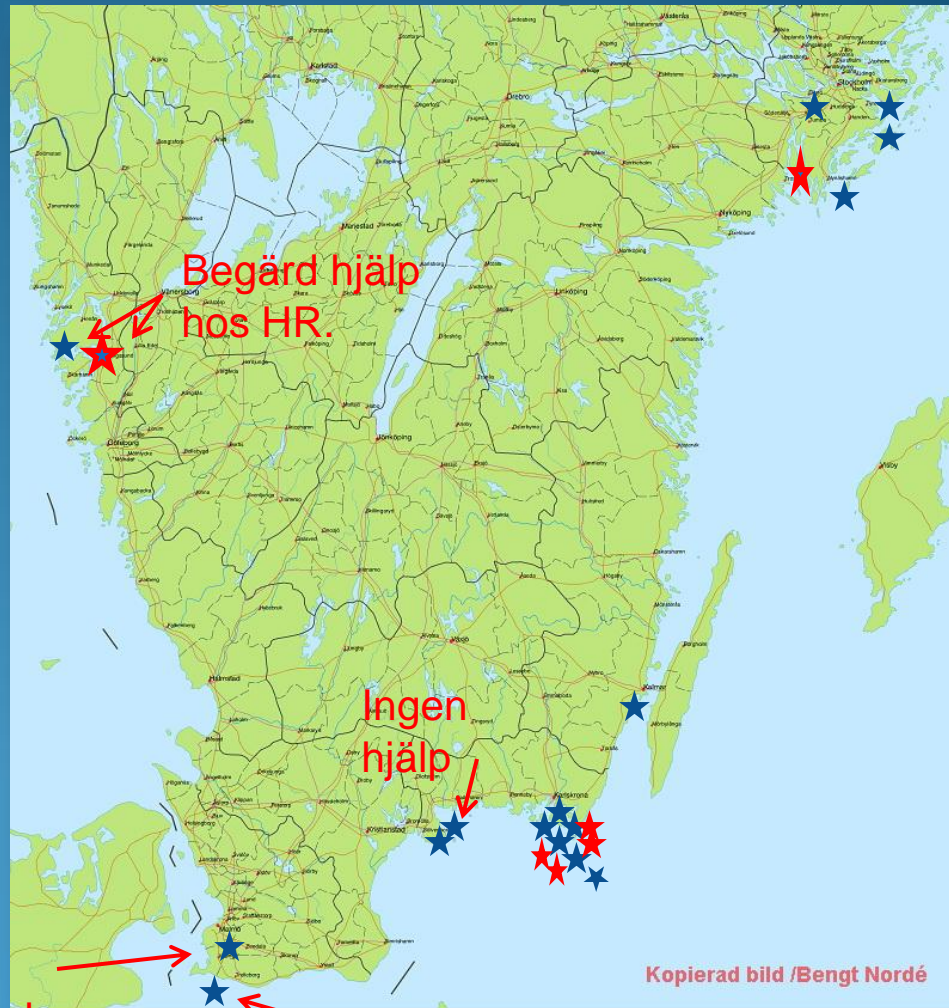
## Blue Stars:

Places where we had been waiting several days for Yanmar service because the engine did not start.

## Red Stars:

Places where we replaced the heater or parts of the heater.

No help from HR



No help  
Help earliest end of August



# When changing the engine in late autumn 2008 - 4 months after delivery

For the engine replacement Yanmar hired HR to remove the engine cover in the cockpit.

This gap had been fully glued with Sikaflex, and had to be cut free by help of chisel and hammer and at the same time be pulled up with tension straps.

The gelcoat on the surface burst into splinters. The sides of the cover was completely broken

HR thought that the cover could be put back in this condition as the damages were not visible under the removable teak-floor.

According to HR, I could treat the surface myself.



# When changing the engine in late autumn 2008 - 4 months after delivery

I brought the door to my home. I laid the form on the surface and the new edge was laminated with fabric and epoxy with fast curing.

This operation lasted all night to be ready the following day.

HR guy would just fit the door that day and then go home.

**HR has not even commented or provided for any compensation for this work.**



# When changing the engine in late autumn 2008 - 4 months after delivery

After HR service guy had gone it turned out that the seal-list put in had floated up in the silicon why parts of the job had to be redone.

The floor surface was treated by myself with the thin topcoat paint provided by HR.

This did not work as the gel coat was cracked into splinters.

Sanding, and painting many times (difficulty = silicone eyes over the whole surface)



**HR has not paid  
One penny in compensation!**

# Defects in the laminate of the hull

## Defects in the laminate of the hull

During polishing of the hull the gelcoat layer of the stem cracked.

Provisionally repaired by me.

Later, during HR's repairs, it appeared that this damage was at least 25 cm long.

The corners have not been filled during the lamination, why air pocket was created.

**Carelessness in production!  
How many more such errors  
are there, not yet visible**



# Rigging that is not aligned to chain plate

Spring 2008 - at my own first rigging, it turned out that the chain plate was not aligned to the rig wire (bb front).

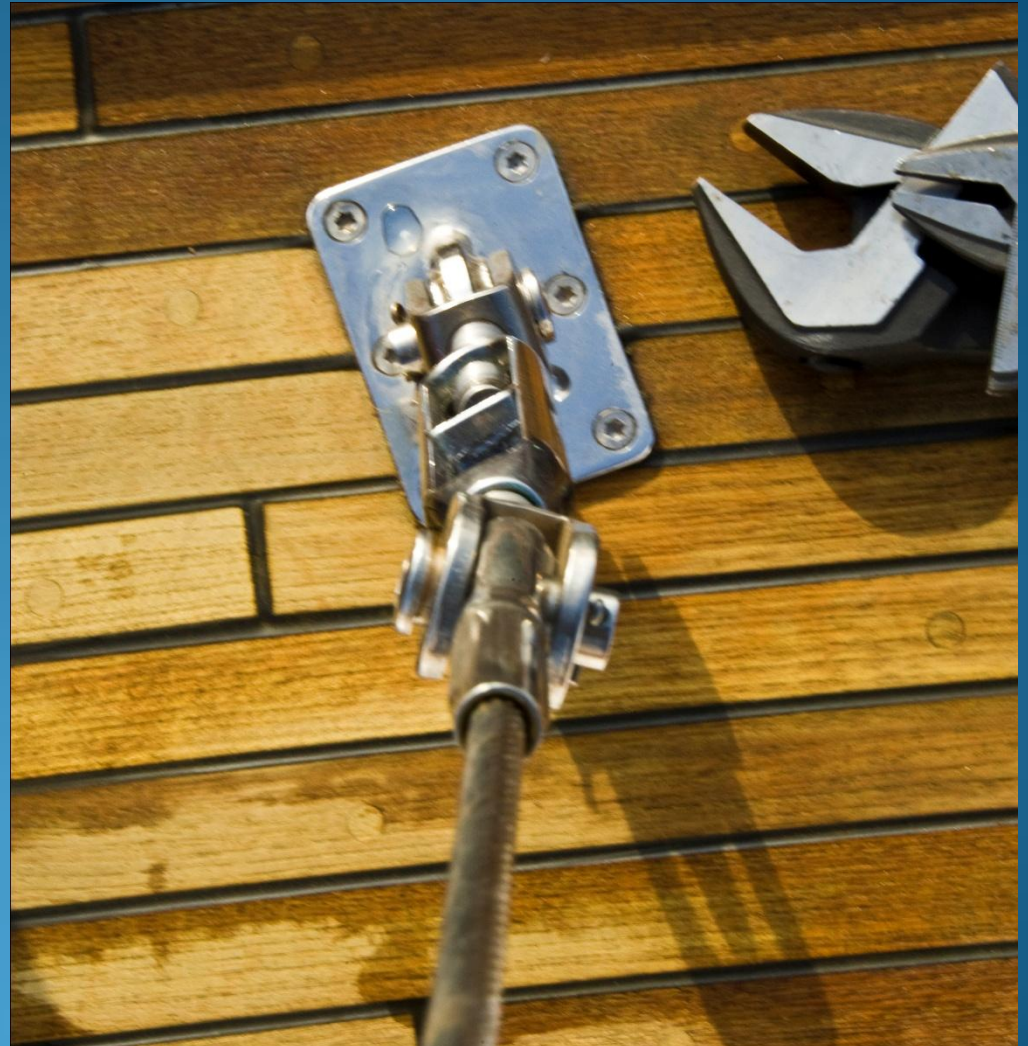
According to David Bourne I should fix this by cold bending the chain plate.

Reclaimed through email 2009 04 09

No compensation for this work that took me a long time to do as I had to borrow the tools in Karlskrona, 30 km away.

