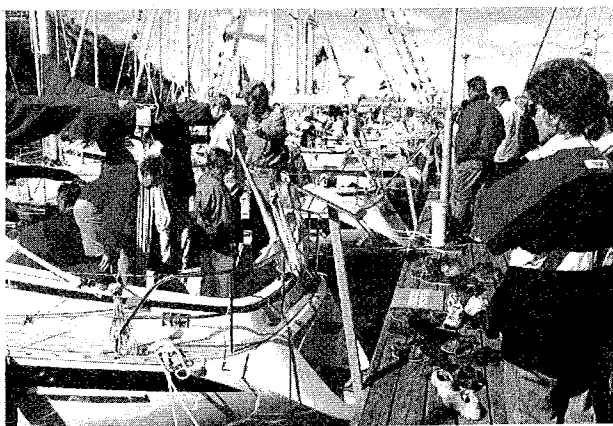


The new Hallberg-Rassy 62 has been test sailed. See pages 12-14.

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See us at the boat shows!

Date	Show	Country	Exhibited yachts
21-23 Aug '98	Open House	SE	31,34,36,39,42,46,62
20-23 Aug	Helsinki	FI	HR 31
1-6 September	Ijmuiden	NL	HR 31,34,36,42,46,62
3-6 September	Oslo	NO	HR 31, 39, 42
16-20 Sept	Seattle, WA	USA	HR 42
11- 20 Sept	Southampton	UK	HR 34, 36 and 62
19-27 Sept	Friedrichshafen	DE	HR 31, 34, 36 and 39
10-18 October	Genua	IT	HR 36 and 62
24 Oct-1 Nov	Hamburg	DE	HR 31 through 53
1-3 November	Nishinomiya	JAP	Model not yet decided
6-9 November	Stockholm	SE	HR 34, 36 and 42
8-17 Jan 1999	London	UK	HR 36
January '99	Seattle, WA	USA	HR 31 and 39
16-24 Jan '99	Düsseldorf	DE	HR 31 through 53
2-5 April '99	Bruinisse	NL	HR 31, 36, 42, 46
27-29 Aug '99	Open House	SE	HR 31 through 62

May be changed without notification

HR 34 too successful?

After a great number of top performances and several wins in handicap races, the HR 34 has been allotted an adjusted handicap for the 1998 season in the Scandinavian handicap system called LYS. The number last year was 1.17 and this year is 1.18. In effect this means that the yacht is almost one percent faster than when it was originally registered for this handicap system. This shows that the great sailing performance of the HR 34 has proven even better than the expertise had expected.

The results that have led to this adjustment in handicap have been gained from standard boats equipped with all sorts of heavy family cruising equipment onboard, such as heater, fridge, hot water, teakdeck, windlass, windscreen etc. Some boats have also been long distance cruised. The HR 34 has earned the epithet, a wolf in sheep clothing.

Hallberg-Rassy Cup 6th-10th July 1998

The new Hallberg-Rassy Cup has been very well received. No less than 49 HR yachts from all over Europe will come to the start.

The Cup will be held in Neustadt, northern Germany, in the Baltic Sea from the 6th to 10th of July 1998.

The organiser is the highly acclaimed Norddeutscher Regatta Verein NRV that has great experience in organising other big regatta events. The initiator of this event is the enthusiastic Hallberg-Rassy sailor Mr Gunter Persiehl from Germany.

This is a Gentlemen's Race, where no professional hired skippers are allowed, nor Kevlar sails. The Helmsman/Skipper must be either the owner/charterer or his family.

The Ancora Marina with its technical facilities in Neustadt is an ideal harbour for the event.

The sponsors of the Hallberg-Rassy Cup are Hallberg-Rassy, Lewmar, Seldén Mast, Volvo Penta, Holsten Pilsener, Elvström Sails, Autohelm, Ancora Marina, Pantaenius, Neste, Jotun, Owens Corning, BMS and Hanseboot.

Further info:
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Legendary Harry Hallberg late

The legendary boat builder Harry Hallberg, one of the founders to what now is known as Hallberg-Rassy Varvs AB, died at the age of 83. He was only 14 years old when he started to build wooden boats. He was also significant for starting of serial production of sailboats in Sweden. As early as the 1940's Hallberg opened his first own yard. In 1963 he was among the pioneers in building sailing yachts with GRP hulls. If you are interested to know more about the story of Hallberg-Rassy, please read the article in the previous issue of Hallberg-Rassy Newsletter, or look at Internet www.hallberg-rassy.se

CIA used a Hallberg-Rassy for secret missions!

According to reliable sources, it has come to our knowledge that the CIA has used a Hallberg-Rassy 49 as an espionage boat in Alaska.

The vessel sailed in an area of great natural beauty, disguised as a long-distance sailing boat. Below deck, parts of the boat were modified to allow special bugging devices to be fitted. Alaska is only 50 nautical miles away from the former Soviet Union. The HR 49 was moored in the Bering Sea and could listen to Russian submarines. There was also diving equipment on board, as well as a large air compressor. Evidently they had divers as well.

This all took place in the middle and at the end of the 1980s. The boat has been sold to a "real" long distance sailor now and he has refitted the boat to the original design. They now have a washing machine fitted where the surveillance equipment used to be.

New address for spare parts and accessories

In an effort to provide a stronger service to Hallberg-Rassy owners, Hallberg-Rassy Varvs AB announces a new company!

HR Parts and Accessories is a new company that will handle orders for spare parts and accessories for your Hallberg-Rassy. You can order everything from sprayhoods, and sails to gold decals on the hull. HR Parts and Accessories is an independent company, but works close together with Hallberg-Rassy Varvs AB.

Owner and contact person is Vickie Vance. She has a lot of experience with Hallberg-Rassy. Vickie is from Seattle, Washington in the USA. Outside Seattle you will find one of the most spectacular sailing regions in the USA, the Pacific Northwest. The first time Vickie was in contact with a Hallberg-Rassy was 1986. She saw a HR photo in *Cruising World Magazine*. Vickie: "I will never forget that moment. It was raining outside and I was sitting in front of the fireplace looking through the magazine. Suddenly I saw an advertisement for a boat I had



Vickie Vance

never seen before. I took the ad out and hung it on the refrigerator door. The next day I contacted the import agent and asked him to send brochures. In 1990 I had the pleasure to sail on a Hallberg-Rassy 42 from Seattle to Hawaii, distance 2400 nm. The Pacific Ocean can be rough and the crossing offered all kinds of weather. The HR 42 proved to be a safe and comfortable boat. I was now convinced that Hallberg-Rassy was the boat I wanted to work with and own. Because I was selling boats, I contacted the yard and asked for the dealership. After one year, West Coast Yachts of Seattle got the dealership and we started to sell Hallberg-Rassys in the Pacific Northwest. I then moved to Ellös, Sweden in order to work even closer to Hallberg-Rassy. "

West Coast Yachts is the fastest growing Hallberg-Rassy dealership in the past two years. Vickie sold a lot of Hallberg-Rassys before she decided to move to Sweden. West Coast Yachts is still improving the figures now.

Vickie speaks English and is learning Swedish. You are welcome to send fax or e-mail in Swedish, English or German. Vickie also wants to remind all customers that if you place your orders for sprayhoods and sails in the period September through December, delivery times will be much quicker than in the spring.

Contact address is: HR Parts and Accessories, Box 33, SE-474 21 Ellös. Tel +46-(0) 304 549 90. Telephone time is Monday - Thursday 0800-1000, Friday 1200 - 1330. Fax number +46-(0) 304-549 91. E-mail: hr-parts@swipnet.se

Questions and answers

How do I remove yellow spots in the hull?

I bought my HR 34 second hand in 1997 and have been very pleased with her. The yacht is beautiful, comfortable and fast. As a matter of fact no boat smaller than 40 feet has been able to overtake us. Last summer we sailed to Scotland via the Limfjord in Denmark and back again. When I took delivery of my boat the hull was white and beautiful but after my return from the trip to Scotland the area around the bow is yellow. I have tried to remove the yellow area with a lot of products; wax, polish, mild and hard rubbing, unfortunately without success. Do you have any hint?

