

Hallberg-Rassy NEWSLETTER

Summer 2008

Fourteenth issue - English edition





The best group so far in the boatbuilder competition



"These are the best pupils so far in the boatbuilder competition"

That was what the experienced jury said after a long discussion when deciding who should be the winner in the 2008 boatbuilder competition. After two full days of competing in theoretically and in practice, it was clear who the winner was.

Again, it was Orusts boatbuilding school that won through Pontus Andersson. Number two is Niklas Andersson from Uddevalla Gymnasium and from the same school comes Number three, Pontus Larsson.

The jury, that amongst others consisted of Lars Alexandersson, deputy production manager at Hallberg-Rassy, was concordant in their conclusion – that this year's group was the best ever in

the history of the boatbuilder competition. It was a good presentation of the fine art of boatbuilding by these third-year students within the boatbuilding school.

This year is the 9th consecutive year the competition is held. Three pupils from each school participated; The Vadsbogymnasiet in Mariestad, The boatbuilding school in Henån on Orust, Uddevalla Gymnasium and Vimmerby Gymnasium (Storebro).

The boatbuilder competition is arranged annually by one of Hallberg-Rassy's suppliers, Kärnsund Wood Link AB, in cooperation with amongst others Hallberg-Rassy Varvs AB, who compose the theoretical questions and donates the material for the competition.

What is AIS?

AIS is the latest addition to the mariners safety. It is perhaps the most important step in anti collision since the introduction of the radar.

The system was originally developed as a collision avoidance tool for commercial ships. It is also a tool for the authorities to manage traffic in coastal waters. AIS is mandatory for ships from 300 gross tons.

AIS continuously transmit ships identity, position, speed and course. In addition to this other information might be transmitted depending on type of AIS transmitter. In general Class A transponders are for commercial ships and Class B transponder for the light commercial and pleasure market.

It is important to understand the difference between AIS transponders and AIS receivers. AIS receiver means that you can only see other boats with an AIS transponder. They cannot see you!

A transponder also transmits the position of your own position, which means other AIS transponders, or receivers, can see you. Only buying a receiver is really to make a short cut. The price for class B transponders have gone down a lot and offers a huge safety increase on your yacht. A night watch with an AIS transponder is much more relaxing as the commercial traffic is so much easier to watch. When you see a big ship on your AIS screen you can immediately see how close you will get. You can also see the other ship's MMSI number, which makes it possible to call him directly on the VHF. No reason for calling Big ship in position And off course the other ship can call you as easily if you have an AIS transponder.

The AIS transponder is a combined VHF transceiver and GPS. The data from the GPS is transmitted and received by the built-in VHF receiver.

A Class B AIS transponder system includes the following:

- Transponder box
- GPS antenna
- Additional VHF antenna
- Screen for displaying the AIS targets. (Plotter or PC with navigational software)
- Multiplexer (Only needed in some applications)



AIS advantages:

- See and be seen
- Ability to see around corners
- Much easier to determine "closest point of approach"
- Track other boats. Perhaps your friends.
- Positive identification with other vessels reduces the hassle and mistakes when communicating.

There has been a debate that Class A transponders cannot read Class B transponders. That is partly true but not really important as the important data can always be read.

Below you can see the limitations that can be of interest. It is all depending on age of the Class A transponder.

From class	A to B	B to A
Position	OK	OK
Speed	OK	OK
Course over ground	OK	OK
Heading	OK	OK
MMSI	OK	OK
Name	OK	OK
Callsign	OK	?
Vessel type	OK	?
Vessel data	OK	?

Will the AIS replace any equipment? Not really. The AIS is an addition to other anti collision devices as the radar and radar reflector.



Hallberg-Rassy 43 wins

The American Hallberg-Rassy 43 "Smidge" won both her class and overall in a regatta in the Bahamas.

The regatta is the 28th Annual George Town Cruising Regatta in Georgetown, Exumas, The Bahamas and consists of over a week of many activities in this adult summer camp type community. Activities include volleyball, sand sculpture competition, beach golf, bridge tournaments, talent shows, etc. Two events are sailboat racing - one around Stocking Island and one in Elizabeth Harbour. The Hallberg-Rassy 43 "Smidge" entered both races and ended up winning her class and overall in both races. Smidge also won overall monohull for the regatta. Congratulations to a good result!



Hallberg-Rassy in Korea

Starting March 3rd 2008, Mr John-Jin Kim of Geoje Marina Co. has been appointed Hallberg-Rassy dealer for Korea. Mr Kim is already an enthusiastic Hallberg-Rassy sailor and sails his HR frequently between South Korea and Japan. The sales office is located in Geoje-City, on the south coast of South Korea.



HR 54 listed among Best Boats 2008

In the September issue of Sail magazine from the USA, the Hallberg-Rassy 54 is listed among the Best Boats 2008.



New items at HR Parts

Many new items are offered by HR parts and Accessories, for example, this security lock for your chart plotter.

For owners of Enderlein designed Hallberg-Rassys they now have a replacement solution for the hull ports. For further details, please visit their website: www.hr-parts.com
tel: +46 (0) 304 54990.



Interesting lecture at the Open House Weekend

Saturday evening 23 August 2008 at 7 o'clock we will have a Hallberg-Rassy meeting and serve an informal dinner followed by a lecture on blue water sailing by Leon Schulz, who dared to take the bold step and realize a long term dream, to sail to the Caribbean and back with his family in their Hallberg-Rassy 40. He will have a lot to tell regarding blue water sailing and have many nice images to show. The lecture will be held in English due to our many international guests. Since there are only a limited number of seats for the lecture, we would ask you to make your reservations in writing together with the participation

fee at your earliest convenience. In previous years this event has been fully booked. The fee for the evening including dinner and something to drink is 150 SEK per person, (roughly 17 Euros) which can be paid by Visa or Eurocard. Please give us your card number, expiry date, postal address and your OK to charge the above amount. For safety please do not email us this, but fax to number +46 304- 513 31 or +46-304 50486. To read more about the family Schulz's sailing, please enter **www.reginasailing.com** .

The entrance to see the boats and the yard is free of charge.