In addition, there was a split pin in bb turnbuckle / chain plate, which had not been split =secured

**The rig had eventually fallen overboard because of HR being careless.**



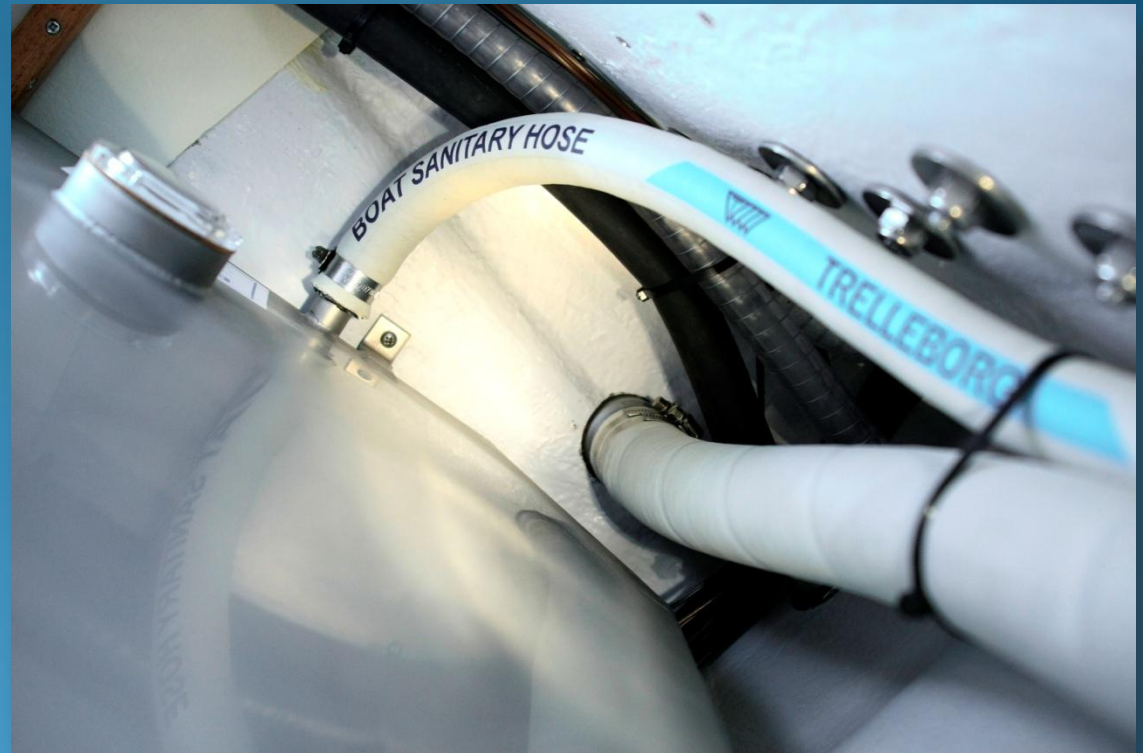
# Toilet tank was loose

**Toilet tank was quite loose at delivery and a thumping sound when sailing indicated this.**

The distance between the "Securing ear" to the right of the hose connection and the ceiling was of about 8 mm and the screw "wiggled" in the hole.

It was substandard corrected by HR as they filled the gap with a sealing compound.

**HR / David Bourne wrote in E-mail 20081113:  
"From your picture, we believe that the tank is mounted in accordance with practice and should therefore achieved adequate attachment."**



# Toilet Handle could not be turned

## Toilet Handle could not be turned.

The handle for the toilet was very tough and almost impossible to turn around.

While **dismantling** it turned out that the hole was wrongly drilled and that the shaft to the ball valve was pressed against the bulkhead.

Had to correct it myself by making the hole slightly oval.



Neither compensation nor comment from HR

# Leaking muffler

**That the muffler was leaking was discovered in Sept. 2009 th**

HR / Magnus Rassy, writes in e-mail 2009 09 2010:

*"You write that Aqua Sound muffler is not watertight. It was tight at delivery and the warranty period has expired. Complaint dismissed. If there is any third party who agrees to deal with this on any warranty, I can only congratulate you. "*

**The muffler had a 5 year warranty.**

I got to replace it myself through the general agent in Sweden. HR rejected the warranty





# Muffler tube which collapsed due to tight bending

Muffler tube which collapsed due to tight bending.

When replacing the muffler we discovered that the muffler tube was so tightly bent between engine and muffler that its lower side had collapsed.

HR has not commented on this.  
HR Magnus Rassy did not want to look at it when they were visiting.

**No action has been taken**



# Fallen liner noted in the mail with attached PDF to Göran Löwbeer 20090907

E-post from  
HR/Magnus Rassy 14/9/2009

"It seems that you are not very well informed on what is applicable.

You write that you want the glued inner lining of the cabinet to be on warranty repaired.

*"The warranty period has expired and the warranty claims were submitted late. Thus your warranty claims is rejected."*

**"This thing is not more important than that You can do it yourself there while you're on board and have a spare moment."**

*You have to distinguish between "warranty" and "reclamation right" which are different things. Apparently there are still reclamation rights on the boat, within certain limits. It is restricted among other things to the defects existing at delivery. The error was not there on delivery "*



Photo: Erling Kroon

09/10/2009

after the newspaper received Sailas info:

*"You claim quite wrongly that the Hallberg-Rassy were asked to do the repairs of a loose bond of the interior cabinet clothing but would have refused to do so. I've never said that Hallberg-Rassy would refrain from accepting that work, we would do it gladly.*

*My offer was that you do this relatively simple job, in accordance to our instructions, in return for payment. However, you are obviously not willing to be cooperative, which puts both you and me in a more difficult position. The nature of the matter is of such small extent, and the sailing season is over anyway, so we will have to do this work in connection with some other matter in the area. However, the work will be carried out before the summer of 2010. If you allow someone else do the job, that is your decision and you will have to cover the cost yourself.*

*It is foolhardy, considering that the cost can shoot up to anything, and that it is at your own expense and totally unnecessarily, instead of letting the Hallberg-Rassy perform the job effectively. To be able to do the job ", we need to know where the boat is stored during the winter*

## Carpet on the ceiling



HR/Magnus Rassy did not want to watch at this on his visit 2010 07 08

# Top lantern with 19 degrees dead sector

**Top Lantern with 19 degrees dead sector. According to Colreg (EU rules) the "dead" sectors should be highest 6 degrees for stays and antennas.**

**The Swedish Transportation board, Transportstyrelsen/ Alexander Johansson (extract):**

**"When navigation lights are fitted they shall comply with COLREG (the International Sea Route Rules). Transportstyrelsen is the supervisory authority for the requirements arising out of the recreational boat Directives.**

***"We have noted the discrepancy of the lantern location and this will be the basis for the assessment of the market control that we undertake. For your reference, we have also been in contact with the shipyard. Even accessories that are fitted must follow the existing rules."***



# Top lantern with 19 degrees dead sector

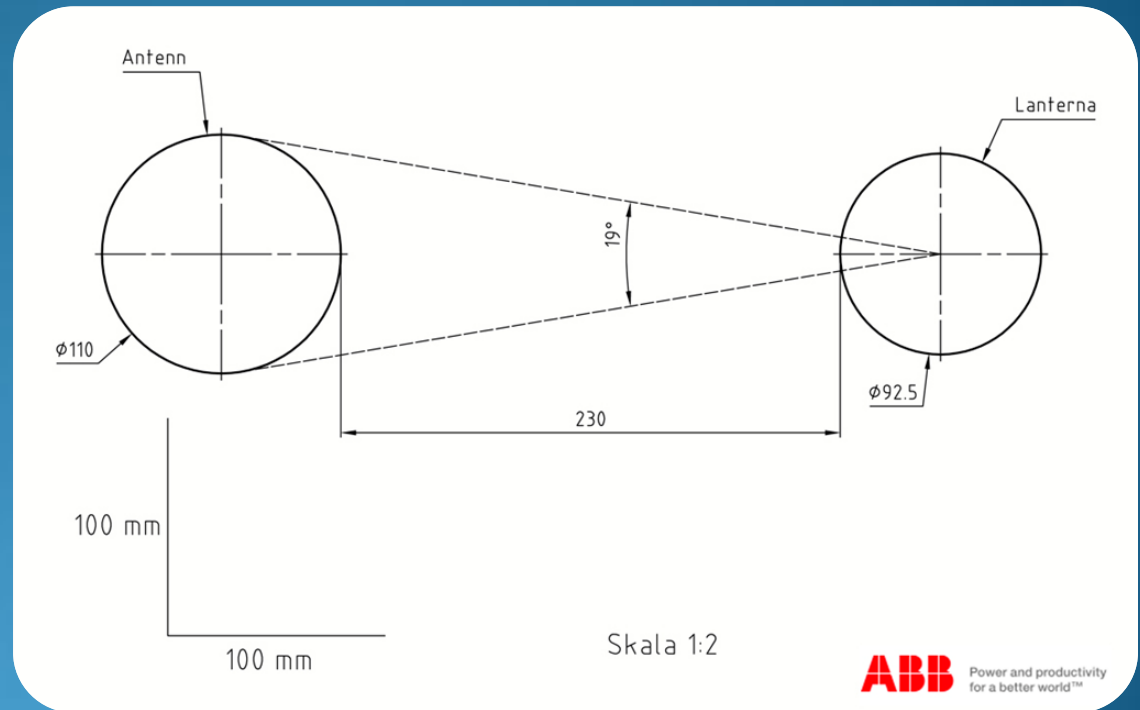
## Calculation of dead sektor

### HR/Magnus Rassy 2009 09 14 email:

"I have been in contact with Goran Movitz on Cordland. He explicitly confirms that the Hallberg-Rassy working methods of mounting the Lopolight is correct".

### HR/Magnus Rassy 2009 10 09 email

"Re-mounting of the Lopolight is neither possible nor approved by the Hallberg-Rassy. Either you accept the installation as it is, or we let the purchase of Lopo lighten go back. You should in that case return the material latest December 31, 2009 and you will then be refunded purchasing sum for this equipment."



# Loosening rubber gaiter after 4 months

## The whole gaiter was loose

The reason is that the hull was not polished and painted with epoxy paint at this point, instead the gaiter was mounted onto greasy glossy gel coat.

Unfortunately, no picture was taken from the other side where the cuff hang loose - A little of it can be seen in the picture though.

It is natural that the gaiter comes off after four months, Says HR



# Loosening rubber gaiter after 4 months

Loosening rubber gaiter after 4 months.  
The technical description says that the hull is treated with 2 layers of epoxy paint - but evidently not so where it is not visible!

Probably the skin fittings are similarly performed which will result in water damages in the hull in a few years time.

All hull penetrations **mushroom heads** must therefore be removed, inspected and repaired.



# Loose and improperly mounted propeller by Hallberg-Rassy

The "Gori propeller's" original lock has not been used by HR, but they have instead used the lock that belonged to the Yanmar.