Bengt Andersson, Sweden

Answer:

Yellow spots can be found on all types of boats. It does not matter if they are built in GRP with an outer layer of gelcoat, painted aluminium, steel, wood, if they are varnished or not. The occurrence of those spots can always be derived to areas where salt water is locally mixed with fresh water. Typical such areas are the Limfjord, the Olsofjord, Schlei in northern Germany and Ijsselmeer in Holland. The only method to remove the yellow spots is to sprinkle oxalic acid on a damp sponge and treat the spot with this. After the treatment you just spray the surface with water. The work is very easy to do and you will be amazed when you see the result. Oxalic acid can be purchased in a pharmacy or a hardware dealer. Normally it is cheaper at the hardware dealer as they sell bigger packages.

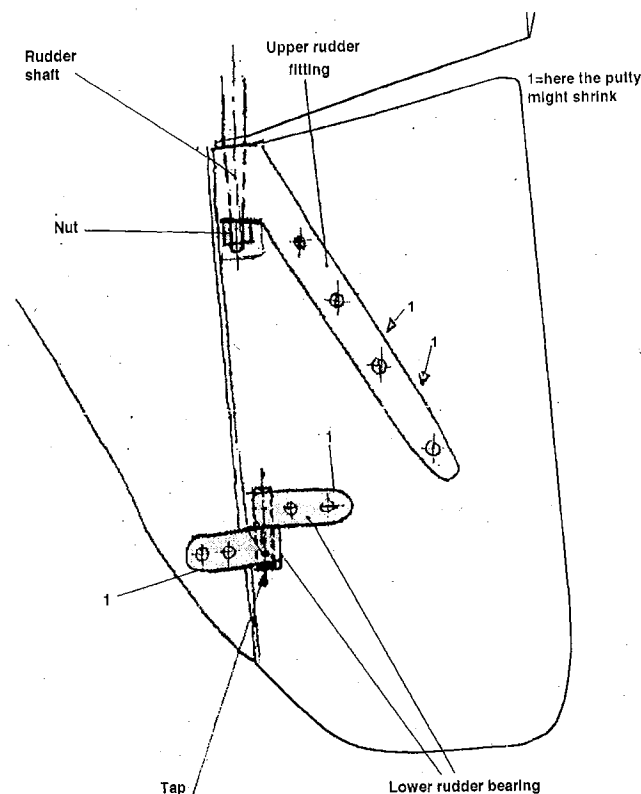
What shall I do about the play in the rudder on my HR 29?

Thank you very much for your very interesting Newsletter. I have sailed my HR 29 14.000 miles since I took delivery at your yard in July 1989. When I am sailing in hard weather with the wind coming in from the stern I have started to notice some movements and noise in the rudder which I have not noticed earlier. Last autumn when I took my boat ashore for the winter I inspected the rudder and found a play of about four mm. What can I do to minimise the play? Around the rudder fittings there are small cracks. Do I have to repair these and what are they due to?

Armin Schmidt, Germany

Answer:

On the older HR boats designed by Olle Enderlein; HR 26, 29, 31 Monsun, 312, 35 Rasmus, 352,



38, 382, 41, 42 and 49, the lower rudder bearing has a tap. None of the above-mentioned boats are in production any more. The play you are describing is a natural wear of this tap. The play has no importance regarding the strength of the rudder system but of course it does not give you a comfortable feeling. We recommend that you change the tap. Here follows a short description of how to do this.

The tap has to be changed when the boat is ashore. Start to chock up a support under the rudder blade. Loosen the bolt of the upper rudder fitting. See sketch. Please note that the lower part of the rudder shaft ends with the nut at the upper fitting. This nut is many times covered with putty, which has to be hacked away. When the bolt is removed the rudder shaft can be taken off upwards. Now the upper bearing is free. The lower bearing can be removed by taking the screws away, or on older models to cut the rivets, from the rudder blade. The screws or the rivets are covered with putty. Now you can remove the rudder blade by taking it aft. The lower rudder bearing can be taken apart and the tap is within reach. Measure the hole carefully. Go to a mechanical workshop and order a new tap. The size of the tap will be unique for each boat depending on how big the wear has been. The material of the tap should be propeller shaft steel or Essmatur A. A material which can be described as brass, resistant to salt water. Normally the job is finished with this and you mount the rudder system

together again according to the description above but the other way around. Put new putty over the rudder fittings. If the wear is extensive, the hole in the lower fitting might be oval. This means that the part of the lower bearing, which is fastened on the skeg, also has to be removed so that the fitting can be taken to a mechanical workshop for drilling a cylindrical hole. In this case you have to place a tube to become the lower fitting in the correct position when you reinstall it. The fitting shall be covered in putty, for example Plastic Padding glassfibre putty. You can use the old screws. It is only a question of time before the putty over the rudder fittings shrinks a little. This will look like a crack but it is not. The shrinking of the putty is only to be regarded as cosmetic and has no impact on the strength.

The boats we are building today, designed by Germán Frers, have another rudder design and the above does not happen.

HR popular choice in Germany

In many earlier popularity surveys in several different countries, Hallberg-Rassy was on top. In a recent survey in Germany's leading yachting magazine "Yacht", among other questions, the readers were asked which kind of yacht they owned. Hallberg-Rassy was the most popular non-German brand of all, no matter what the size of boat. HR was also the third biggest selling brand of all nations. No other Swedish manufacturer was even in the top 10. Another question asked, if the reader had any intention to buy a new boat, and if so, what make that boat would be. Yet again, the result of the replies was that Hallberg-Rassy is the most popular import brand in Germany.

Hallberg-Rassy most popular in Stockholm

In yet another popularity survey Hallberg-Rassy is on top. Visitors were asked at the boat show in Stockholm November 1997 if they came to the show to see anything in particular or any particular product. The most common answer of all was "Yes, to see the Hallberg-Rassy yachts". More evidence that Hallberg-Rassy is one of the most popular yachts of all. At the 1998 Stockholm Boat Show 5-8 November there will be a HR 34, HR 36 and HR 42 on display.

Hallberg-Rassy the world's most popular Blue Water Cruising Yacht

The ARC, Atlantic Rally for Cruisers, has been sailed every year for twelve years. Yachts from a lot of different countries participate in the rally from the Canaries to the Caribbean. The most popular make of all sailing yachts in the latest rally was Hallberg-Rassy. In addition to this, a summary over the twelve years the ARC has existed, shows that there is no other make that has been so popular as the HR. This proves Hallberg-Rassy's position as the world's leading cruising boat builder. According to Jimmy Cornell of World Cruising Ltd the Hallberg-Rassy owners show more brand loyalty than others. There has also been many Hallberg-Rassys winning their classes and even an overall victory in the ARC.

Hallberg-Rassy - the first choice in blue water cruising.

The HR harbour enlarged

To meet the increased popularity at the annual Open House weekend and to make space for the new 62-footers, the Hallberg-Rassy harbour has been enlarged this year. At the Open House weekend competitors are invited to join in the harbour. Last year 53 boats came, and this year 70 yachts are expected. This means that the new harbour will be very useful. It is the existing middle bridge that has been extended 50 m north.

HR 26 club established

Mr Kjell Björk from Västerås, Sweden has formed a club for HR 26 owners. Membership is already 29 boats. The club organises meetings, where owners exchange experiences and advice. For more information, please contact the HR 26 Club, c/o Kjell Björk, Välljärnsgratan 490, SE-724 73 Västerås, Sweden. Phone +46-21-35 70 75. Mobile +46-10-68 82 689.

Why did you choose a HR?



Arne Mårtensson, Sweden, HR 46 no 110 "Yaghan", managing director of Handelsbanken.

When did you take up sailing?

As a six year-old. I was living in Vänersborg close to Lake Vänern and my father had a marine store. It was less expensive to spend spare time sailing and as a result I just kept going. I started out sailing a Swedish GKSS-eka dinghy and an OK-dinghy. Gradually I moved on to larger boats.

What have you done the most, cruising or racing?

During the vacations I mostly cruised and on the weekends I liked racing. I've taken part in 10 "Skaw Races" and 20 "Gotland Runt", Sweden's biggest off shore races. Before I bought my Hallberg-Rassy 46 I sailed a 36' Albin Stratus. In the one-design class at "Gotland Runt", we accomplished - thanks to coming in second place several times - to be regarded as one of the most successful boats during a long period of time. (The media has also been observing the boat since the former Swedish Prime Minister and Bosnian peace negotiator, Carl Bildt, had been foredeck hands).

Which type of sailing do you prefer, cruising or racing?