The winning team of HR 48 "Falabrach"



The gennaker of the winning HR 48 had Bart Simpson painted on it



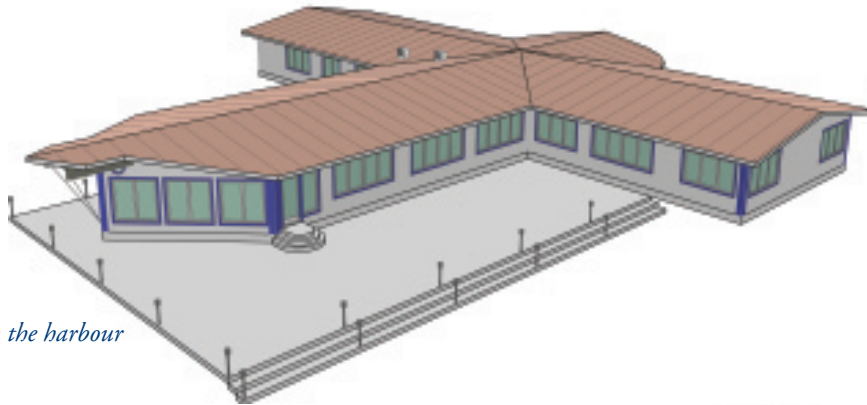
32 boats applied to the fourth Mediterranean Hallberg-Rassy Regatta

Hallberg-Rassy 48 wins fourth Mediterranean Hallberg-Rassy Regatta

The winner of the fourth Mediterranean Hallberg-Rassy Regatta is the Italian HR 48 No 23 "Falabrach". Second overall is the HR 39 "Vampa". The first day the weather in western Italy offered a breeze from NW with 8-12 knots, 30 degrees Celsius and fantastic sunshine. All participating crews also had a very nice dinner at the local restaurant "Il Delfino verde" who is located "on" the sea in front of where the boats were docked. The second day also "Falabrach" arrived first, ahead of HR 48 No 40 "Zimbra". The wind was strong ESE up to 22-23 knots, so crews were really busy trying to get the best result. HR 48 No 42 "Manilù 4" achieved third place in real time all days. This time 32 Hallberg-Rassy yachts applied, of which 20 boats and 180 people came to the start line. The winning HR 48 "Falabrach" will also compete in the ARC

over the Atlantic in November. That is the start of a 3 year round the world cruise.

BARCA	Type	N° Velico	ARMATORE	Posiz	h	m	Tempo Reale	Classifica Reale	Compensato	Classifica Compensato
Falabrach	HR 48	7	Costa	1,28	3,00	49	228	1	293,12	1
VAMPA	HR 39	27	Agostino e Giuseppe Dent	1,17	4,00	46	286	2	334,62	2
Manilù 4	HR 48	1	Binaghi/Frittelli/Tettoni	1,27	4,00	47	287	3	364,49	9
Mia	HR 46	9	Ricceri	1,26	4,00	48	288	4	382,88	8
LuRo	HR 53	15	Van der Heyden	1,29	4,00	53	293	5	377,97	16
Zimbra	HR 48	8	Orfeo Giampieretti	1,27	4,00	54	294	6	373,38	13
Andromeda	HR 46	6	Relling	1,25	4,00	57	297	7	371,25	11
PRINCIPESSA	HR 34	5	Giuseppe Bonavita	1,16	5,00	59	299	8	346,84	4
BAGE	HR 37	23	Giorgio Cosmelli	1,20	5,00	0	300	9	360,00	7
Warandher	HR 48	14	Marchi	1,27	5,00	2	302	10	383,54	17
HEUREKA	HR 31	25	Roberto Coppi	1,14	5,00	4	304	11	346,06	3
VIVA	HR 42	3	Petra Lehmköster	1,22	5,00	5	305	12	372,10	12
Vita Nova	HR 40	10	Giannini	1,22	5,00	7	307	13	374,64	15
Strega Marina	HR 36	21	Massimo Tesei	1,16	5,00	8	308	14	357,28	6
Lalaria	HR 352	4	Ennio Viola	1,13	5,00	10	310	15	350,30	5
Pingongo	HR 42	11	Upazzoli	1,20	5,00	12	312	16	374,40	14
Baccalà 2	HR 36	16	Savasta	1,16	5,00	16	316	17	366,56	10
Peter Pan	HR 48	18	Volpicelli	1,27	5,00	25	325	18	412,75	20
Violante	HR 41	17	Casale	1,16	5,00	33	333	19	386,28	18
ISSA 2"	HR 352	13	Alessandro Bugli	1,13	5,00	44	344	20	388,72	19
SETTELEGHE	HR 352		Marco Giomi	ritirato all'ultimo minuto dalla manifestazione						
Bluebelle	HR 36		Gerli	ritirato all'ultimo minuto dalla manifestazione						
YASMIN	HR 43		Trogten	ritirato all'ultimo minuto dalla manifestazione						
DRAKE	HR 43		Lorenzin	ritirato all'ultimo minuto dalla manifestazione						
GIANIN	HR 41		Pietro Supparo	ritirato all'ultimo minuto dalla manifestazione						
PARALOS	HR 53		Cruciani	ritirato all'ultimo minuto dalla manifestazione						
ANDERSEN C	HR 46		Mario Pelosi	ritirato all'ultimo minuto dalla manifestazione						
El Nino	HR 34		Fogli	ritirato all'ultimo minuto dalla manifestazione						
NADIR	HR 62		Matteo Ponti	ritirato all'ultimo minuto dalla manifestazione						
CINDY 62	HR 62		Federico Ventura	ritirato all'ultimo minuto dalla manifestazione						
MIWA	HR 46		Francesco Anello	ritirato all'ultimo minuto dalla manifestazione						
LEVANTINA	HR 352		Gianrocco Torio	ritirato all'ultimo minuto dalla manifestazione						



View from the harbour



View from ashore

New headoffice ready end of September 2008

Since every inch at the yard area is spoken for, the new office building is situated partly on the water, resting on pillars. The office will be part of the harbour and our demonstrator boats will be found just outside the office windows. There will also be a large mooring deck. At the far end of the building above the water there will be a large conference room.

The new office will be hosting the sales department, reception, financial department, development and CEO.

There will also be guest showers and toilets that have easy access from the outside. We will build a new location for storing customers'

personal belongings. The current building which holds the showers and storage will be removed.

The offices that will be moving down to the harbour will give place to a new dining room and the one we use now will then give more space for the production to expand and increase the efficiency of the varnishing department. Offices related to production, purchase and salary will keep their positions.

We will be moving in at the end of September 2008, but the building will be ready externally already in time for the Open House Weekend which will be 22-24 of August.

Continuous improvements

Annually Hallberg-Rassy performs a series of improvements. The changes are not made for the sake of changing but rather a careful choice of reforms to make the product better based on feedback from owners of the 8 900 Hallberg-Rassy yachts around the world and our own experience.

All models

- Standard instrumentation has been upgraded to Furuno FI-50 series.
- A wide range of new upholsteries, a new carpet and a new curtain cloth has been added.

Hallberg-Rassy 31 Mk II

- The work surface in the galley has been upgraded from the white laminate with a painted edge towards the sink to the homogeneous material PlexiCore, which is a composite-stone material. The material we have been using and still use to the work surface in the galley in HR 54 and HR 62 is very similar. It looks and feels the same, although the colour and grain is different on the HR 31 Mk II.
- When covers over the sinks are ordered, one of them can be in its position over the sink without sliding. This is possible because of ears in the hole for the sink.

Hallberg-Rassy 342

- The work surface in the galley has been upgraded from the white laminate with a painted edge towards the sink to the homogeneous material PlexiCore, which is a composite-stone material. The material we have been using and still use to the work surface in the galley in HR 54 and HR 62 is very similar. It looks and feels the same, although the colour and grain is different on the HR 342.
- When covers over the sinks are ordered, one of them can be in its position, independent of the other, over the sink without sliding. This is possible because of ears in the hole for the sink.

Hallberg-Rassy 37

- The work surface in the galley has been upgraded from the white laminate with a painted edge towards the sink to the homogeneous material PlexiCore, which is a composite-stone material. The material we have been using and still use to the work surface in the galley in HR 54 and HR 62 is very similar. It looks and feels the same, although the colour and grain is different on the Hallberg-Rassy 37.