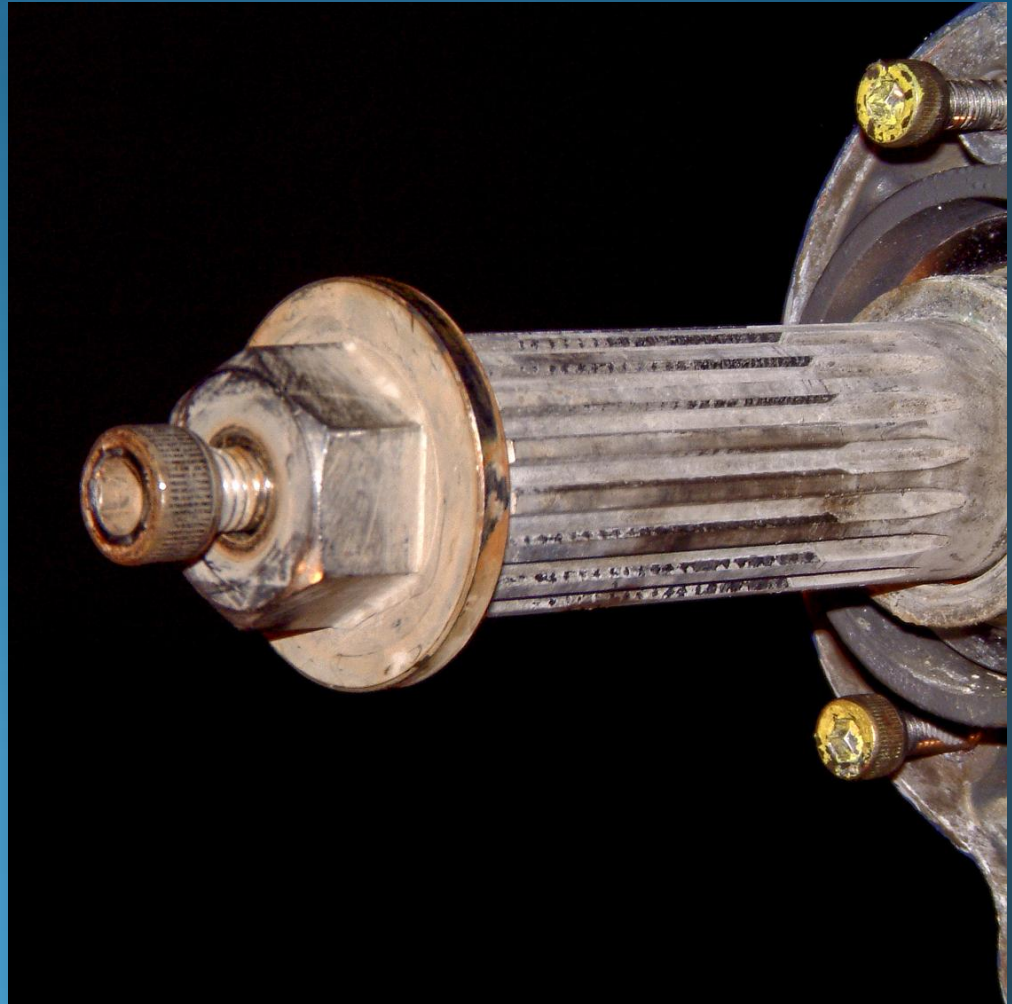
The propeller could be unscrewed by hand after 4 months on the sea

Sune Ehrenskjöld [Sune@gori-propeller.dk]

*"The nut and bolt I can see on the pictures you sent are not Gori propellers, but are instead of Yanmar".*

I have informed David Bourne and the engine controller at HR on the matter so that they can take the necessary action.

Where is the grease on the shaft?





# Loose and improperly mounted propeller by Hallberg-Rassy

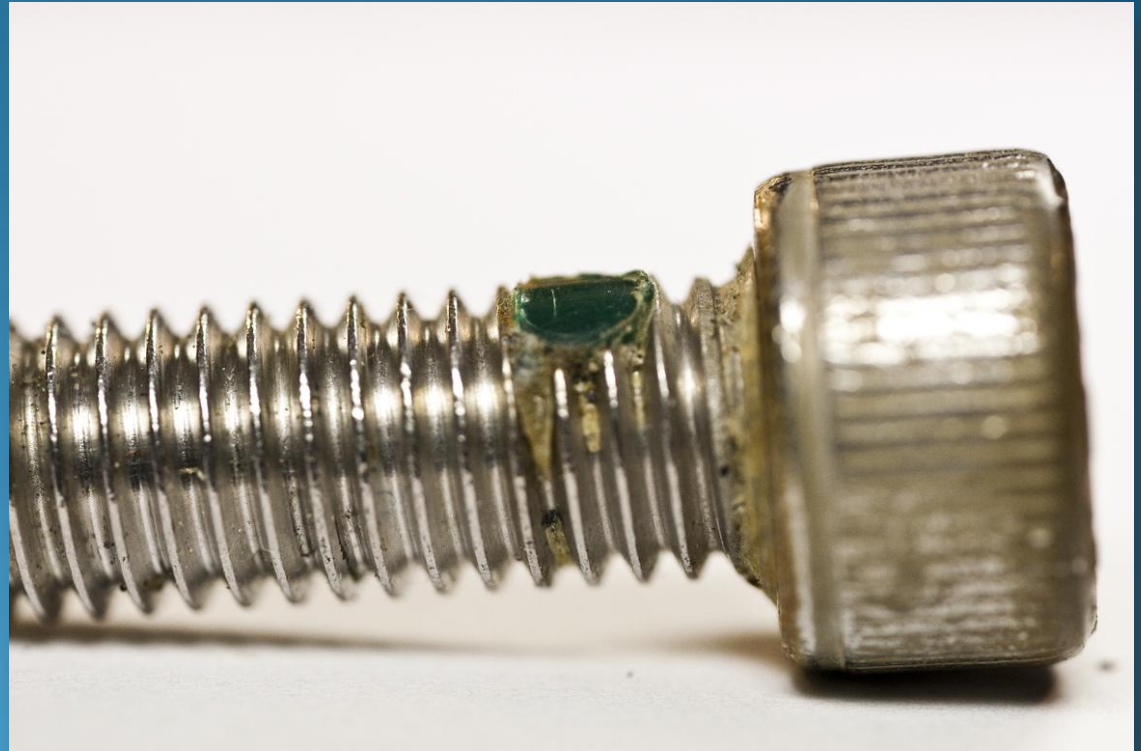
The lock screw into the  
propeller hub magnified

Prefab mounted " locking  
compound " - green dot on  
the top - has never reached  
the motor shaft threading.

Therefore lock bolt has been  
completely without locking  
compound - contrary to the  
installation instructions.

If the error had not been  
detected, the propeller would  
have been lost during 2009  
season.

If the error had not been detected,  
the propeller would have been lost  
during 2009 season.



# Corrosions on propeller after four months

Written question HR:

"Is it reasonable to have to change the propeller and drive? after three years?"

HR / David Bourne response in e-mail 2008 11 14:

Answer: "Yes, it is reasonable. We do not consider the case as entitled to a warranty claim. "

Gori Denmark repaired the propeller at our expense..



# Sail damage of deck lightning after 4 months

HR/David Bourne in email

2008 11 13

Deck Lighting in black plastic that rubs off:

"The case will be investigated: The Deck Lighting will be exchanged with a new one in white paint. The old one to be returned for inquiry / investigation".

Obviously, nothing has happened above that I myself have had to buy stainless protection of Seldén and had it adjusted to match the mast - all at my own expense.



# Oblique-mounted Compass

The compass was mounted at an angle of 4.7 degrees.

[HR/David Bourne i mail](#)  
[2009 04 29:](#)

"The case will be investigated:  
The Deck Lighting will be  
exchanged with a new one in  
white paint. The old one to be  
returned for inquiry /  
investigation".

Obviously, nothing has  
happened above that I myself  
have had to buy stainless  
protection of Seldén and had  
it adjusted to match the mast -  
all at my own expense



# Oblique-mounted Compass

## Report compass adjustment.

When removing the compass, it was found leaking.

No action or even a reply from HR.

Had myself to locate the supplier in Sweden, and send them the compass to get it replaced.

Then re-installed and readjusted the compass. No compensation from HR.



### SWEDISH COMPASSADJUSTERS ASSOCIATION TABLE OF DEVIATIONS

Styrkompassen Ship: S/Y Mia Maria, sitbr

Magnetic Course	Compass Course	Deviation	5	4	3	2	1	0	1	2	3	4	5
N	0	+0,0						0					
15								0					
30								0					
NE	45	+0,0						0					
60								0					
75								0					
E	90	+0,0						0					
105								0					
120								0					
SE	135	-1,0						0					
150								0					
165								0					
S	180	-2,0						0					
195								0					
210								0					
SW	225	+0,0						0					
240								0					
255								0					
W	270	+0,0						0					
285								0					
300								0					
NW	315	+1,0						0					
330								0					
345								0					
N	360	+0,0						0					

Coefficients: A=-0,2 B=+0,0/-0,7 C=+1,0/+0,7 D=+0,0 E=-0,5

Remarks:

Issued: Karlskrona, Danmarksfj. 2009-04-22

Lat 56 10,5 N, Lon 015 33,5 E

Pos of swing: H= 16,9µT Z= 47,5µT Φ= 70,5

Nils-H Möllerström  
Authorised Member of the Swedish  
Compass Adjusters Association



### POSITION OF COMPENSATION AIDS:

Heeling magnets: \_\_\_\_\_ pcs. Red poles: \_\_\_\_\_ Distance: \_\_\_\_\_

Fore and Aft magnets: \_\_\_\_\_ pcs. Red pole: \_\_\_\_\_ Distance \_\_\_\_\_ Side \_\_\_\_\_

Athwartships magnets: \_\_\_\_\_ pcs. Red pole: \_\_\_\_\_

Position of Spheres: \_\_\_\_\_

Flinder's Bar: \_\_\_\_\_

Remarks:  
Central compensation present. Kompassen var ursprungligen monterad med ett A-fel på 4,8 grader. Tabellen gäller efter justerat A-fel. Åtkomst av justerskrivar sker genom bortmontering av instrument på piedestalen och instrumentet kontrollerades med magnetometer och befanns omagnetsfakt.

Kompassjusterarens notering

# Water line on hull very ugly

Quality and control in the construction?

The waterline bb side at the cockpit is painted blue but for some reason it got water on itself when it was newly painted.

Remarked on the fall of 2008. HR promised to arrange this at the next service call.

When the boat would be launched, we ourselves had to varnish the surface with Abralon? And polish it to a "reasonable" shine.