I prefer cruising, but racing is a good complement. It gives you the opportunity to test your skills against other skippers and see if you are up to date with development.

Have you ever sailed somewhere extraordinary?

Yes. On New Years Eve 94/95 we rounded Cape Horn. We were a couple of guys who sailed a 50-foot boat from Tierra del Fuego to Ushuaia and then south rounding Cape Horn and back. It's the most beautiful area I've ever sailed in. Wonderful scenery and not many people. I'd love to go back and sail the coast of Chile. The problem is it's so far away.

Why did you choose a HR as your new boat?

I was looking for a boat in the size range of 45-50 feet, that could easily be manoeuvred by my wife and me, since the kids have grown older and don't join us as often anymore. I was under the impression for many years that cruising and racing hulls were not something that you could combine. None of the boats I've seen that were built this way have come out well. Also I value high-class craftsmanship, doing a poor job carries its own punishment. I have always admired the world class joinery and technical installation work of Hallberg-Rassy, but it was only when Frers started to design the HRs, that I considered buying one. The yachts became really fun to sail; sailing abilities are of great importance also on a cruiser. Coming across the HR 46 I knew I had found the perfect long distance cruiser. The expression "Push Button Sailing" fits me like a glove. I've experienced changing sails on foredecks in stormy weather, so I see the benefits of "Push Button Sailing". I want to have a boat that allows my wife and me to sail wherever we like and in any weather and that the yacht can be handled by only one of us from the pedestal. We should be able to reef the sails or start the engine without having to wake the other one.

What impression did you get from your contacts with the yard before ordering your boat and during the time of construction?

The contact has been very positive, we've had a nice dialogue and everybody I've been in touch with has

been very competent and professional and given me advice and useful ideas of their own. I appreciate the fact that the yard has a lot of experience to back their advice. I chose another interior than I had in mind from the beginning. It turned out to be much more practical than my initial idea. It becomes quite obvious that one is dealing with people who sail thousands of nautical miles per year and are proud of the product and delivering it on agreed date. The only thing that felt a little awkward was that I had to transfer all that money to the "S-E-Banken"! (Mr Arne Mårtensson is the managing director of The Handelsbanken, which is a competing bank in Sweden)

What do you think of the boat?

Whilst sailing the boat from Ellös to our homeport on the East Coast of Sweden, every expectation I had on the boat was fulfilled. We sailed her home during the Easter weekend and the weather was not showing it's best side. It was only my wife and I, but everything was smoothly manoeuvred with the "Push Button" system. The boat is well planned and easy to live in. I am very satisfied with the boat and the service we got from the yard.

What are your plans for the coming season?

I'm planning on sailing to the Shetland Islands. We will be doing a lot of non-stop sailing since we live on the "wrong" side of Sweden, but having this boat will make it an easy trip. I really look forward to sailing away.

Rolf Christiansson, HR 31 no 145, "Escapade", why did you choose a HR?

When did you take up sailing?

I started out sailing a GKSS-eka when I was 14 years old. I can still recall the building number 751 and it was built on the island Orust, where the Hallberg-Rassys are built today. Then I crewed on a Snipe and a Stjärnbåt. We raced quite a lot.

Have you had any other boats?

The first boat I could sleep on was an International Folkboat. I bought it in 1975 and had it for five years. In 1980 I ordered an Amigo 33. It was very exciting having a new boat being built just for me and I could follow the progress every week. I was very satisfied with the boat and sailed it for 17 years. We saw France, Holland and the Scandinavian countries.

What made you decide on a HR 31?

I had been thinking about buying a new boat for about two years. I had been comparing different boats and found out I wanted something in the size 31-34 feet. I had been looking at the HR 34 for many years and always thought it's a very nice

boat. The day before the 1997 Open House weekend at HR, I sold my old boat. I visited Hallberg-Rassy among others to look for a new boat. The Open House weekend gave me a very good opportunity to examine the boats properly. Everything I saw was to my satisfaction and after careful consideration I knew that the HR 31 was going to be my next boat. I also looked at a second hand HR 31, but there wasn't that big a difference in price compared to a new one. That is actually not bad since it is a large investment so it's nice to know it has a good second hand value. The deciding factor was a trial sail in 34 knots of wind. We logged over 9 knots boatspeed. Although the sea was rough she achieved great performance, dancing smoothly on the waves and keeping very dry and at a good speed. I'm comparing the HR31 to my old Amigo, which sailed through the waves and couldn't pass them as fast. I found the best combination of good investment, performance and a good business partner in the HR 31. The HR 31 simply has what I value the most.

What is your impression of the boat so far?

Everything is working as I had pictured it. The boat,

Continued

with its comfort and seagoing qualities, is offering a whole new concept of being out at sea, to explore and experience things at sea and in harbour.

Where are you planning on sailing?

Later on I'll be sailing to Holland and the English Channel but this summer we will stay on the Swedish West Coast and I'll also be sailing over to Denmark.

Bill Soderlind and Laurel Cripe, HR 36 No 394, Seattle, USA

Why did you choose a Hallberg-Rassy?

The first thing we liked about the HR 36 was the low-profile centre cockpit design. The 36 had beautifully finished interior space and enough tankage to make long-range cruising comfortable, in a size that we felt confident in handling. Hallberg-Rassy's construction quality and methods give us confidence in the boat's ability to cruise anywhere.

The extensive list of features enabled us to put together the cruising boat we wanted. When compared with the American boats we considered, the Hallberg-Rassy seemed better value.

Karl & Jackie Buhl, Washington, USA, HR 42 No 88

Karl: Jackie and I reviewed nearly every brand of yacht for well over a year. We visited the yards of all serious contenders in Europe, Canada, and the United States. We gave serious consideration to many, but only Hallberg-Rassy delivered the overwhelming combination of safety, comfort, spaciousness and performance that we demanded in an investment of this caliber. Safety is at the top of our list. We may never take an ocean passage, but we want to make sure our boat is designed and built to go anywhere. Hallberg-Rassy's integral grid structure, CE certification, category A ocean, and

Germanischer Lloyd 100A5 certificate award to each hull, assured us that we were getting stalwart construction that could safely take us anywhere we want to go.

Jackie: We did not want to sacrifice safety for comfort. We also wanted a yacht that was... livable. Planning to cruise with other couples, we wanted an interior that afforded some privacy. The HR 42, with its forward cockpit design, gives us two staterooms - each with its own private head. The interior is beautifully finished. The lighting is a work of art, and the two easy chairs help convert the saloon into a living room.

Karl: I thought it might be impossible to get all this safety, comfort, spaciousness in a yacht that also sailed well. Then I had the opportunity to sail a Hallberg-Rassy. The new Germán Frers designs are gentle, smooth, wonderfully balanced, and delight fully responsive. A boat of this displacement is not going to bounce around. With all this, we knew we had found our yacht. We commissioned our HR 42 with roller furling main, electric winches and a bow thruster. The two of us can sail the boat anywhere with comfort, ease and style.

Karl Buhl, manager, Microsoft Network

Lisa & Chris Allan, Hong Kong, China, HR 39 No 118 "Lilla D"

Why did you choose Hallberg-Rassy?

Previously, as powerboat owners in Hong Kong, we were restricted in our boat's ability to venture far from shore. We also longed for a yacht, which would hold its value and carry us safely across oceans for years to come.

A quality sailboat became the obvious choice. We considered several manufacturers' yachts, with the emphasis on safety, construction, layout, performance, reliability and re-sale value. Very

quickly, it became obvious that Hallberg-Rassy had just the yacht for us, which lead us to follow up with a visit to the yard and demonstration sail. The HR web site also proved invaluable, as did the highly professional follow up service from the staff, answering any and all questions thoroughly, no matter how trivial.