- When covers over the sinks are ordered, one of them can be in its position over the sink without sliding. This is possible because of ears in the hole for the sink.
- The window in the middle of the wind screen will get a one-grip handle to make it easier to open.
- If an electric in-mast furling is ordered the out haul line will be in a different colour. In this way it will be easy to separate it from the main sheet.
- The skylight in the forward cabin is in a different position. Now it is possible to install an Ocean Air blind. An Ocean Air offers darkness in one position or mosquito net in a second position. From outside the new position of the skylight looks better.



PlexiCore, new work top material in the galley

Hallberg-Rassy 40

- The work surface in the galley has been upgraded from the white laminate with a painted edge towards the sink to the homogeneous material PlexiCore, which is a composite-stone material. The material we have been using and still use to the work surface in the galley in HR 54 and HR 62 is very similar. It looks and feels the same, although the colour and grain is different on the HR 40.
- When covers over the sinks are ordered, one of them can be in its position over the sink without sliding. This is possible because of ears in the hole for the sink.
- The window in the middle of the wind screen will get a one-grip handle to make it easier to open.
- If an electric or a hydraulic furling mast is ordered the outhaul line will be in a different colour. In this way it will be easy to separate it from the main sheet.
- The skylight in the forward cabin is in a different position. Now it is possible to install an Ocean Air blind. An Ocean Air offers darkness in one posi-

tion or mosquito net in a second position. From outside the new position of the skylight looks better.

- The door in front of the optional washing machine in the heads made of composite-stone material is now routed out with edge profile and a mirror in the same way as we have already done with the rest of the doors in the heads.
- The Electrolux ventilator that has been located on the fore deck will be moved to the coach roof, where it will be installed over the walk through to the forward cabin.

Hallberg-Rassy 43 Mk II

- The work surface in the galley has been upgraded from the white laminate with a painted edge towards the sink to the homogeneous material Plexi-Core, which is a composite-stone material. The material we have been using and still use to the work surface in the galley in HR 54 and HR 62 is very similar. It looks and feels the same, although the colour and grain is different on the HR 43 Mk II.
- When covers over the sinks are ordered, one of them can be in its position over the sink without sliding. This is possible because of ears in the hole for the sink.
- The window in the middle of the wind screen or hardtop will get a one-grip handle to make it easier to open.
- If an electric or a hydraulic furling mast is ordered the outhaul line will be in a different color. In this way it will be easy to separate it from the main sheet.
- The doors in front of the optional washing machine and/or DC watermaker in the heads made of composite-stone material are now routed out with edge profile and a mirror in the same way as we have already done with the rest of the doors in the heads.
- The manual Seldén Furlex jib reefing and furling system is now model 310. With this model it is easier to get on board.

Hallberg-Rassy 48

- The volume of the refrigerator is increased from 92 liter to 165 liter.
- The work surface in the galley has been upgraded from the white laminate with a painted edge towards the sink to the homogeneous material Plexi-Core, which is a composite-stone material. The material we have been using and still use to the work surface in the galley in HR 54 and HR 62 is very similar. It looks and feels the same, although the colour and grain is different on the HR 48.
- When covers over the sinks are ordered, one of

them can be in its position over the sink without sliding. This is possible because of ears in the hole for the sink.

- The window in the middle of the windscreen or the hardtop will get a one-grip handle to make it easier to open.
- If electric or a hydraulic in-mast furling is ordered the outhaul line will be in a different colour. In this way it will be easy to separate it from the main sheet.
- The locker doors in the heads made of composite-stone material are now routed out with edge profile and a mirror in the same way as we have already done with the rest of the doors in the heads.

Hallberg-Rassy 54

- The volume of the refrigerator is increased from 92 liter to 165 litres.
- The window in the middle of the windscreen or the hardtop will get a handle to make it easier to open.
- If a hydraulic furling mast is ordered with an outhaul line to the cockpit, the line will be in a different colour. In this way it will be easy to separate it from the main sheet.
- The locker doors in the heads made of composite-stone material are now routed out with edge profile and a mirror in the same way as we have already done with the rest of the doors in the heads.
- The handles in the companionway ladder are now more elegant in laminated wooden vaneers.
- When a dishwasher is ordered the machine is now bigger. It has a faster and more efficient program than earlier.
- When a galley in the walk through is ordered the height has been improved due to a frame that has been modified.
- When covers over the sinks are ordered, as an option, one of them can be in its position over the sink without sliding. This is possible because of ears in the hole for the sink.

Hallberg-Rassy 62

- The window in the middle of the windscreen or the hard top will get a handle to make it easier to open.
- The locker doors in the heads made of composite-stone material are now routed out with edge profile and a mirror in the same way as we have already done with the rest of the doors in the heads.
- When a galley in the walk through is ordered the height has been improved due to a frame that has been modified.
- The refrigerator will be the same as the new bigger one in HR 54, with baskets and double seals.
- When covers over the sinks are ordered, one of them can be in its position over the sink without sliding. This is possible because of ears in the hole for the sink.



Press clips

Segling, Sweden issue 6/2008, report for the Open House Weekend in August: *"It is extra interesting to see how boats are built at the strongest yard of the world for cruising boats. Yes I mean of course Hallberg-Rassy."*

Hallberg-Rassy 31 Mk II, Båtnytt, Sweden issue 4/2007, a test covering seven 30 to 32 foot sailing boats: *"It is impossible not to get impressed of the HR 31 Mk II. A good all-round boat – best in this test"*

Seilas, Norway no 9/2006, a test covering seven 30 to 32 foot sailing boats: *"A good all-round cruiser. She was one of the fastest in the test and pointed high to the wind when tacking. In the light breeze the boat was fast and at the same time one felt that it is a stiff boat."*

Yacht, Germany issue 14/2006, eight 31-32 footers in test: *"The HR 31 Mk II is the overall winner of the test. She is a distinguished understatement. It is more in her than you might expect."*

Hallberg-Rassy 342, Bådnyt, Denmark: *"The boat is a little of a wolf in sheep's clothing. At sea the sail characteristics showed to be much faster and livelier than the fixed wind screen indicates. Therefore we got an uplifting day at sea. HR 342 did really surprise us very positively as she sails lively and is light driven even in a light breeze. We got a good tiller feeling for the boat."*

YachtRevue, Austria issue 5/2006: *"Hallberg-Rassy 342 combines performance and cruising capacity in an until now unknown way, without sacrificing traditional values."*

Segeln, Germany: *"HR 342 has good sailing performance and is easy to sail. She offers much comfort below deck for a four person crew. The building quality is high. What more can you wish? In this size of boat it is hardly possible to find an equally good*

cruising boat."