No compensation for this.



# Cable joint for a stern lantern

## Quality and control in the construction?

Cable joint for the stern lantern

Without a protective cap. Note how many strands that are fixed. The rest just a jumble in the connector.

Carried out by myself.

The worst was the connectors? to the front lanterns – not commented upon .



# Molded rail fittings

## Quality and control in the construction?

7 pc molded rail fittings loose according to the inspection protocol of Erling Kroon.

1 stud rectified by HR through Kamm's AB in Karlskrona.

**The remaining six rail fittings are still not rectified**

According to HR/David Bourne description of how the assembly should be done; it turns out to be that they did not comply with this in the production.

HR / David Bourne in mail 2009-04-06: "Stud" is a 20-25cm long stainless steel shaft which is cast into the toe rail, by help of plaster then a groove of 5-6 mm is cut around the stud to a depth equal to the thickness of the teak. This groove was then filled with the same black filler that is used elsewhere on the deck, this, should have resulted in a soft tight joint?

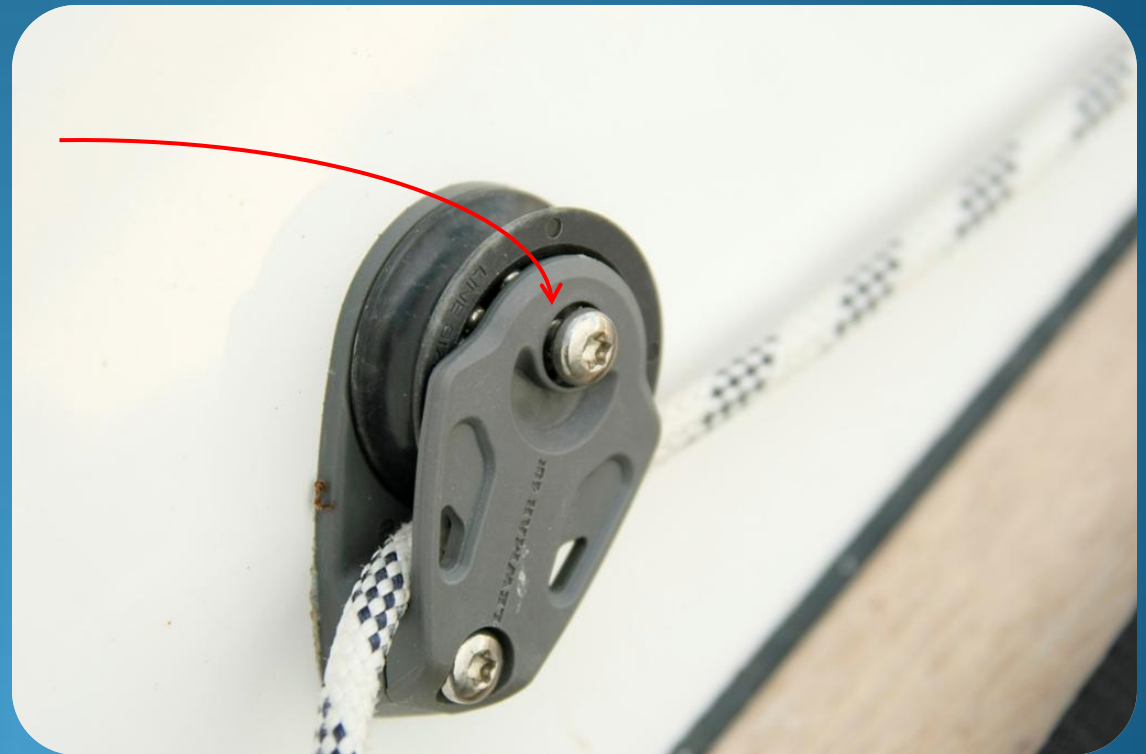




# Lead Blocks

**Quality and control in the construction?**

On sailing home we discovered, in the North of Öresund, that a bolt was sticking out on the sb side .



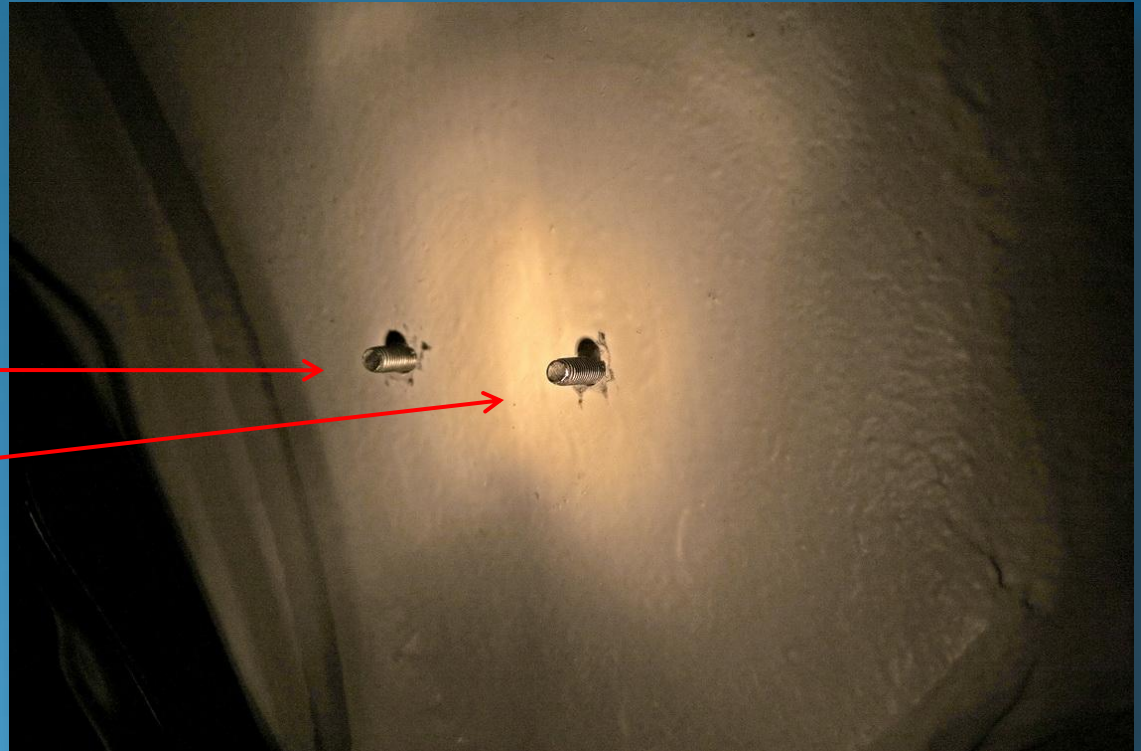
# Lead Blocks sb side not fastened

## Quality and control in the construction?

When arrived at Limhamn, the bolts would be tightened.

It turned out that there had never been neither washer nor bolt to this fairlead!

**HR has chosen not to comment!**



# Cockpit cover – image 1

The fitting was not the best!

The fitting was not the best!

HR says that they tested before delivery and fitness was ok.  
= No warranty

If HR tested before delivery, they have neatly welded together the plastic bags after testing! The plastic bag we got the cockpit cover in was heat sealed.

Rossy Kapell has fixed a bit, but says:

This is HR standard why we had to content ourselves with this answer and resumed our request for exchange.

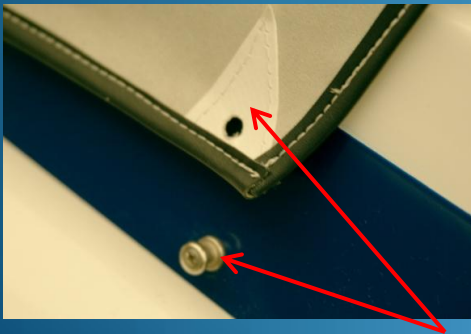


# Cockpit cover – image 1

The fitting was not the best!

We have recieved a lot for the money = fabric and "glass" surface.

But we had been satisfied with less = a well-fitting cockpit cover!



Ok if the cover had been attachable

# Sprayhood

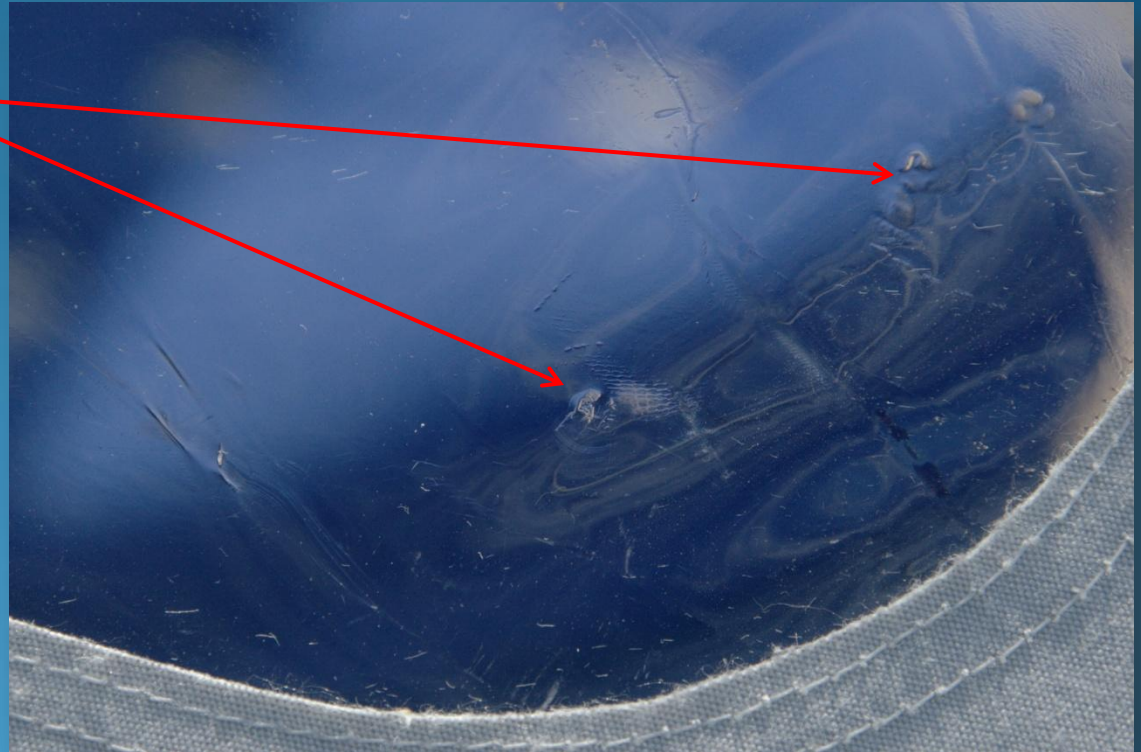
## Quality and control in the construction?