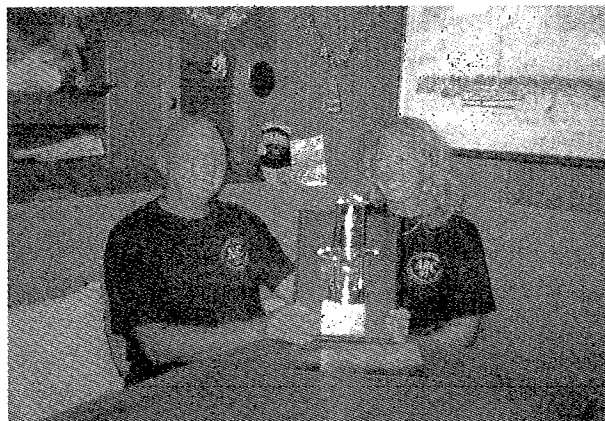
On arriving at Ellös we couldn't believe the standard of workmanship and attention to detail bestowed on these beautiful yachts. Production boats built to a one off standard. The result was a quickly placed order for our dream - the HR 39. "Lilla D" arrived in Hong Kong February 1998, in perfect condition and a credit to her makers. Everywhere we go, people comment on the quality of the yacht. Those that are lucky enough to have been aboard always remark on the superior craftsmanship, attention to detail and beautiful lines.

As the only HR in this part of Asia we're sure it won't be long before others join her.

Very happy owners,
Lisa & Chris Allan

Big difference between Ellös and Ellos

Hallberg-Rassy is located in a small village, Ellös on the island Orust, on the Swedish West Coast. Ellös is 75 km north of Gothenburg. Ellös is not to be confused with Ellos. Ellos is a mail order firm. Unfortunately confusion has happened. Customers from countries where the Swedish letters Å, Ä and Ö do not exist, have ordered a taxi drive to Ellos, only to find that they are in the right place to buy cheap clothes, but not to fulfil their expectations to take delivery of a beautiful yacht, nor to find any coastline. Ellos mail order is located in Borås, 80 km east of Gothenburg, away from the coastline. That means 130 unnecessary kilometres in a taxi. Avoid that.



Joe Dormer and Doreen Gillingham

ARC trophy to HR 42

Yet another trophy in the ARC over the Atlantic was won by a Hallberg-Rassy. It is the Frers designed HR 42 "Vitamin Sea of London". The award is for the fastest yacht on handicap without crew. The maximum number of persons on board is two. The 2 850 nautical miles were sailed in only 20 days. Out of the 150 participating yachts there were 8 taking part in this trophy. The US Cruising World magazine donates the prize, a solid brass hurricane lamp mounted with an engraved plate on a wood plaque.

Vitamin Sea was sailed by Joe Dormer and Doreen Gillingham, both from London. They met and sailed together for the first time 14 years ago. At that time they raced dinghies. Later Doreen and Joe sailed different keelboats ranging from 25, 28, 32 feet and now 42 feet. In 1996 they crossed the Atlantic with a HR 42 as a delivery crew. That trip convinced them it would be no problem to handle this boat with the two of them aboard. Before the ARC they warmed up their new "Vitamin Sea" by sailing to France, Belgium and Holland. Spring 1997 they prepared for an Atlantic crossing in the ARC. Doreen and Joe sailed from England in August 1997 via Spain and Portugal to the ARC start in the Canaries. After the finish of ARC in St Lucia they will now spend one year in the Caribbean. They will then go thorough the Panama canal and further to Australia. It will be a two-year around the world trip.

Press Clips

"Yachting World", UK, April 1998 after a brief visit aboard the HR 62 at the boat show stand: The roominess in this layout is exceptional.

"Yacht", Germany, about the HR 53

People looking for a long distance cruiser to be sailed all over the world will be very pleased with the Hallberg-Rassy 53. This yacht is esthetically attractive. Her lines show that she is designed by an experienced naval architect who knows what he is doing. Her performance and behaviour at sea are without any question to be regarded as very good. The yacht has a lot of technical facilities on board. However these do not reduce the joy of sailing. Bearing in mind that this yacht has a high level in its standard specification and its acknowledged high quality that guarantees a very good resale value, the price of this yacht is fair.

"Hallberg-Rassy must be the finest long distance cruisers to be found on the international market"

"Cruising World", USA, December 1997, Boat Review: Hallberg-Rassy 42 and 46

These substantial cruising vessels from the Swedish builder Hallberg-Rassy are great boats. Germán Frers has produced handsome, contemporary designs without faddish extremes of style, vessels that will look good 20 years from now. Attention to detail appears in every corner and much thought has been given to ease of maintenance, from the roomy, well-laid-out engine rooms to the well supported rudders with handy emergency tillers... The designer has provided the stowage space needed for extended voyaging. I was impressed with the 42's saloon as it had the optional layout with the very plush easy chairs on the starboard side. Again there is good storage, and it is easy to see that the designer and builders know what the cruising sailor requires in the way of stowage space... In sum, these Hallberg-Rassys, both the 42 and the 46, are truly first-class cruising sailboats in every respect, from the initial design to the last coat of varnish. I have no hesitation in recommending them to anyone looking for a fine family cruiser or a strong circumnavigator. These are boats that will take you out and bring you back, in safety, style and comfort.

"Yacht", Germany, regarding the HR 39:

Reliability, stable value and pleasant behaviour at sea are main criteria for this yacht. These are also

reflected by the second hand prices of the yachts from Hallberg-Rassy. They are definitely higher than for other boats in this category.

"På Kryss och till Rors", Sweden, about HR 39:

The co-operation between Hallberg-Rassy and Germán Frers, one of the very best designers in the world, has resulted in a series of HR-boats sailing very pleasantly with a high performance. Tall rigs, modern but not extreme keels, pleasant behaviour at sea achieved through a relatively big displacement and balanced lines are combined with the quality from the HR-yard. This has resulted in a series of boats, which must be the finest long distance cruisers to be found on the international market. The well

balanced, stable behaviour at sea of the HR 39, the superb rudder feeling and that the sheets are in such a position that they are easy

to handle for the helmsman makes this yacht easy to sail alone. The interior is wonderful to look at, very functional and of course meets the traditional superb Hallberg-Rassy standard. Light silk smoothed finished mahogany, plus a lot of windows (ten of them are opening), big skylights to open and four Dorades in the saloon and aft cabin, makes all areas in the boat light and airy. The relatively big displacement offers very generous stowage everywhere, which includes three big wardrobes. All technical installations that have to be served during longer passages are easily within reach. The total design of the boat makes it very suitable for tough trips to areas with snow and ice on deck as well as to more comfortable heat in the tropics.

"Yacht", Germany, about HR 36:

The details are as that we are used to on a Hallberg-Rassy, beautiful lines, sensible fittings, all together a seaworthy concept. The first impression you get when entering the saloon is that it has not been spared on mahogany. When the starboard part of the table in the saloon is folded down there is a free passage from bow to stern.

"Seglarbladet", Sweden about HR 36:

The yacht sailed safely in the rough sea outside Ellös. We were not able to provoke her to any surprises. She is easy to manoeuvre thanks to the short bolted lead keel. All winches and fittings, which are of the best quality, have the right dimensions and are in correct positions. The wheel steering is very balanced

in its bearings, easy to steer and totally without play. In other words this is a boat on which it is very easy to work... Everywhere the interior is of very high quality. We did not discover any carelessness in details or finish. Big skylights and windows offer so much light and ventilation, enough even in warm waters... It really is difficult to find faults on such a well planned and well made boat. Hallberg-Rassy 36 is lovely to sail and very comfortable to live in, even during long periods of time.

“Bådnyt”, Denmark, about the HR 34:

Hallberg-Rassy 34 proves the fact that it is possible to combine perfect performance with a high level of quality... Hallberg-Rassy 34 still is a fantastic boat, very comfortable to steer with a rudder pressure, which is just right, and a perfect contact with the boat. The hull has efficient lines. This boat has attractive capacities for bad weather, very stiff thanks to the deep and heavy keel. Somebody has said that the Hallberg-Rassy 34 is the most elegant yacht in the whole HR range. We absolutely agree on that.

“Segling”, Sweden, about the HR 34:

Hallberg-Rassy is the leader regarding the development of better performance among the yards on the boat building island Orust. Their 34 foot boat is so close you can come to the perfect mixture of the lovely joy of sailing and the feeling of safety on a true cruiser. HR 34 is very comfortable with a respectable speed in light winds and she moves gently. You immediately get a feel of sailing a boat, which has resources for very bad weather. She is the stiffest boat in her size which depends on a heavy and deep keel (the yard offers a shallower alternative too). As the competent designer Frers has given her beautiful lines and his feeling for proportions, she moves as soft and efficient in the sea as is possible... The windscreen with its sprayhood is really good to have in bad weather. On the contrary when the weather is beautiful you can see perfectly well through the windscreen and the middle section can be opened to let more air in. Big cleats, even spring cleats, rubbing strake with a brass strip, a guard rail, pulpit and pushpit with the right dimensions, the grab handles on the coach roof - all these are signs of the high quality... All the edges of the bulkheads

are milled and laminated in place with GRP on both sides towards hull and deck. The mast support is at the bulkhead, not in the middle of the table. The workmanship is very solid and is a good standard for a long distance cruiser. A quality which cannot be measured are the lines of a boat. On this yacht they are superb, beautiful science.