Båtnytt, Sweden: *"Hallberg-Rassy 342 follows the new trend of the yard with faster sailing and refined workmanship. But most conspicuous is the enormous volume inside – biggest in the class."*

Hallberg-Rassy 37, Båtnytt, Sweden: *"HR 37 pleases the owner, offers fun filled sailing and gives a remaining impression of stability for hard weather sailing."*

Hallberg-Rassy 40, Cruising Word, USA: *"I'd be proud to row away from this yacht"*

Båtnytt, Sweden, issue 6/2008. Six 40 footers on test: *"HR 40 is more solid than most other boats. For those who give prior to performance it might be interesting to know that all six boats tested performed well. The polar diagrams of the boats with theoretical tacking angle and speed calculated by the designers show what is valid during perfect conditions. Statistics by all means but in the reality Hallberg-Rassy 40 was superior that day when we had a gale. In the gale Hallberg-Rassy 40 showed minimal drift and good speed. Germán Frers has an eye for beautiful lines. Inside she is an icon for the finest of craftsmanship."*

Hallberg-Rassy 43 Mk II, Marina.ch, Switzerland, April 2008: *"Hallberg-Rassy are known for well built boats. The new HR 43 Mk II is no exception. The design is not modern but timeless, an aspect that obviously many appreciate. Since many years most sailors are of the opinion that Hallberg-Rassy is the boat of their dreams."*

Hallberg-Rassy 48, Seilas, Norway: *"The most fantastic thing with this boat is in my opinion the good feeling you get when you put your feet on the deck. The feeling is solid and safe. The many good details over and below deck gives you a confirmed impression of quality and good know-how*

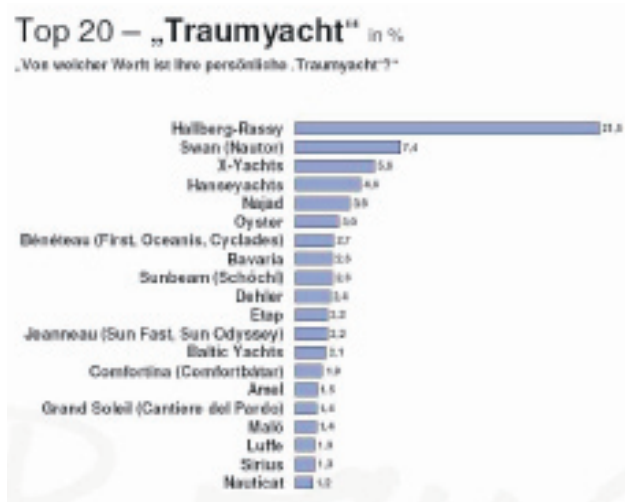
within boatbuilding.”

SwissBoat, Switzerland: “What a boat! The HR 48 sets a higher standard regarding quality and finest workmanship within the segment for bigger cruisers. The boat is not only beautiful to look at and easy to sail. It also offers easy handling on the oceans.”

YachtRevue, Austria: “Respect, respect”

Hallberg-Rassy 54. Båtnytt, Sweden issue 12/2007: “The HR54 speaks for itself.” “From my point of view it is enough to have a look at how the teak deck is laid, the dimensions of the blocks, winches and rig, the toe rail and the depth of the cockpit to give you goose bumps.”

Hallberg-Rassy 62. SwissBoat, Switzerland: “Comfort and pace. Regarding comfort, technical equipment and performance there is nothing more to wish on this blue water cruiser.”



Confirmed: Hallberg-Rassy is the yacht most dream about

Once again Europe's largest sailing magazine, Yacht from Germany, made a large research among 3 902 out of its 180 000 readers. A lot of questions were asked and one of them was: "Which boat builder makes the yacht of your dreams?" The answer was very clear: No other make even comes close to Hallberg-Rassy. And, furthermore, Hallberg-Rassy actually increased its leading position from last year. Hallberg-Rassy is the yacht most people dream about.



New lamination workshop

Hallberg-Rassy prepares for the future and invests not only in a new head office but also in a new lamination workshop at its plant at Hallberg-Rassy Marinplast in Kungshamn, Sweden. When the older workshops were built, the largest yacht they had to accommodate was a thirty-five footer. The new workshop will in total be 35 x 30 m and that means it will have space for the simultaneous building of two large yachts, which corresponds a lot better with both the current and the future product mix. The new workshop is taking shape and will be ready for business in August 2008 and will increase efficiency in laminating hulls.



Hallberg-Rassy dealer for Bulgaria appointed

Finninvest Ltd. in Burgas, Bulgaria, has been appointed Hallberg-Rassy dealer for Bulgaria. Finninvest is headed by Mr Stefan Nikolov and the sales of Hallberg-Rassy yachts is handled by him and Mr Anton Tchavdarov. Both are enthusiastic Hallberg-Rassy sailors. Their brand new Hallberg-Rassy 37 is sailed on the Black Sea and has recently been exhibited on a boat show in Bulgaria.



The all-new Hallberg-Rassy 372. The



most beautiful Hallberg-Rassy so far?

Hallberg-Rassy 372

- premiere at the winter boatshows

The all-new Hallberg-Rassy 372 builds on the great success of the Hallberg-Rassy 342, of which over 220 are sold in less than three years. The aft cockpit HR 372 is in every aspect an all-new Frers design and is not based on the centre cockpit Hallberg-Rassy 37 nor does it replace the HR 37.

The Hallberg-Rassy 372 is an aft-cockpit coastal sailor with ocean going capabilities. Compared to the Hallberg-Rassy 37, the 372 is only a few centimetres longer, is 5 cm wider and has a fuller transom. The canoe body is slightly shallower and the keel slightly deeper and lighter. The aft and mid sections of the hull are flatter and the bow section sharper. The sheer line is more pronounced. The yacht breathes graceful elegance.

The mast is 1.05 m taller. The modern sail plan is made for easy handling, with its greater mainsail and only slightly overlapping genoajib. There is an option of self tacking jib. A powerful backstay tensioner is fitted as standard. The rig has triple swept-back spreaders, the top shrouds go out to near the toe rail and the lowers are positioned to the superstructure for easy passage on deck. An optional gennaker is flown between the masthead and a removable bowsprit. Frers' speed prediction diagram indicates that the new Hallberg-Rassy 372 will be even faster than the HR 40, which is recognized as a fast yacht.

The aft cockpit is generous and the leather covered steering is a large 132 cm. The steering is directly linked, for a precise sailing experience. Halyards are hidden under the coach roof and are handled by two winches on the cockpit coaming, not on the exterior chart tables. This solution makes it possible to achieve Hallberg-Rassy typical Push Button Sailing with optional electric halyard and control winches, without disturbing the interior, even with a traditional non-furling mainsail. There are two big exterior chart tables in teak. It goes without saying that the cockpit is well protected by a windscreen that melts perfectly into the lines of the yacht.

There are no less than five large deck hatches, all flush mounted so that the glass is in level with the coach roof. The opening deck hatches to the toilet room and the aft cabin are milk coloured, to allow light but no view into the cabin.

The genoajib furler has an under deck

mounted drum. The purpose is not gaining more sail area but to get clean deck lines. The forward visibility is yet as good as with an over-deck furler and you may anchor in mud without the foresail being stained by a dirty chain. Also the optional electric anchor windlass is mounted under deck. The distance between the windlass and the chain storage is essential for a self-stowing chain and this is achieved by the HR 372's special design and layout arrangement.