Spray hood box had crush damage in the "glass" with two small holes that were remarked upon in the port of Ellös at delivery.

New spray hood for changing was not available why it should be noted for later action.

Afterwards, HR / David Bourne says that the notes are missing and that the damage is a normal fold.

Rossy Kapell had to change the glass at our expense



# Sprayhood

But even the spray hood had its shortcomings.

At first rainy weather in Slagsta Marina the water poured down through the spray hood.

We had at the time visit by Yanmar's director, Hakan Wolgast, and he had to help us to wipe water from instruments and wooden surfaces.

After the rain all wood and the instruments had to be removed and dried.

Impregnating liquid was purchased and the covers were treated - all at our own expense



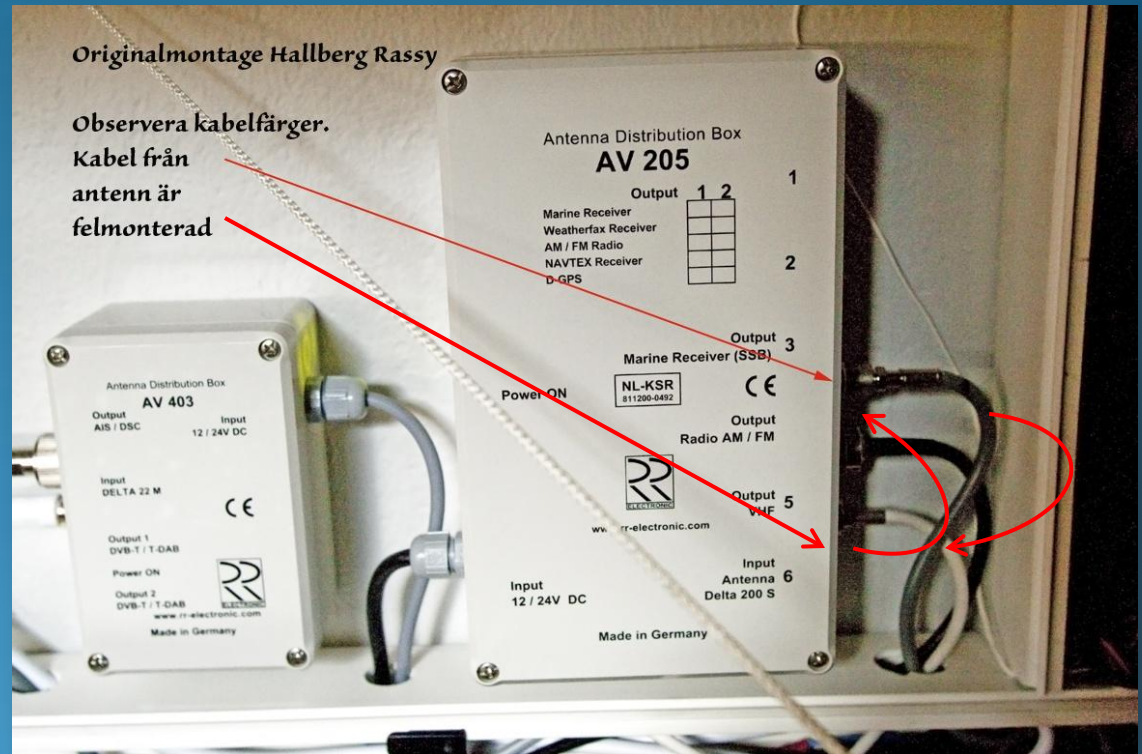
# Cable Installation in Lyth-antenna

## Quality and control in the construction?

The antenna did not work.  
There were no range at all in the VHF and AIS.

Arken Marine in Karlshamn was given to investigate. It turned out that the HR had mounted two cables wrong.

**HR does not care about the cost we have experienced!**



# Antenna och Antennabox

## Quality and control in the construction?

After talks with Lyth AB and testing of contact points with the multi-instrument, he said that the fault is in an antenna part and in PCB in box. They sent new spare parts to me.

HR / David Bourne says in the phone when we call from the boat that "the cause is lightning = no warranty"! This response without survey!

*No warranty*



*Note also how the antenna obscures top lantern*



# Antenna Connector for mast base

But still the antenna did not work.

"Arken Marin" went on looking further and found that the inside of the cable splice in the mast base was all green of corrosion. He did not know the reason. The plug was replaced, and then everything worked properly.

In Malmoe the TV component was to be tested. Did not work. Limhamn's shipping trade had to change the second coaxial connector, which also was green of corrosion.

Did not work anyway.



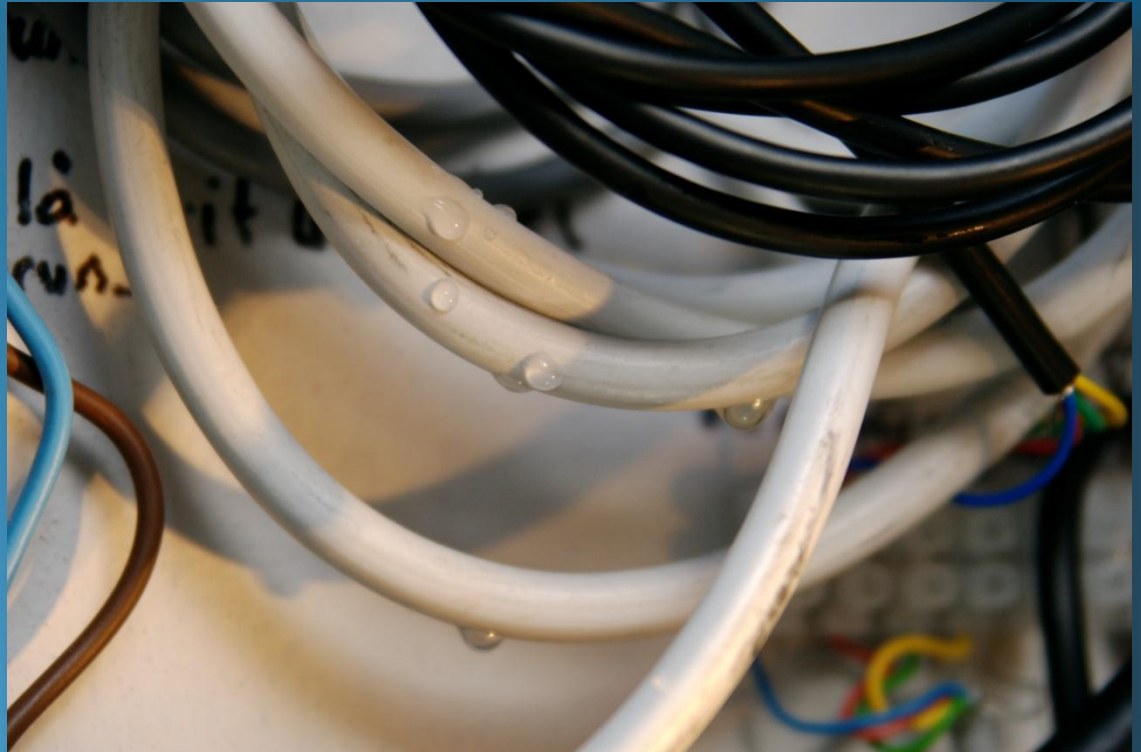
# Antenna Problems again

## Quality and control in the construction?

At the next rainy weather the cause of the corrosion of coaxial connectors was found.

All cables were wet inside the control cabinet under the mast base.

Investigation showed that the water went inside the cable housing from the HR mounted Lopolight top lantern.



# Water in the control cabinet from cables to the top Lantern

HR / Magnus Rassy, writes in mail

2009 09 14:

"It is normal to expect that a lantern-cable will lead moisture and condensation and that this should not be considered as a fault."

We sent to HR the invoice of 1375 Swedish kronor.

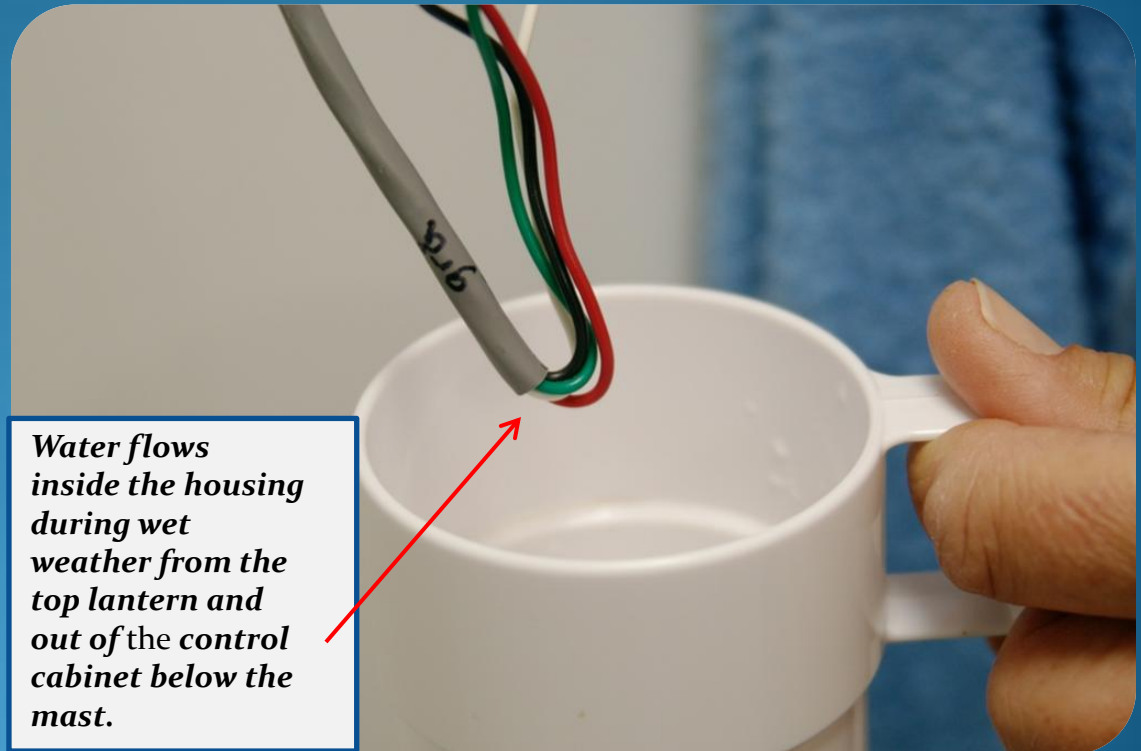
" There is no difference between standard and windex lid = both are not watertight.