“Yachting Monthly”, UK regarding HR 31:

Frers has developed a style, which manages to combine the essence of the traditional HR yacht with a more acceptably modern line, but above all refined her sailing shape, reduced her displacement and improved performance. Today's Hallberg-Rassy is distinctly livelier than her predecessor without being twitchy, difficult to manage or unacceptably tender. Indeed, under way and at rest she is strikingly stable. The interior of the HR 31 is fitted out extensively in rich mahogany, but is not the dark cavern this wood often creates. Thanks to generous

windows, white headlinings, and pale but bright upholstery and carpet (waterproof and secured to the sole with press studs), she actually has one of the lightest interiors we have reviewed recently. The yachtsman who takes his cruising seriously will like the first impression he gets on descending the companionway. Grab handles running down the deckhead either side will reinforce the feeling that this is a yacht designed to be used at sea, and as he explores the extremities and detail of the boat he will see more to confirm this theorem than disprove it. The chart table has clearly been designed by someone who is used to using one. The inboard side has a deep fiddle to retain rolling pencils and rubbers, while the after edge, where the navigator rests his elbows, has no fiddle. The seat is nicely dished and there is a useful bin on his left hand. The galley will satisfy the needs of the gourmet chef in harbour and the boil-in-a-bag galley slave at sea. There is more than enough stowage for a crew of four, and it is well apportioned between drawers (which, we were delighted to see, had proper wooden bodies), lockers and bins... The time a crew member is at his most vulnerable in a heavy sea is when he transfers from security of the jackstay running along the sidedeck. Good grabrails in this area are a real lifesaver. Once again Hallberg-Rassy has taken its responsibilities seriously with the grab handle on the screen providing a good transfer hold.

“The chart table has clearly been designed by someone who is used to using one”



The new HR 62 test sailed

Not many will get a chance to sail a Hallberg-Rassy 62. This is a boat that will not be built in great numbers. The yacht to be sailed is No. 1. The second has just been launched and the third is also rigged and will be ready when you read this.

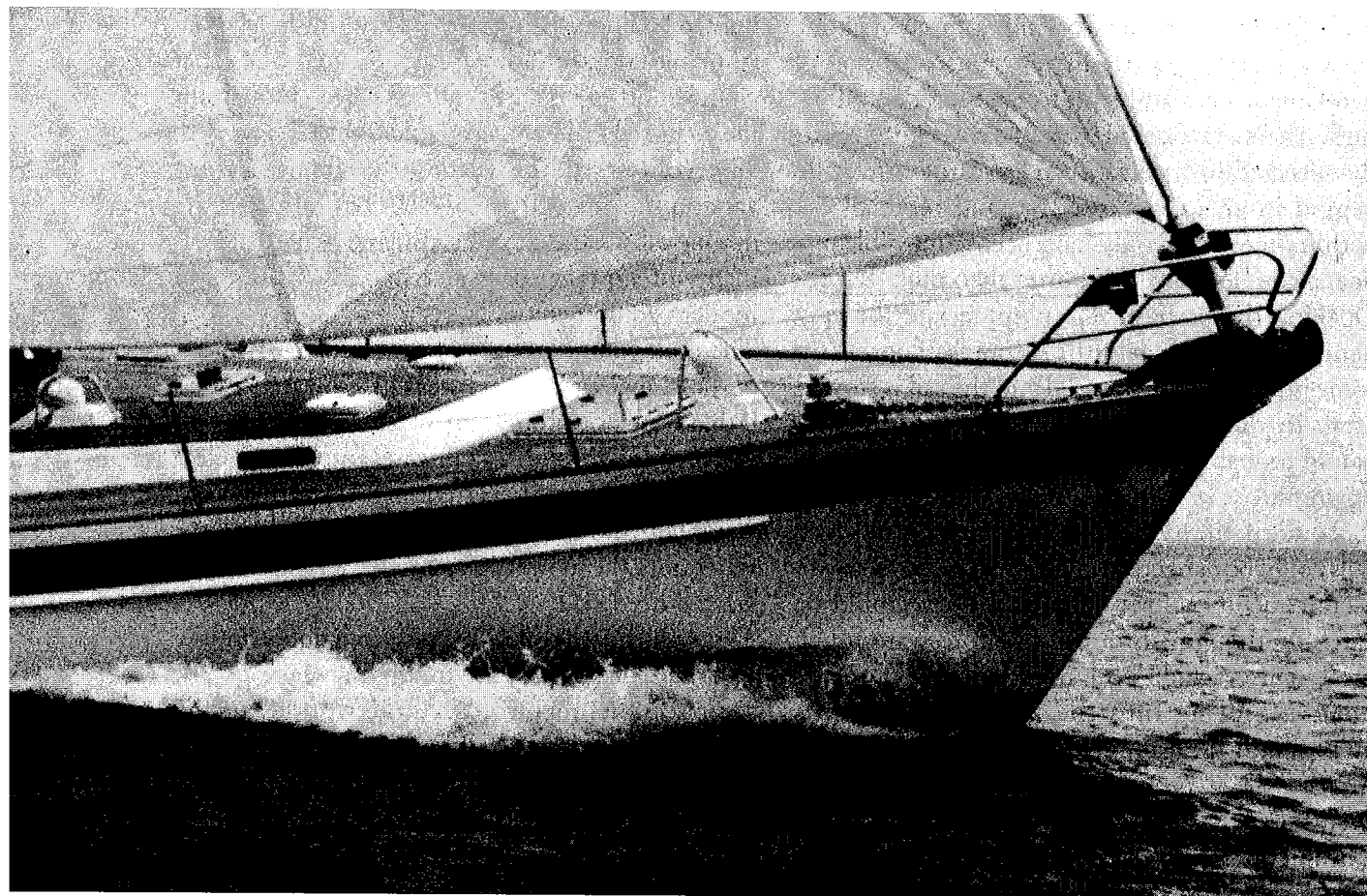
Already at the first glance there is a proud air to the yacht that becomes even more obvious on a more scrutinising look. Despite the relationship with the earlier Frers-designed HR yachts, this yacht has a character of its own, with the saloon windows that are raised, play an important part.

The HR 62 is equipped as standard for "push-button sailing". Everything is controlled from the wheel pedestal. I start the engine. The first impression is the silence of the engine at idle running. The cylinder volume is no less than 5.5 litres. The bow thruster is so strong that people on the foredeck have to stand firmly not to risk being thrown aside. With some easy manoeuvres, we are on the sea and the silence of the engine at cruising speed, eight and a half knots, is amazing. There is a feeling that the engine is still in idle but the log and

the wind in my face says differently. At a speed of 8.3 knots there is not more than 1300 rpm. The sound level at the wheel is no more than 62 dB. It's subjectively experienced as a reduction by about 50 % compared to yachts built only a few years ago. Every possible effort is made to reduce the noise level. The propeller is three bladed, folding and has two gears. This means that it can be shifted to overdrive with the result that the rpm and the vibrations are reduced drastically at the same time as the speed increases. The engine has been mounted on a so-called floating foundation to reduce the vibrations and noise level further.

The hull is laminated in a special way to reduce the noise of the engine even more. As these are all Hallberg-Rassy inventions we do not want to reveal much more than already mentioned. The effect of the steps taken is obvious.

Time to sail. The helmsman can easily unfurl both the mainsail and the genoa by himself directly from the pedestal. Even the outhaul for the boom is hydraulically manoeuvred. There is a hydraulic



- a true World Cruiser

cylinder inside the boom!

The sight of the furling mainsail is not the expected. It is not the normal furling sail without the roach facing us. What I see is a well shaped main with a largely, developed roach, that is what most furling cruisers, with a demand for performance in sailing, have been missing since the invention of the in mast furling. The main has horizontal battens, just as an ordinary mainsail, but it can be furled in and out of the mast. This very special design has been developed in close co-operation between Hallberg-Rassy and Elvström Sails in Denmark. The name of the sail is "MaxFurl" and it has been tested frequently for almost two years now with no sign of wear of the original battens. When the time for change of battens comes, surely it's worth the price for the advantages "MaxFurl" offers.