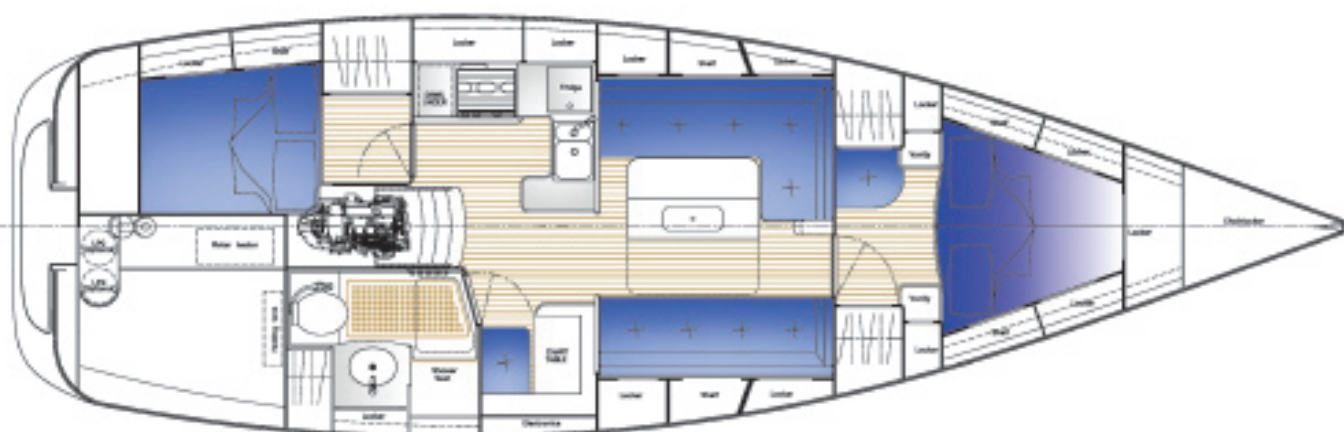
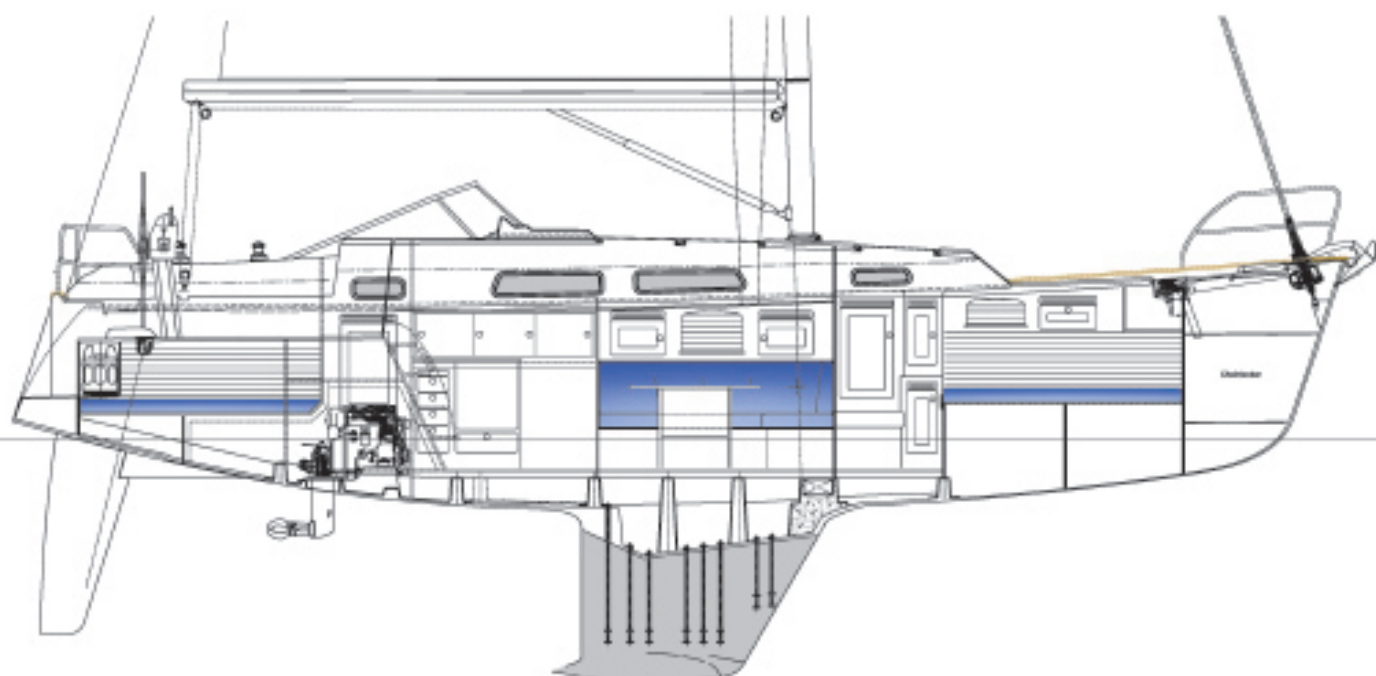
Below deck the interior is roomy and bright. There are two deck hatches in the saloon. All side port lights are opening and the same large size as on the HR 54. The galley is big, U shaped and seagoing. The galley worktop is in PlexiCore, a solid composite stone material. Both sofas in the saloon are a full two metres long. The roomy head is equipped with a wet locker and has a separate shower with PlexiGlass doors. The forward cabin is extremely large and generous. The V berth is 210 cm long, 68 cm wide at the foot end and 202 cm in the aft end. There is a seat, two hanging lockers and two vanities in the forward cabin. The aft cabin also has a comfortable and unusually wide double berth with vanity.

The engine is a generously sized 42kW/55HP with an estimated range under engine of 670 nautical miles at 2/3 gas, 6 knots, with the optional Gori propeller with overdrive.

The boat will be exhibited at the Düsseldorf and London boat shows in January 2009 but may be ordered already now for 2009 delivery.

Data Hallberg-Rassy 372

Designer	Germán Frers
Hull length	11.35 m
Waterline at rest	10.25 m
Beam	3.60 m
Draft (<i>shallow version available</i>)	1.99 m
Displacement	7 500 kg
Lead keel	2 900 kg
Sail area with genoajib	73.2 m ²
Mast over water, excl Windex	17.80 m
Headroom	1.93 m
Volvo Penta engine	D2-55/130 S
Power kW / hp at crank shaft	41 / 55
Fuel tank	270 litres
Fresh water tank	360 litres



0 1 2m



Hallberg-Rassy 53

Balena to the Antarctic

An old dream is coming true. The highlight of our trip from pole to pole, from the Arctic to the Antarctic, i.e. the Antarctic itself, is getting closer. Hansruedi Fanti from Switzerland tells:

It's Christmas Eve, December 24th, 2007. We have been moored in Ushuaia in Argentina, the most southern city in the world, for the last couple of hours. For the three of us onboard, Martin, Christoph and myself it is a new experience to be away from the family on Christmas Eve. On the night before Christmas Day we experienced a lot of wind, 40 knots, and extremely high water levels which drowned the docks. We are working through half the night with fenders and ropes to prevent our boat, the HR 53 Balena, from getting too many scratches.