With regard to water in the cable, so it is again a mounting problem

"Med venlig hilsen,

**Jan Møller**

*Managing Director - Partner*



# Why is the rail bar painted?

## Quality and control in the construction?

After rain or sailing, there was water under a number of teak plugs in rail bar. The plugs swelled up. A number of plugs were replaced and the rail bar painted to avoid having black patches around each plug caused by poor mounting and gluing.

Also a number of teak plugs on the deck has been replaced

HR / Magnus Rassy:

"That there may be water under the plugs to the toe rail is normal and nothing wrong.

No justified complaints".

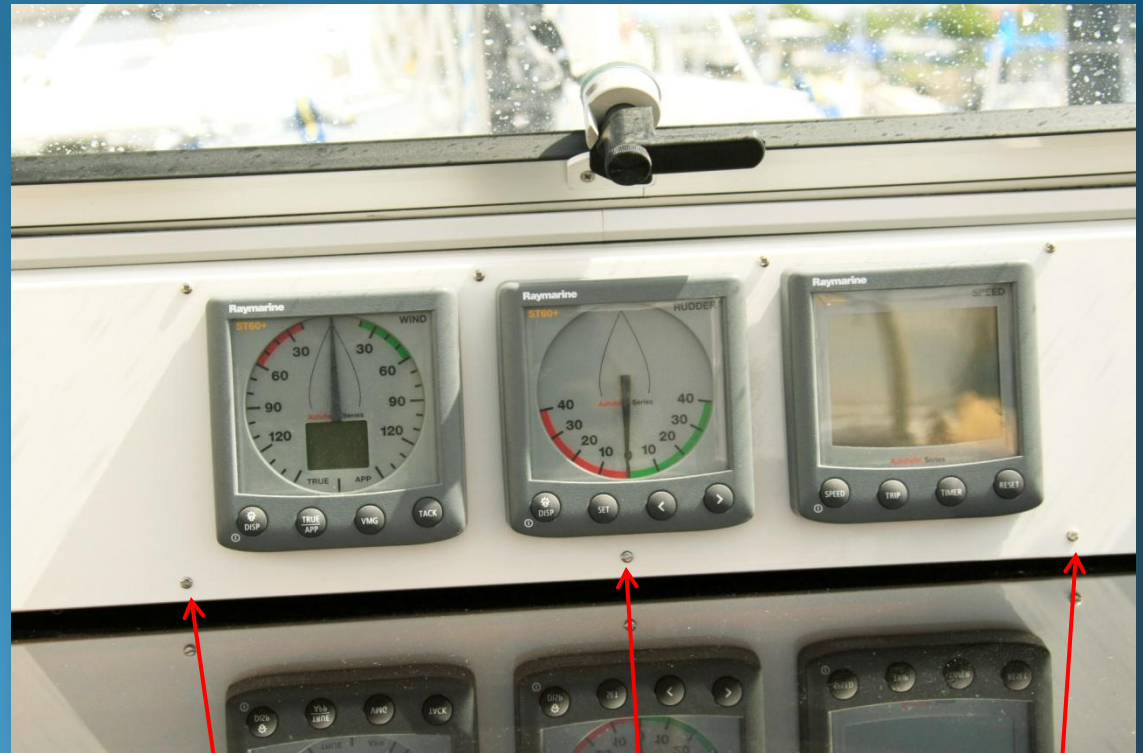


# Instrumentpanel och RedKnows sensor

## Quality and control in the construction?

Sensor to the alarms that was attached on a silicon glued aluminum profile behind the dashboard. The profile fell down, after 3 days and risked to seriously scratch the hatch in plexi glass.

We urgently addressed the defect.



Al-list was remounted with 5 screws

No compensation or even thanks from HR!

# Wrongly moulded wood by the doors

## Quality and control in the construction?

All doors had wrongly moulded recess at the lock side.

HR has not responded

I bought the "Putty" at my own expenses through the perfect company HR Parts & Accessories.

(This company is not owned by Hallberg-Rassy Group)



# Skylights skruvade mot däck

## Quality and control in the construction?

After sailing there were water droplets inside the skylight in the toilet. When the screw was removed it was found that no seal was applied to the screws.

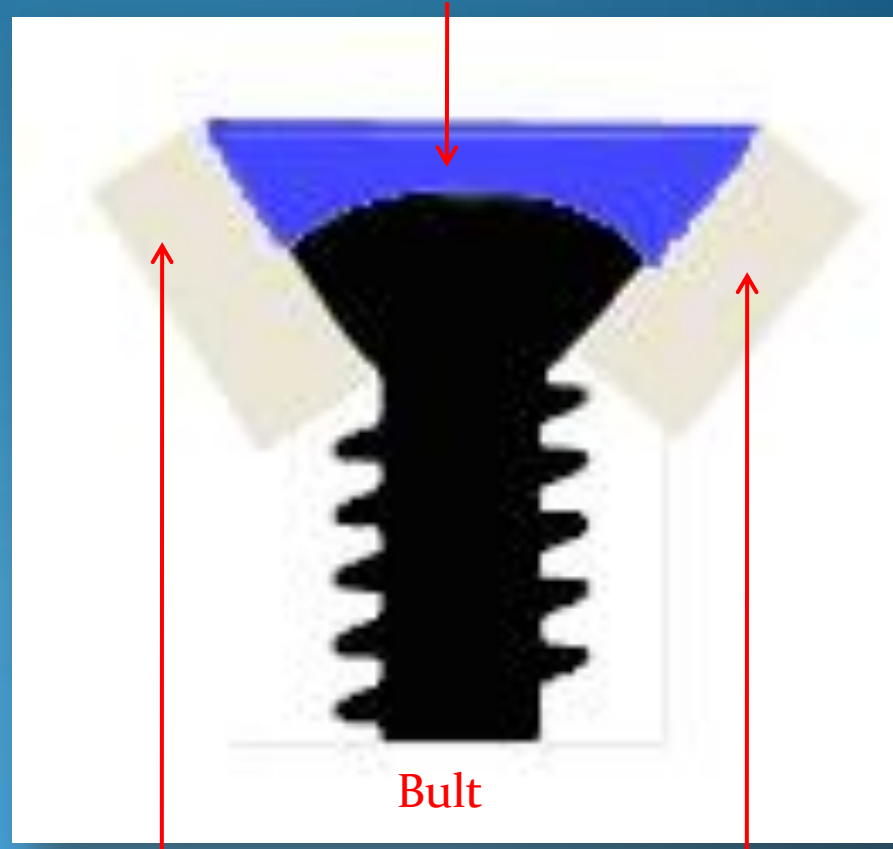
**Four screws were broken with the screwdriver.**

The design means there is always a pool of water above the bolt head with corrosion between aluminum and stainless as a result.

All I have to do myself

HR has not commented!

Here are collected water



Aluminium frame fixed ondeck

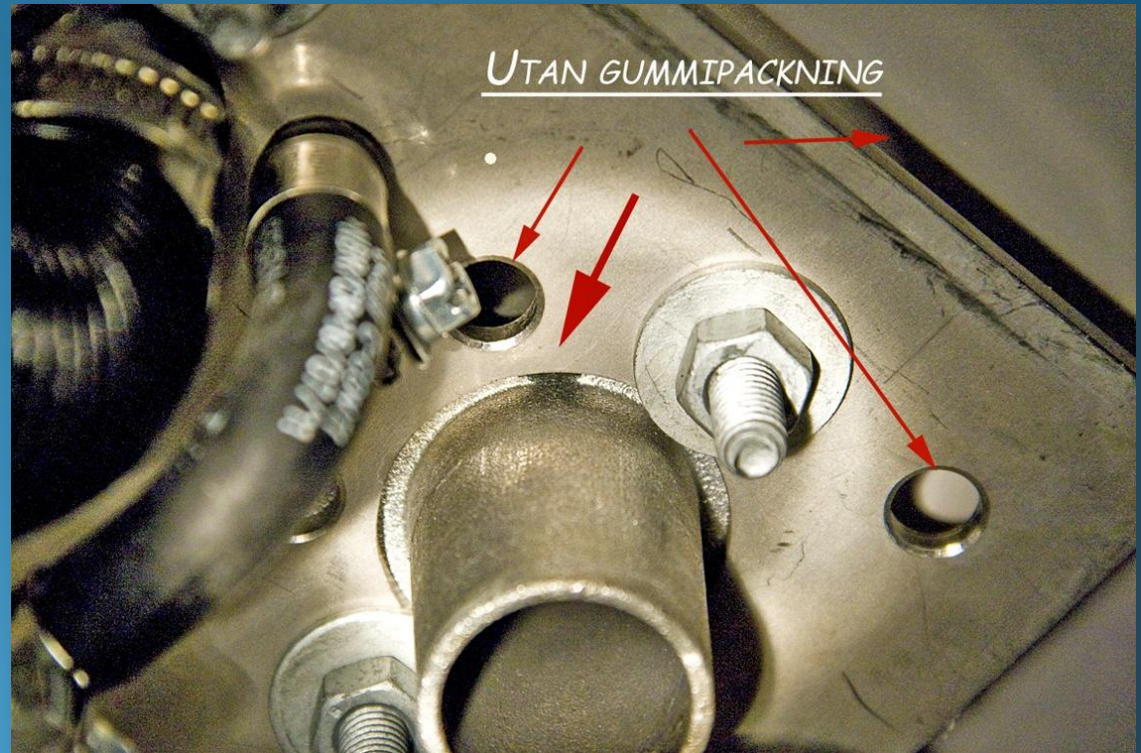
# Webasto heater - problem throughout 2008

Failed to start after work

Was about to freeze to death when the boat was taken - many degrees below zero at night.