The five sheet winches and the furling in and out of the genoa are also manoeuvred hydraulically from the pedestal. When the genoa and the mainsail are completely unfurled it has 203 square metres of sail area and the yacht quickly achieves a respectable speed. The boat is so easy to steer that

my first reaction is the steering wheel cannot be connected to the steering system. But it is. The HR 62 surpasses everything I have earlier sailed. Only the Whitbread 60s, sorry, the Volvo Ocean 60s, had this feeling. On these yachts there is no interior to consider as Kevlar lines can be used diagonally through the boat. On the HR 62 the rudder feeling is almost as perfect. This seems to have been the goal to achieve for Germán Frers when designing the HR 62. The feel of the helm is very gentle as a result of skill in designing the hull, from the precise universal-joint cardan links steering system and the sails. The roach of the "MaxFurl" mainsail flexes the right way to release the pressure on the helm in the gusts and in the waves. Although the pressure of the helm is minimal the yacht is very much alive in a calm and secure way as the waves are charged. Even though the aft section of the yacht is relatively beamy, it does not make the helm feel heavy going upwind, which has been the case with yachts that I have sailed earlier with beamy aft sections. It is a delight to observe that development moves forward in the way it does.

Already in quite moderate winds a speed of about ten knots is easy to reach. Eleven knots, on the other hand, seems more difficult to attain. Practically a surf on a wave is needed to exceed this figure. With the speed of this yacht we can leave mile after mile behind in an unexpected way and reach places within times that would have been impossible in a boat a couple of metres shorter than the HR 62.

Docking the harbour, I can appreciate the easy handling of the "MaxFurl". A couple of pushes on some buttons at the pedestal and the sail is stowed away in the mast. A normal non-furling main would probably demand at least 4 - 5 men to take down and stow away. However, one should not fool oneself, the force in the sheets and the flapping sails could be dangerous and easily cause damage to a crew member. Everything one does should be carefully thought through. The forces are much greater on a yacht like this than if one sails a smaller boat. Motoring into the harbour, she draws attention. A great number of people are gathered on the dock to watch this beautiful yacht even though it is not sailing season.

The interior has an extraordinary airy feel to it. The saloon is exploited with portlights that are big and the view from the inside is great. The whole width of the yacht has been used all the way out underneath the deck because of the one-level-floor throughout the entire yacht. This, of course, contributes to the airy feel inside.

All the side windows are opening. The 2.75 m long U-sofa on the port side looks very inviting. On the opposite side of the saloon table but still mid ships, another sofa with plenty of room, frames the table nicely. On the starboard side of the saloon there are two comfortable armchairs. In smaller boats one has to choose either sofa or armchairs on one side of the table. Here you can have both and it still feels very spacious. The backrest of the mid sofa is equipped with a grabrail for comfortable passage through the saloon at sea. As I walk around inside it shows that the yacht has all the little great practical details. It varies from a stow away place for the removable washboards inside the saloon stair, to a protecting transparent plexiglas door covering the switchboard.

The varnish and the woodwork have the well-

known Hallberg-Rassy, top quality, finish. Moving from one end to another is easy due to the fact that all the floorboards are at the same level throughout the yacht and that there are grabrails wherever needed. The volume of the yacht offers many layout variations. This particular yacht has four separate double cabins and three heads. Everywhere there is plenty of stowage space and space for all sorts of modern equipment.

The tank volume is magnificent with 1 610 litres of diesel fuel and 1 560 litres of freshwater, and as if that were not enough, there is a watermaker that can turn the most dirty saltwater into crystal clear drinking water in a never-ending stream. The grey water tank has a capacity of 350 litres where all the water from the showers, sinks, and washing machine is led if needed.

This sailing yacht offers unsuspected opportunities to experience almost anything, anywhere on the seven seas. In other words: A true World Cruiser.

Hallberg-Rassy a British Blue Water Cruising favourite

In the January 1998 issue of the British magazine "Yachting World", a series of experts presented their favourite blue water cruiser: "An analysis of ARC

entries since 1985 shows that all ages and models of Hallberg-Rassy have been the most popular type, but our consensus is that the newer range of

"Hallberg-Rassy is the standard by which other blue water cruising boats are judged."

Germán Frers-designed yachts have the edge, both in looks and performance"... Jane Gibb: "Roomy, seaworthy, well built, good passagemaker, tried and trusted name. The standard by which other blue water cruising boats are judged." Jimmy Cornell, organiser of the ARC and Expo rallies, who has sailed thousands of miles in his own boats, sailed on a friend's HR 46 this summer and comments: "This would be an excellent choice - and I was quite sold on the idea of armchairs in the saloon!" Elaine Thompson sailed the ARC. After 40 000 miles in this boat, her husband Peter believes this boat punches above her weight. Winning 1st place overall in the ARC proved the boat's capabilities. "We logged just over 2 900 miles in 16 1/2 days," Elaine says.

Dennis Conner praises Hallberg-Rassy

The Hallberg-Rassy homepage is one of the worlds most visited web sites for sailing yachts. Since the turn of the year 96/97 our homepage has gone from 0 to 80 000 visitors. One of the visitors who has signed our guest book is Dennis Conner from USA. He wrote:

"I have reviewed your site in great detail and find it to be very informative. Your sailboats are one of the best that I have had the opportunity to enjoy. Keep up the good work and much success."

Dennis Conner <DCSailing@aol.com> SoCal, USA

To be honest we have to say that we are not quite sure if it is the world-famous Dennis Conner, who has both won, lost and won back the America's Cup, who has signed our guest book. We only know that somebody by the name of Dennis Conner from USA has signed it. Some other quotes:

"This is one of the best web pages I have seen."

Gene Oliver StPete, Fl, USA

"Beautiful boats -Beautiful site-Good grades!"

Mats

"Wonderful website - but my Hallberg-Rassy is even better"

Marco Thyssen, Brussels, Belgium

"Congratulations on a first-rate website!"

Kevin & Theresa Ruscoe, London, England

"I am most satisfied in my HR 26, she is my second love after my wife."

Aron Friedmnan, Helsinki, Finland

"It is 150 days/3000 hours (19.5.98) until we have our new HR 36 delivered in Ellös. Can anyone tell me how to survive until then?"

Arne and Elise Iversen, Haugesund, Norway

"This site is one of the best of seen, always interesting and timely updated."

Ole Bjørn Andersen, Nesøya, Norway

"We were looking for a HR 312 but the whole family fell in love with the 31. We found out that buying a not too old 312 and especially the 31 is today more difficult than selling it. Looked for it in Germany, Denmark, Sweden and of course Holland. Finally we found a HR 31 from '93 at Nova Yachting and bought it right away. Great site, it helped a lot in decision making."

Frans Wijnveld, Aerdenhout, Holland

Look our page up and judge for yourself if it is the world's best site on yachts. You will find all kinds of information about Hallberg-Rassy, current models, older models that we no longer build, find yourself a used boat, load background images, screensavers and lots more. The page is constantly being updated. Therefore, don't forget to bookmark <http://www.hallberg-rassy.se>

Post cards from Shenandoah

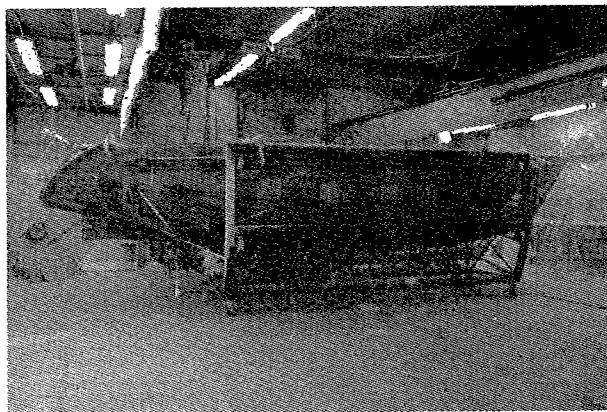
S/Y Shenandoah is a Swedish HR 352 being sailed around the world by Miriam and Heinz Roegner. Around Christmas time we received a postcard from Sri Lanka and at the beginning of May we got another one, this time from Egypt. *"Hello everyone, We are struggling through the Red Sea and we've been doing it for six weeks now, we've had the wind against us over and over. We still have 200 nautical miles before we reach Suez. We have been to Luxor and seen temples and graves dated 2000 BC. Very exciting!"* The most recent postcard we received came at the end of May and was from Cyprus. *"Everything went just fine through Suez except it cost us a few extra dollars. It was nice to get out of the Red Sea and we were very pleased to reach Israel and civilisation. We visited Jerusalem and Bethlehem and found it very interesting. After staying in a very nice marina for 10 days, we moved on and set course towards Cyprus. It took us two days and two nights. This is where we are now waiting for better weather so that we can continue our journey going west."*
Best Regards