Additional crew members are joining us now, Fredi and Andi, so now we have full crew. We work hard at the last preparations to get Balena ready for our Antarctic expedition. We change the oil, check through all systems once again and build in two more batteries. We stock up on food for eight weeks. Martin makes an inventory list and we are really surprised at how much that actually fits into an HR 53. We stow away the contents from 12 fully loaded shopping carts with food and drink. We fill up on diesel, 1 800 litres in total; distributed in the two main tanks, in ten extra oil cans lashed on deck, plus one 250 litre barrel. This should be enough for the Antarctic trip. The oil barrel will also serve as litter can, it is prohibited to leave anything behind in the Antarctic.

The weather is now fantastic. We are not the only ones busy with preparations. Several other boats are also bound for the Antarctic. We are planning to keep in touch with the Chilean authorities every day during our expedition. We make a short stop in Puerto Williams to get our passage permits for Chilean waters. At the harbour office I also get the latest information on radio frequencies and where the expedition stations are located, and just in case I obtain the info on where to find emergency satellite telephones too.

On January 7th at 14.00 we cast off from Puerto Williams, heading towards Cape Horn and the Antarctic. The sailing goes like a dream. Beau-

tiful weather, warm winds from the aft between 10 and 25 knots true wind and hardly any waves. Dolphins come to join us. A couple of albatrosses are flirting with the wind. The following day will be exciting.

Today we will be rounding the famous Cape Horn. What a feeling! We have a really good sail in westerly winds of 5-6 kts. The Cape Horn is sighted on the horizon, a forbidding brownish-black rock, rising from the sea approximately 12 nautical miles away to the west.

South of Cape Horn we enter the feared Drake Passage which can be really dangerous in unfavourable weather. Despite the facts that the weather is now quite good, with winds at a mere 4-5 kts, the seas are quite uncomfortable. Swells of 3-5 metres make Balena dance like a circus horse. After some hours, the crew is quite exhausted, and no one can muster any appetite for my first-rate spaghetti Bolognese. Not even I feel very hungry at this time.

Then the water depth increases significantly to more than 2000 metres and the seas become considerably calmer and more comfortable. Two black-and-white whales swim past us, only 50 metres away. In the centre of Drake's Passage, there is a zone where the waters of Terra del Fuego converge with those of the Antarctic, and quite suddenly the water temperature drops from 9 to 1.6 centigrades. The albatrosses escort us. The more common black and brown albatrosses with their marked eye-makeup and wing span of two metres, as well as their larger relatives, the wandering albatrosses, do not move their wings in flight, they just glide along in the air around Balena for several minutes.

The first icebergs turn up sooner than expected, approximately 20 nautical miles from the South Shetland coast. The icebergs are covered in snow. Soon we can make out the South Shetland Islands on the hazy horizon. Land in sight! As always, this is a good feeling after a long and rather tiring passage.

Then we see the penguins. They are quick and elegant. Again and again they jump half a meter up in the air from the water, and dive down again without a sound. But sometimes the young ones make half a somersault and a good splash when they dive down, and we cannot keep from laughing out loud.

We are heading towards the "Estrecho



Swiss Hallberg-Rassy 53 "Balena" sailed to Antarctica

Nelson" strait. According to the chart, we are to expect strong currents here. This turns out to be exactly the case, and four knots of current is with us, giving us a good push forward, with short, choppy waves. Suddenly a water fountain shoots up in front of us: Whales! Everybody rushes for their cameras. One moment you hear a whale blow, and at the same time another whale splashes the water with his tail fin. And suddenly an albatross turn up. And the penguins are doing a dance for us ashore! We need to watch out, it's easy to get carried away and loose track on navigation now!

Everybody is radiant with happiness. This is almost too much! And at the same time the sun is shining, the wind is 3 knots and we seem to have too few eyes, ears and hands to be able to take everything in. The Antarctic is welcoming us in a fantastic way at its gates.

After three and a half day and 620 nautical miles, we anchor in Bahia Fildes on the southwest coast of King George Island, near the Chilean research station "Presidente Eduardo Frei". We

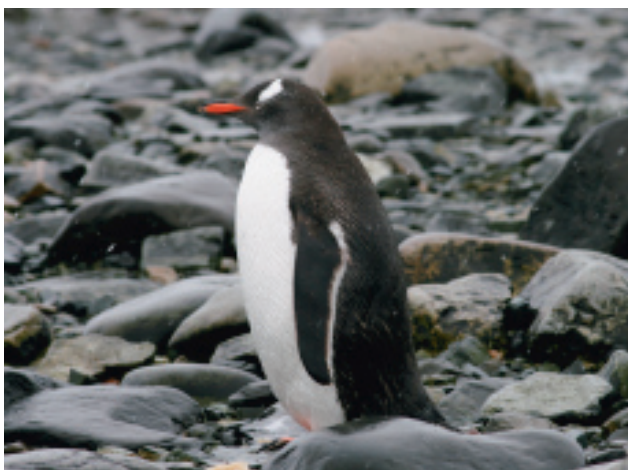
report our arrival via VHF and celebrate with a generous swig of rum, almost like Captain Haddock in Tin Tin.

The next day we make a well earned excursion ashore. David from the Chilean research station shows us a place where the sea elephants gather. In the well protected Bahia Fields there are research stations located from ten different countries; Chile, Argentina, Russia, Poland and China etc. The stations have different specialities, like meteorology, geology and biology. Chile regards a part

"One moment you hear a whale blow, and at the same time another whale splashes the water with his tail fin. And suddenly an albatross turn up. And the penguins are doing a dance for us ashore! We need to watch out, it's easy to get carried away and loose track on navigation now!"

of Antarctica as their land, and have built up a centre with aeroplanes, a fleet of ships and a radio station. From here they ensure supplies to other stations on the Antarctic peninsula.

We continue towards the Antarctic continent. In a snowstorm with poor visibility we steer through the Brainsfield Strait towards Deception Island. The vulcano crater lies ahead of us like a giant horseshoe, and relying on the radar we go in through the narrow entrance and anchor up in Whalers Bay. In front of us we have the remnants



A Gentoo Penguin

of an old Norwegian whaling station. Here are rusting containers and tanks, old machinery and equipment. It is hard to imagine that people kept a train-oil factory going here until 1934, using the natural resources without scruples, and then just abandoned everything as it stood, just because the prices on train-oil went down.

After a storm we move to Telephone Bay, a safe anchorage in the crater, near the newest crater close by, which was formed as late as 1970. During the night fine powder snow fell and transformed Balena and the surroundings into a winter wonder-land. Just to look at the high top of the



volcano is something quite enthralling. It is like a masterpiece of art that can be second to none.

In brilliant sunshine we visit the enormous penguin colony at Bailey Head, on the outside of Deception Island. Like a town with 50 000 inhabitants, the penguins' colony covers the high rock. Every day the penguins do their cumbersome walk across cobblestones and snow patches to get to their breeding grounds after they have finished their hunt for food in the sea.