HR indicated the error to the sensor on the wall and sent new to Karlskrona several weeks later for our own replacement. This was not the error.

**The heater was replaced in Soedertaelje by KG Knutsson.  
No help from HR**



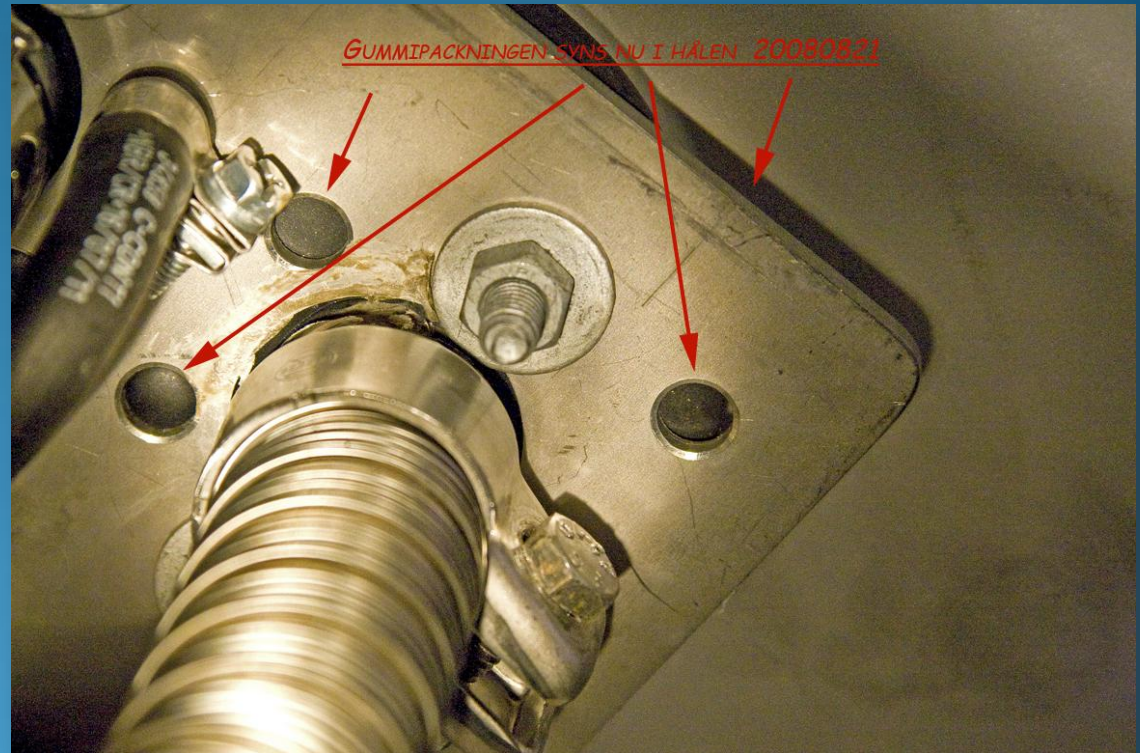


# Webasto heater - problem throughout 2008

The heater has to KG Knutsson and Bilelektro. The heater was removed a number of times before it was changed. Rubber gasket was missing. Leak in combustors spewing exhaust in the engine compartment, etc. Combustion chamber exchanged again.

First in season 2009 did the heater work well.

**Hallberg-Rassy did nothing**



# RedKnows alarm still not work

## The alarm false alarm all the time

The alarm exchanged 1 time and been with Axtech 3 three times for verification

### **HR /David Bourne email 20081113:**

*"Our HR professionals have no explanation for the failure alarm indicates the position".*

## De fellarm jag fått senast är (från följebrev till Axtech)

- 2008-09-11 Klockan 0208 Lat 5600139  
Long 015271134
- 2008-09-09 Klockan 0151 Lat 56227796  
Long 015455398
- 2008-09-08 Klockan 0151 Lat 56186232  
Long 015419567
- 2008-09-07 Klockan 1541 Lat 56378023  
Long 015583640
- 2008-09-03 Klockan 0220 Lat5557264  
Long 015575374

Check the differences of locations. vid locatelarmen. Boat on the same place all time

**Works still not and are off!  
HR has not been helpful in any way**

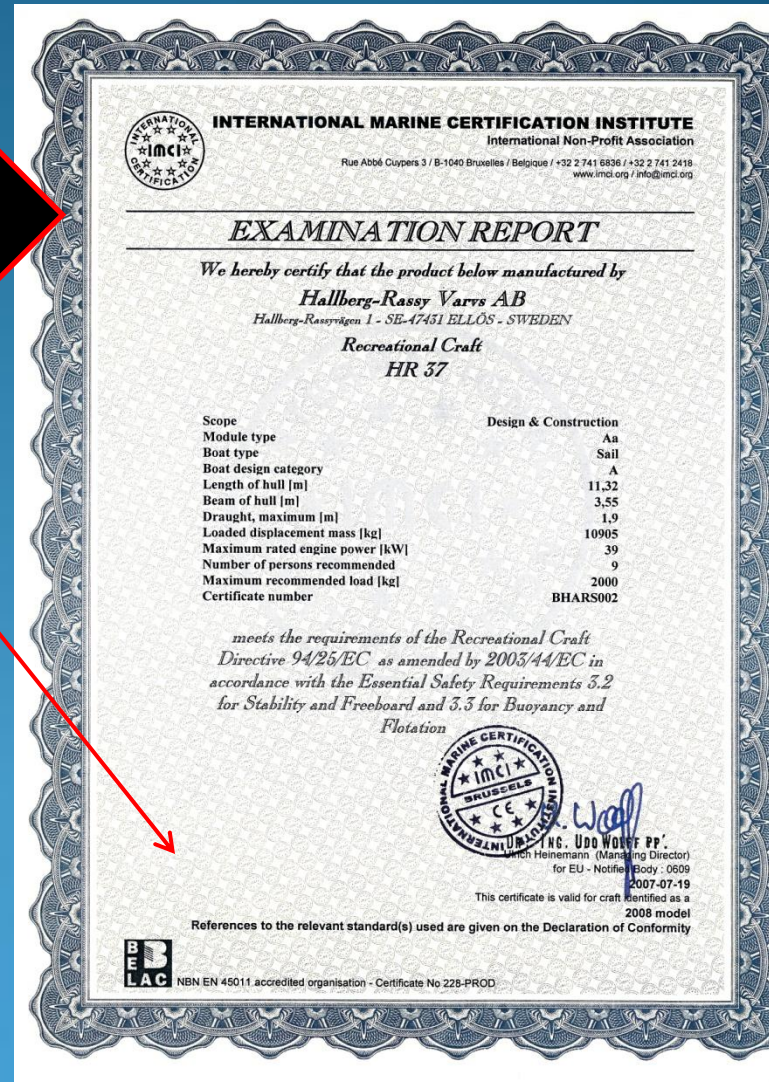
# Certifikate IMCI

**IMCI: Anders Sellstroem** ”  
"The front page will have the bottom Magnus Rassy signature in which he swears that it complies with first boat". So not the case!

"I have been certified in boat No. 1. This is a type certification. "

"The descendants the boats are guaranteed by Magnus Rassy, to comply with boat No. 1."

Anders Sellström, Vindile Shipyard  
Swedish representative of the IMCI



## Clamleats, travelers

*All clamcleats and travelers did not work when sailing the new boat at home. Letter to HR 080614*

- Travelers was full of gravel - did after dismantling and cleaning

New blocks were purchased in Limhamns Skeppshandel and the old ones were sent back to HR on 28/06/2008.

• Replacement block was obtained November 2009 when Lawyer Johan Westman was connected.

What's the meaning to send replacements five months later. New was already purchased which HR knew.

- **Better to give money back**

The jaws did not read the line, but the tags were burned away



# Water tank was not bolted all over

## Quality and control in construction?

The upper water tank was not screwed on. Holes were not even drilled for bolts.

Lug is not touching the ground.

Should be addressed to the ground.