Miriam and Heinz S/Y Shenandoah

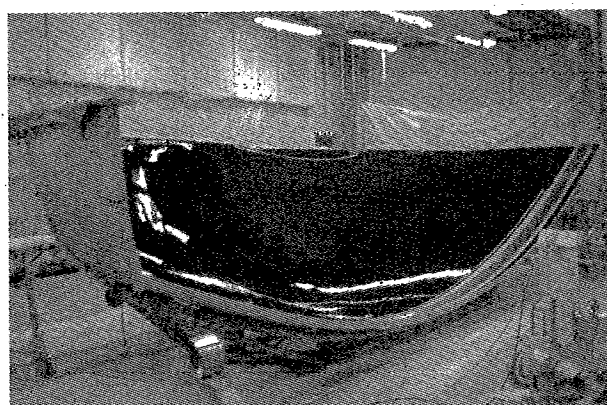
How a HR hull is built

All hulls for Hallberg-Rassy are built at Hallberg-Rassy Marinplast AB. This is an affiliated company owned by Hallberg-Rassy Varvs AB. No other hulls are built here. The plant is located in Kungshamn, about one hour drive north of the yard.

We will here follow how a hull is laid up.



This is what the mold to a hull looks like. The outside is reinforced with strong metal stringers. The inside has a high glossy finish. The mold is made in two parts, which allows us to build the hulls with an integrated rubbing strake on the hull and a deep bilge. This would not be possible if the mold was built in one part.

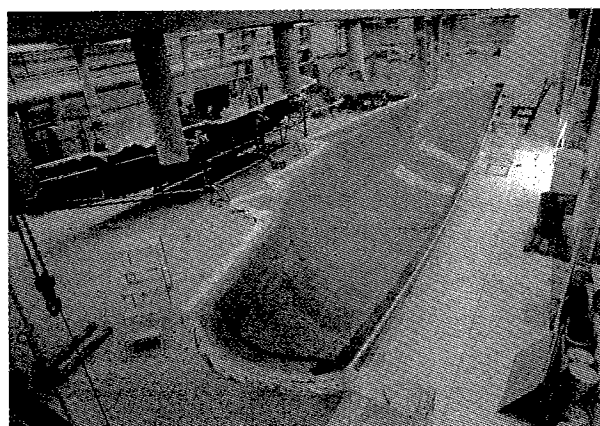


The hull is laid up from the outside and in. We start to mask the part of the hull that will be blue. The inside of the mould is black. This makes it easier to see where you have put on white gelcoat.

The gelcoat is based on isophthalic resin. The

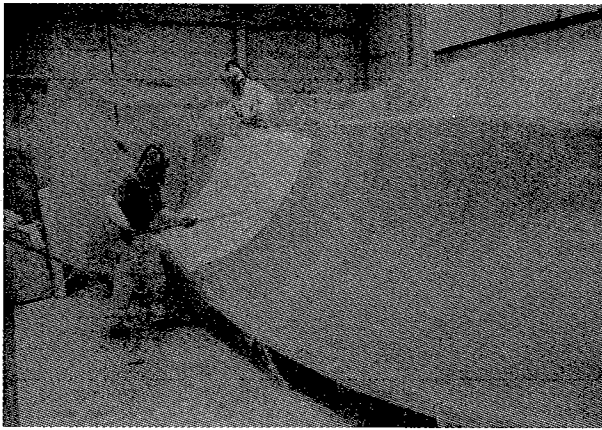


isophthalic resin is very resistant to water penetration. The white gelcoat is sprayed on. White for the hull and blue gelcoat for the HR stripe. The outer skin is then laminated layer by layer. Also here we use the isophthalic resin in order to get a resistant laminate against water penetration.

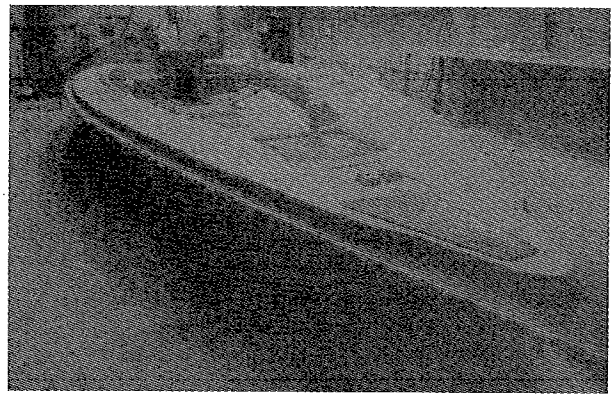


The dimensions are very much the same as in older constructions with single laminate, but a single laminate is not as stiff as the boats we build today. Today we add an insulation that improves the comfort in the boat and the torsional strength of the hull.

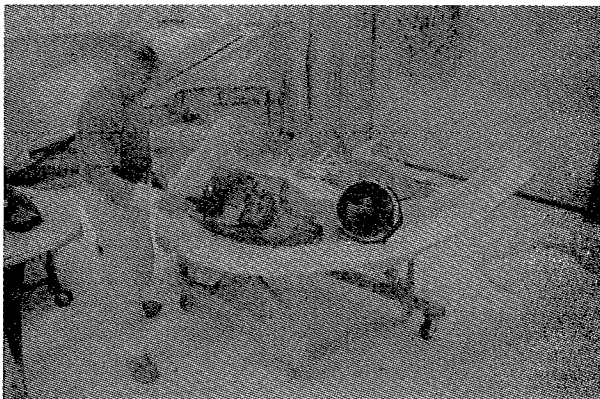
The material used is a PVC-foam made by Divinycell. It is fitted when the laminate is still wet, and then covered by laminate. The Divinycell is a superior material for a cruising boat, compared to balsa. The PVC foam has closed cells, which means that the material does not absorb water. The different colours of the Divinycell are an indication that different density of Divinycell is used. There is higher density around the chainplates.



The Divinycell will finally be covered with more laminate.



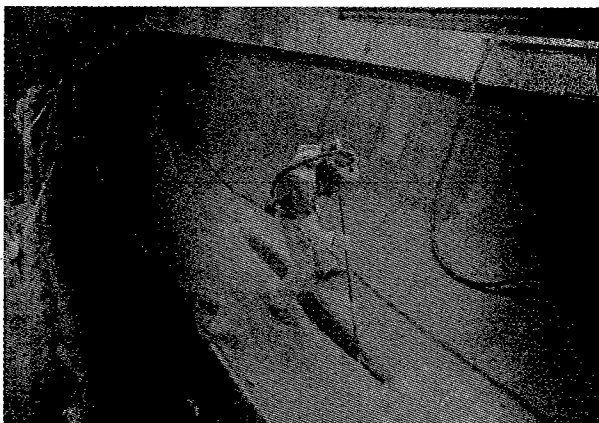
The decks are built in the same way as the hulls. Divinycell used as a core material and strong backing plates that are laminated into the deck under deck hardware.



The stern with the integrated bathing platform is made separately.

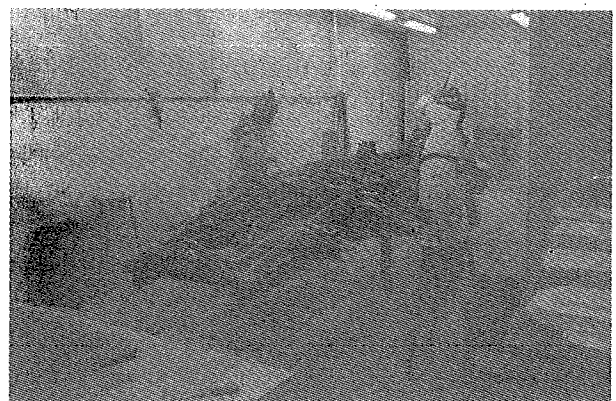


All laminate is carefully rolled out by hand. Temperature and humidity is strictly controlled during the process.