The weather is cold but dry and we are well bundled up in our sailing gear with three layers of warm underwear. We enjoy the sail to Trinidad,

which despite its name does not give us any feeling of the Caribbean. During the trip we encounter ice-bergs high as apartment buildings, two-three hundred metres long, 50 metres high above the surface of the sea and with nine times more below the surface. The water temperature here is only 0.6 degrees centigrades. But the penguins seem to like this. They keep to their smooth little private island.

In the middle of this ice world we suddenly notice a fountain of water. Whales! We get up on deck and enjoy a fantastic show of ten humpback whales, diving back and forth between the ice-bergs and through schools of Antarctic krill, pressing the sea water through their bards, catching their food inside. We can hear these majestic animals breathing and can feel their not-so-nice breath. We think about Pinocchio in the whale's tummy...

The anchorage at Cape Herschel, on O'Higgin's coast, is rather difficult to navigate. Pieces of ice are constantly moving back and forth with the currents. We take turns in keeping anchor watch all night, and have to push the large, difficult ice-floes away from the boat. We are rewarded with fascinating trips in rubber dinghy and kayak through the ice studded waters.

We are now in the midst of the most attractive part of the Antarctic peninsula. The region is called "The Banana Belt", simply because the climate here is always milder than what is the case in the inner areas of the Antarctic continent. We have not noticed anything of the cold area when we move to find our next anchorage in the natural harbour Svend Foyn in Enterprise Island. This anchorage is well protected from all winds; in three directions by high glacier walls and in the fourth direction, towards the open sea, by an island. In many places we find rusty bollards and chains which must have been brought here by whalers, for mooring their ships. We moor Balena along an old whaling ship which has been sunk here on purpose and now has a second life, serving as a mooring dock for sailing yachts and loud seabirds.

A low pressure passes by. All night heavy snow is falling on Balena and the next morning we clear the deck with considerable effort, using a paddle from our kayak as a shovel.

We have enjoyed the solitude and stillness of nature. Until now we have met only one other boat. When leaving one anchorage bay, we met



HR 53 No 74 Balena at anchor at Deception Island, Telephone Bay

the “Europa”, a Dutch three-masted sailing ship that appeared out of the heavy snowfall like a ghost ship. A grand view!

We are heading towards Paradise Bay with adjoining small islands. Our attempt to anchor in the little cove directly next to the Chilean Antarctic station Gonzales Videla failed. During the night a strong wind came up and our bow anchor started to drag. We therefore soon left the cove and anchored seven nautical miles further south, in Caleta Skontrop.

Martin describes the area very accurately: “It is like sailing in the Alps, only with the water level at an altitude of 4 000 metres. Every now and then big chunks of ice fall from the glaciers into the sea, with a deafening noise. Seen from a kayak, the spectacle is even more impressive.

Just as impressive is the encounter with leopard seals, which we see on our kayak tour, at a distance of only three metres. One leopard seal greets us with his mouth wide-open, showing his razor sharp teeth. We are not sure how to interpret this gesture, and since we have seen how mercilessly the leopard seals treat the penguins before they are eaten, we choose a safe retreat and paddle off in a different direction.

We then arrive at Port Lockroy, perhaps the most well-known historic Antarctic station, once

founded by Great Britain. It is today a calling port for all cruise ships visiting the Antarctic. After a long period of inactivity, the station was renovated to its original state from 1962 by British enthusiasts. The station of today has the world’s southern-most post office and also a souvenir shop. Our postcards will go from here via the Falkland Islands north to Europe, where they will arrive in about two months.

The bones from a dead whale that were found here give us a good understanding of the impressive size of these animals.

We take an extra inventory of our remaining diesel supplies and find that we can afford another trip south to visit the Vernadsky Station. This station was originally built by Great Britain for research about the ozone layer. In 1996 the Britons left the station to Ukraine, and Ukraine has henceforth continued and refined the research methods. Personnel from the university in Kiev are manning the station and work here for twelve months. For those who study geophysics at the university and want to make a career, Akademik Vernadsky is a must. During conversations in the bar we learn a little about life at the station. We also learn that the personnel have had quite enough of the splendour of the white snow after eleven months here. Here are no women and not



even enough fuel for the outboarders on the rubber dinghies. From the presents we had brought, one Swiss club flag, one piece of Swiss delicatessen, and one bottle of whisky, there is no question about what is most popular: the whisky bottle is empty after just one hour when we bid goodbye. And despite the fact that I had had only two small drinks of Ukrainian vodka, the vodka must have been moonshine, judging from my headache the following day...

Here in Vernadsky we have reached the southernmost point of our Antarctic expedition. We stay on one day for service and repairs and change one cabin heater and service another.

The following morning we continue north in brilliant sunshine through the Lemair Channel. The nature here is among the most spectacular of the Antarctic. The fjord is approximately 8 nautical miles long and the narrowest part is a couple of hundred metres wide. We sail past Cape Renard with the wind from behind, and at the northeastern end of the fjord back towards Port Lockroy. We can just barely take in all the impressions of wonderful scenery for more than a few hours at a time. After such an experience, even the strongest man needs a rest.

On our way back to Melchior Island, our starting point for the Drake Passage, we meet an especially elegant couple of sea-lions. They have supple, reptile-like bodies, and are incredibly quick in the water. Next to the Orca whales, these are the most aggressive predators in the Antarctic waters and penguins are the favourites on their dinner menu. But in comparison, the sea-lions seem somewhat more pleasant.

At Melchior Island we find a very well protected place, surrounded by high glacier walls, but

unfortunately with very bad reception for weather data via shortwave and Iridium satellite. We receive weather information over the Internet, faxed to our computer onboard.

The weather situation is unstable. We decide to cast off anyway, but with the possibility of going back again, should the weather deteriorate. And this is what we have to do. A weather forecast of 60 knots of wind and the Cape Horn is nothing to joke about. We return to the anchorage and wait for a better weather situation at the unmanned Argentine station.

On February 2nd we do a definite start for the Drake Passage. The problem connected with a south-to-north passage is that the weather at the critical Cape Horn is difficult to forecast four days in advance, which is the time it takes to reach the Horn. We have studied weather information from different sources very carefully, and are convinced that this is the right time to start off. Balena is in top shape, the crew is well rested and our baker master has made extra good bread for the crossing.

White horses start appearing on the water, the waves are splashing. What started out as a pleasure is more and more turning into a test of strength. The wind is increasing constantly, considerably more than the forecast had indicated, and outside of Cape Horn the wind has reached storm force. The waves are 6-8 metres high and breaking. Balena is struggling bravely forwards on a northwesterly course, with a deeply reefed cutter sail and a minimal main. We feel safe all the time, even though we are slowly getting tired and our stomachs are beginning to protest. Since the wind does not seem to abate and only the swell is decreasing a little after we come into the lee side of Ilas Wollaston, we decide to sail in to Puerto Toro. It is dark when we go in, and since the electronic charts are known to be very unaccurate, we navigate mainly by means of radar, night vision binoculars and finally with searchlights. After four and a half days and 643 nautical miles we put out double anchors at 14 metres depth. We enjoy a small drink at anchoring to celebrate the days adventure and then we sleep like logs. The next morning we are surprised at how well we are anchored, at the green trees and at the mild air of 11 degrees C. The water temperature is 9 degrees C. We almost feel like a swim, but only almost! We walk to the small village and learn from a big signpost that this is the southernmost village in



the world to be inhabited 12 months a year. A few fishermen live here with their families, catching the delicious King Crabs.