HR only put adhesive in and pulled down with Bolt



## Aluminium disc. Halyards and endless line

### **Aluminium disc:**

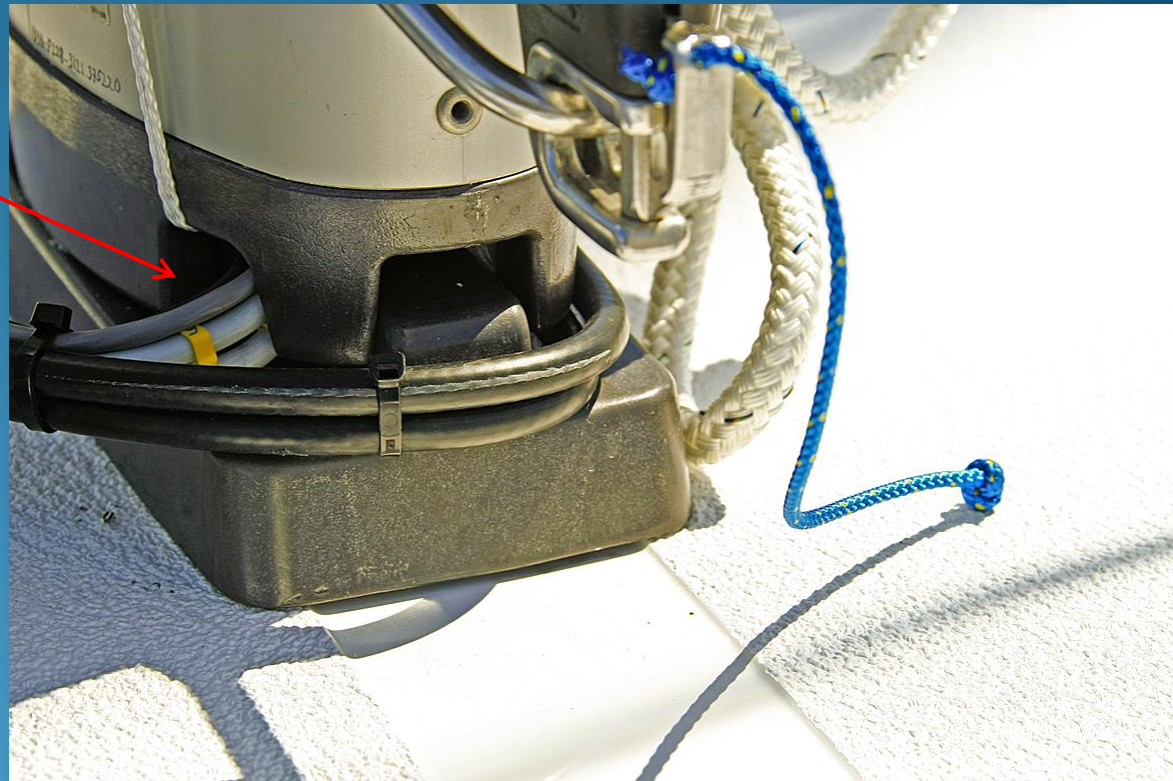
Sawn disc for a cable exit to radar  
This diec was among the cables  
and damaged the cable sheathing.  
Halyards and the endless line:

Halyards were of 'wery soft (bad)  
quality, and unfit for sausages in  
the winches.

HR / David Bourne stated that we  
were blaming ourselves as chosen  
by them mounted Andersen  
winches instead of std Lewmar.

Had to go by engine to  
Gothenburg. After a few idle days  
Seldénmast changed this after  
checking .

**But no help from HR.**



# Paid for 15 steps on mast but just get 12

Steg i mast, fällbara, pris per styck

15

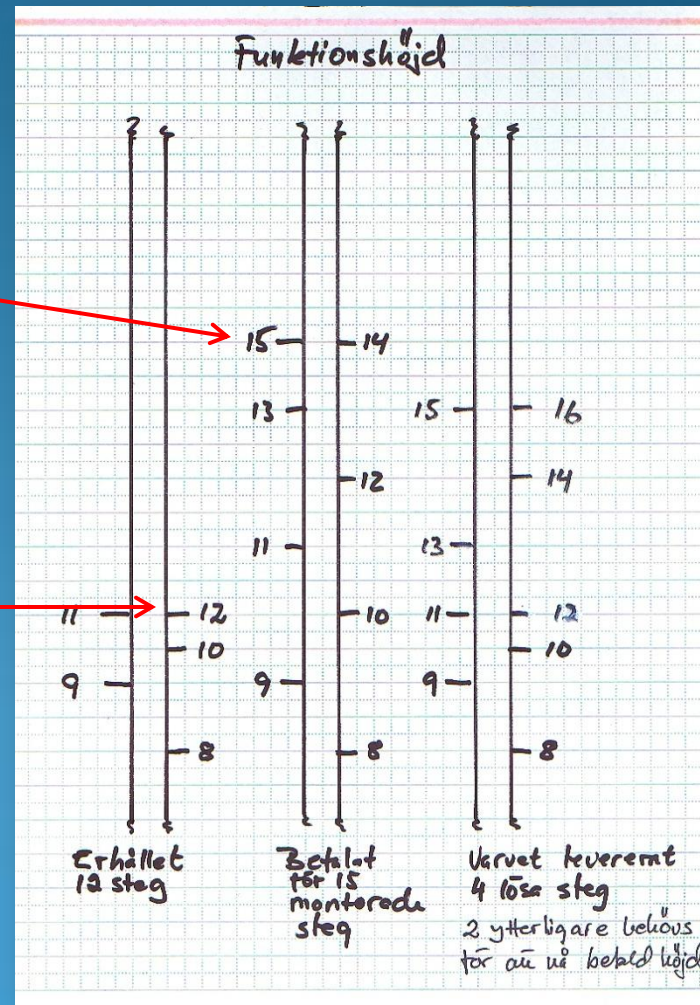
6 864,00

According to the contract of sale it is clear that we ordered and paid for the 15 steps fixed to the mast. 12 pieces were delivered.

Goeran Loewbeer in mail 2007 10 24: "Selden gave me rebuff on the number of steps. They want to assemble 15 pieces. I bow to the expertise. "So, commissioned by us!

Very fuss about this.  
We wanted to have ordered fitted!

HR has not remedied this, but finally sent back replacement in money for missing three steps, without agreement. This when Lawyer Johan Westman was connected.



# Paid too much in the final invoice

Paid too much in the final bill .  
990 Swedish crowns too  
much

When this was pointed out  
we get responses from HR /  
Magnus Rassy:

"Advertising in any case too  
late."

View email on the right in  
Swedish.

So it is to buy a HR-boat

- HR/Göran Löwbeer i e-post 2007 11 23 :

*"God morgon Bengt och tack för e-post.*

*Det är bara att konstatera att jag tänkte fel. Naturligtvis är det som Selden säger. Masten är beställd men med största sannolikhet inte tillverkad. Pontus Paulin har bara arbetat på Selden en kort tid, varför han av naturliga skäl inte kan alla detaljer. **Vi låter alltid Selden borra hål för radarkabeln, detta även om någon radar inte är beställd. Kanal för kablar finns alltid.** Om Du levererar ett radarfäste till oss senast en månad före leveransen monterar vi gärna detta"*

Med vänlig hälsning

Hallberg-Rassy Varvs AB

Göran Löwbeer

- HR/Magnus Rassy i e-post 2009.09.14

*"Du skriver att rör i mast till radar skulle vara standard. Så är ej fallet, det är ej del av avtalat leveransomfång.*

***Dessutom reklameras detta under alla förhållanden för sent"***



# Corrosion on the shaft

## Quality boat?

After 4 months was found corrosion on the aluminum shaft .

The axis rotated instead of the sheaves

HR has not responded!

Seldén committed themselves not first. After many letters and phone calls they sent new shafts in stainless steel but in dimensions that do not fit.

**New stainless steel shafts were turned in Karlskrona at our own expense and assembly**



# Hallberg-Rassy claim they do not have to inspect the boat

Hallberg-Rassy claim they do not have to inspect the boat

About 26 emails and letters before HR visiting the boat their first time .

Telephone calls to David Bourne and George Löwbeer on inspections.

## Inspections have taken place:

2008.12.09	Kroon ang. alla fel	Did not
2009.09.14	Kroon	Did not
2009.10.08	ÅF	Did not
2010.03.04	Bekking	Did not
2010.03.18	HR/Christoph Rassy	
2010.06.14	Dragprov skrov	Did not
2010.07.08	HR/Nord West/Sweden Yachts	

## HR itself has stated the following requests for days

### (We have set up for each):

2009.12.15	Did not
2009.12.22	Did not
2010.01.13	Did not
2010.01.14	Did not
2010.01.18	Did not

746 31 722 3703

**VINGE**

UDDEVALLA TINGSRÄTT  
Box 323  
451 18 UDDEVALLA

Ink 2010-05-31  
Akt: T 5201/09  
Aktbil: 52

Endast via fax 0522-156 87

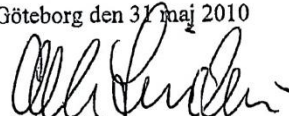
**Mål T 5201-09, Rotel 21**

**Bengt och Kerstin Nordé / Hallberg-Rassy Varvs AB**

Med anledning av Bengt och Kerstin Nordés begäran om att tingsrätten skall entlediga Karl Glimnell får jag anföra följande.

Karl Glimnell har lagt ner mycket tid i ärendet och ägnat stora resurser åt att försöka få parterna att närma sig varandra. För närvarande pågår diskussioner som syftar till att möjliggöra för Hallberg-Rassy att besiktiga båten. Makarna Nordés begäran om att entlediga Karl Glimnell kommer därför överraskande. Enligt min uppfattning hade det varit naturligt att låta Karl Glimnell fortsätta sitt uppdrag, åtminstone till dess att Hallberg-Rassy fått möjlighet att besiktiga båten. Av någon anledning vill makarna Nordé förvägra Hallberg-Rassy denna möjlighet, genom att kontinuerligt uppställa olika krav för att tillåta en sådan besiktning.

Göteborg den 31 maj 2010

  
Olle Lindén

## This took us before

We have taken a Hallberg-Rassybåt earlier - Monsun 31 delivered new in 1975 we were pleased with mkt.

Price new 1974: 107 900SEK

Sold in 2007 : 490 000 SEK

## This is what we thought we bought

- - **Known Far and Wide For Our sturdy construction, superb craftsmanship and signature seaworthiness.**
- - **Hallberg-Rassy 37 is a well-built  yacht with high degree of comfort.**
  - **Is the boat built by a shipyard that has a good name all over the world? This is important for the long-term resale value of the boat.**
  - **They are all built to withstand even the worst weather conditions.**
  - **The answers to all the above questions is yes for all Hallberg-Rassy's models**

# That's our boalife now

Hallberg-Rassy 37 from "World leading manufacturer of high quality long-distance sailing."

For us, this meant buying:

We have not been able to use the boat we expected.

The boat must not be used

Don't agree with certificate

The boat is not seaworthy

The boat can not be sold

**Instead of helping us we now have to pay about 300 000 \$ to lawyers**



**Have you fallen asleep?**

*This presentation could be made longer.  
A little insight into the problems we had?*

# This was the end of our dream

The boat is now  
on her  
permanent place  
since 2009.

Indoor Hall att  
Hasslö  
boatyard

Are not allowed  
to use!