We are now very close to Puerto Williams. It feels almost like coming home when we see the Micalvi Yacht Harbour in front of us. Since the tide is out, we drop anchor in the bay and take the inflatable dinghy to shore. The sailing document formalities are handled very smoothly here.

We arrive at Ushuaia and moor at the dock of Yacht Club Afasyn, at the same place where our expedition to the Antarctic started.

A happy return back, the crew beaming with joy, grateful that everything has gone so well, and that we have come back after unique adventures and experiences. We feel deeply grateful to our wives who let us make this trip, and especially to my wife Maja, who has played the part of weather information base in a very good way. We propose a toast to all this with the very last bit of Antarctic ice in our glasses, ice from the Melchior glacier.

The marina in Ushuaia looks very inviting when the winds are moderate and the low evening sun makes everything glow in a warm and soft light. Who would not return to this?

HR 53 No 74 Balena, Hansruedi Fanti

The author of this story, Hansruedi Fanti



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See us at the boatshows

Date	Show	Area	Exhibited models
21-24 Aug '08	Helsinki	FIN	HR 37
15-17 Aug	Kolding	DK	HR 342, 37, 43 Mk II
22-24 Aug	Open House	SE	31 MkII, 342, 37, 40, 43 MkII, 48, 54, 62
2-7 Sept	Ijmuiden	NL	HR 342, 37, 40, 43 Mk II, 54
4-7 Sept	Oslo	NO	HR 342, 40, 43 Mk II
10-15 Sept	La Rochelle	F	HR 40
11-14 Sept	Newport, CT	USA	Model not yet decided
12-21 Sept	Southampton	UK	HR 342, HR 37, 43 Mk II
20-28 Sept	Friedrichshafen	DE	HR 342 and 43 Mk II
9-13 Oct	Annapolis, MD	USA	HR 37
4-12 Oct	Genua	IT	HR 342 and 43 Mk II
25 Oct-2 Nov	Hamburg	DE	HR 342, 37, 40, 43 Mk II, 48
9-16 Nov	Bercelona	ES	Model not yet decided
5-9 Nov	Stockholm	SE	HR 342, HR 54 + one more
6-7 Dec '08	Neustadt	UK	HR 372 + more
9-18 Jan '09	London	UK	HR 372
17-25 Jan '09	Düsseldorf	DE	31MkII, 342, 372, 37, 40, 43, 48, 54
27 Feb-1 Mar	Open House	DK	31MkII, 342, 372, 37, 40, 43MkII
3-8 March '09	Amsterdam	NL	HR 372
6-8 March	Open House	DK	31MkII, 342, 372, 37, 40, 43MkII
5-7 June	Neustadt	DE	31MkII, 342, 372, 37, 40, 43MkII, 54
21-23 Aug '09	Open House	SE	Models not yet decided

We reserve the right for changes. See www.hallberg-rassy.com for latest updates.



They won prize for Happiest Crew

Early September 2007 there was a traditional Hallberg-Rassy meeting held at Hankø Yacht Club, Norway. 28 Hallberg-Rassy yachts gathered and had a good time together. There was also a race sailed, but what counted was not being the first to finish. No handicap system was used, no time keeping. Instead other priorities were important to win prizes: for example the prize for Happiest Crew, won by the smallest and oldest Hallberg-Rassy in the fleet: a Hallberg-Rassy 26. The largest and newest boat that participated was a Hallberg-Rassy 54.

The Hallberg-Rassy meeting at Hankø Yacht Club in 2008 will be held on August 30th. Hallberg-Rassy yachts from all countries are welcome to participate. The event is arranged by Hallberg-Rassy's Norwegian agent, Pollen Maritime, in cooperation with the Norwegian HR club. If you would like to join this event, please contact Ole-Petter Pollen, email ole-petter@pollenmaritime.no

Please feel free to quote Hallberg-Rassy NewsLetter, provided that you state the source. HR Newsletter is released in an English, German and a Swedish edition in a total circulation of 20 000 copies, once annually and next edition is planned for summer 2009. Cover image: A Hallberg-Rassy 48 at the Ellösford, just outside the yard. Photo: Peter Szamer. If you have any travel stories or own photos we are anxious to see these. Please see www.hallberg-rassy.com under Yachts -> Galleries -> Owner's Galleries -> choose any gallery -> Send us your photo(s) for details. HR Newsletter is for promotional use only and cannot form part of any offer, specification or contract.



Open House weekend

22-24 August 2008

Traditionally, each year Hallberg-Rassy hosts an Open House for sailing enthusiasts from all over the world. This year the event will be held on the weekend of August 22nd through 24th. The Open House Weekend in 2007 was a huge success, 24 000 people came to see the boats and the yard's workshops. We believe that the Open House Weekend 2008 will be just as successful. We have also invited our competitors and suppliers to join us so there will be 114 new yachts 31-62 ft from ten countries and also 90 suppliers. There is no other boat show on water in Scandinavia where you will find so many new sailing yachts in this size range and so much equipment to look at. You are all invited to join us for an interesting weekend.

Hallberg-Rassy yachts in the water

Between 10.00 - 18.00 hrs Friday to Sunday the HR 31 Mk II, HR 342, HR 37, HR 40, HR 43 Mk II, HR 48, HR 54 and HR 62 will be shown on the water.

Pre-view: the all-new Hallberg-Rassy 372

The first hull of the all-new Hallberg-Rassy 372 (see pages 12-15) will be in production for a pre-view. There are also 48 other Hallberg-Rassys under

construction in different stages. It will be possible to walk through the yard's workshops from 15.00 hrs on Friday afternoon.

Interesting lecture Saturday evening

Saturday evening at 7 o'clock we will serve an informal dinner followed by an interesting lecture on long distance sailing by Leon Schulz, who sailed with his family to the Caribbean and back in their HR 40. See page 5 for further details for application.

Accommodation

Last year the hotels around were fully booked early, so again we must stress the importance of early reservations. Please, make your reservations direct to the Hotels. We suggest one of the following hotels: Handelsman Flink, Tel. +46-304 55051, Mollösunds Wärdshus +46-304 21108, Nösunds Wärdshus +46 304 209 25, Hotel Sjögården, Ellös, +46-304 510 30, Hotel Carlia, Uddevalla +46-522 14140, Hotel Reis, Stenungsund +46-303 77 00 11, Bergabo, Rönning, +46-304 677 080, Grand Hotel, Marstrand, +46-303 603 22, Hotel Lysekil, +46-523-140 30, Lysekils Havshotell, +46-523-797 50, Stockens Camping (appartements) 0304-51100, Tofta Gård (hostel) 0304-50380.



MODEL RANGE: HR 31 Mk II - HR 342 - HR 372 - HR 37 - HR 40 - HR 43 Mk II - HR 48 - HR 54 - HR 62

HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS, SWEDEN. TEL +46-304-54 800. FAX +46-304-513 31.

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