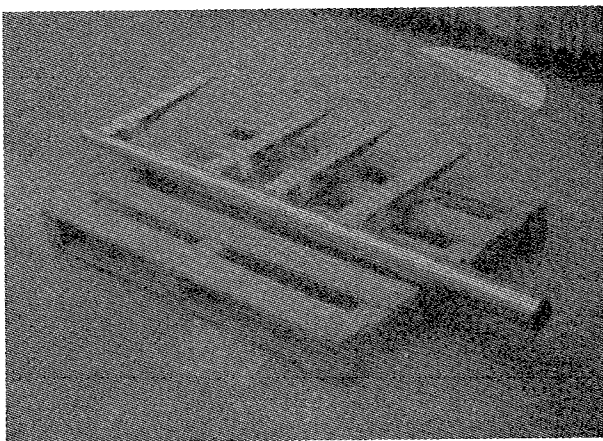
The parts of the hull are laminated together before the mold is opened. The points where the parts are put together are laminated so carefully that this will be the strongest part of the hull.

An independent inspector from Germanischer Lloyd checks all hulls. An individual GL 100 A5 certificate will be issued for each single hull.

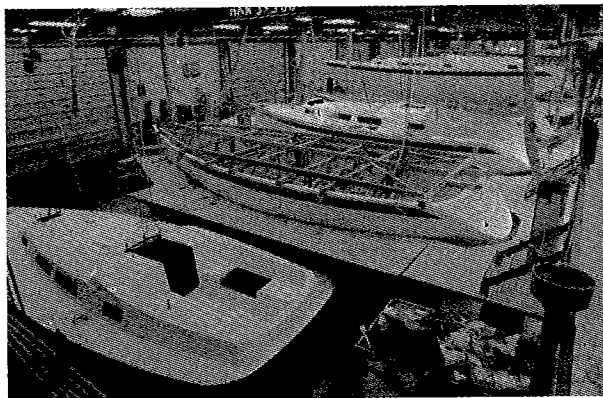


The grid system is an advanced design that reinforces the hull under the waterline. The grid distributes loads from the bottom out in the hull in case of grounding. The grid will also be the support for the floorboards.

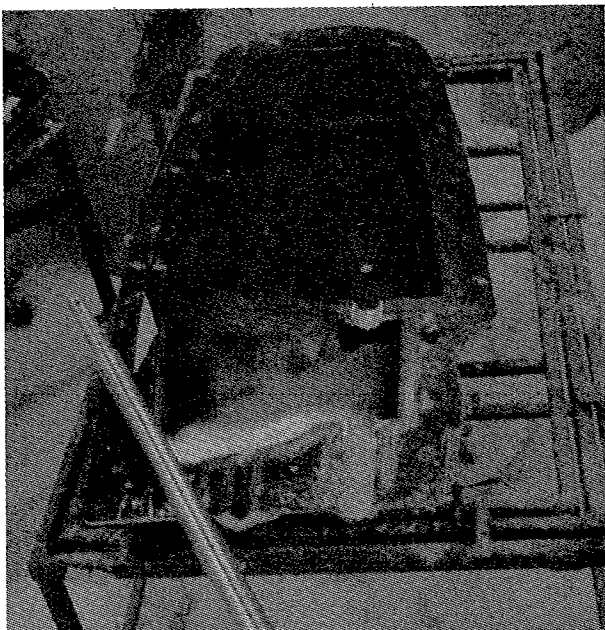
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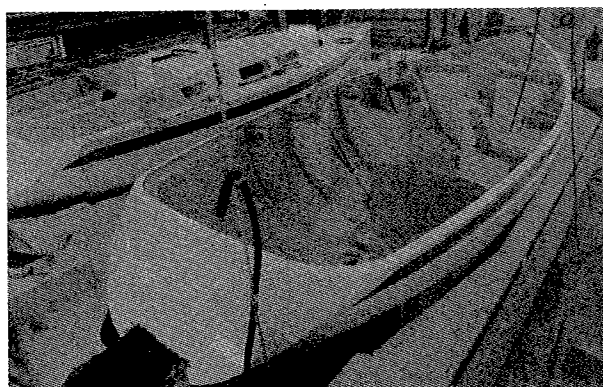
The rudderpost is made of solid stainless steel.



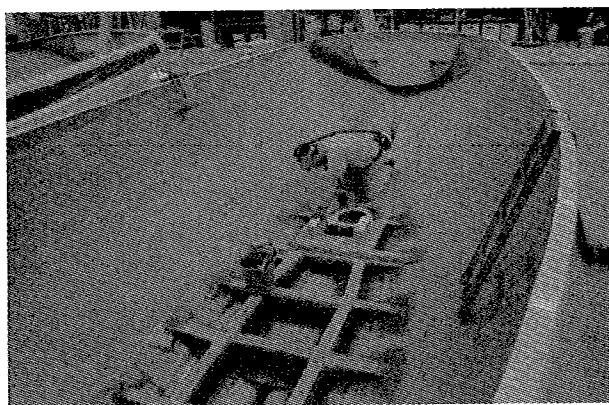
An aluminium frame is used when the bulkheads are laminated to the hull.



The shaft is laminated into the rudder, forming one solid, very strong unit.



All bulkheads are laminated from both sides, which gives additional strength.

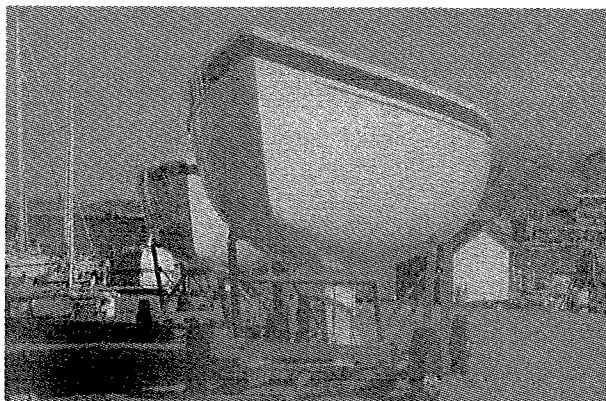


The grid is laminated into the hull.



Deck and hull are laminated together. This is made from the inside. The coaming between hull and deck is also filled with filler. The rods for the stanchions will be fitted into the solid coaming. The bulkheads are laminated to the deck from both sides. The inside of the hull is painted with topcoat.

Continued



The hull is now ready for transport to the yard in Ellös. All hulls are trucked to the yard. Any equipment like tanks, engine and joinery will come down through the companion hatch. Everything that goes down in the boat can go out without having to take the boat apart.

In average it takes about 3 1/2 months to build just the hull. This includes hull, deck, rudder, bulkheads and reinforcements. Each day a new Hallberg-Rassy hull is completed and each day a new hull is begun.

40 years at Hallberg-Rassy

Autumn 1957, at the age of 15, Bosse Karlsson started his career at the late Harry Hallberg's yard. The first tasks Bosse did, were planking and planeing mahogany hulls on the P-28, the best seller at that time. Bosse has during the years continued as a painter, varnisher and joiner. Since 1968 Bosse Karlsson has been responsible for the harbour, including taking care of launching and getting boats ready for delivery. In the winter season he is also responsible for the boat show stands in Sweden and Germany.

Norwegian Hallberg-Rassy club

To everyone sailing a Hallberg-Rassy in Norway we'd like to mention the Norwegian club; "Hallberg-Rassy Klubben Norge". It's a club for all HR boats. The address is Postboks 2337-Solli, 0201 Oslo. Phone and fax number to the President Eivind Bordewick is +47-22 55 96 0.

Fresh post season cruise in a HR 36

We received a Swedish letter at the yard that we would like to translate for you:

"I have to tell you and everybody at the yard about the HR 36 "Remedias" last trip for the year. The time off had been planned for weeks so when the Friday morning came there was nothing that could stop the spirit of freedom, love of throwing the warps on the dock and steering out to sea despite the meteorologist's warnings.

At 08.30 in the morning, after having carefully taking the weather forecast into account, Sven, a well experienced sailor, and I, steered out of our beautiful home harbour. The wind was increasing, the wind instrument already showed 32 knots inside the archipelago. I thought there would not be any harm done in going out and giving it a try to see how far we could go. Outside of Hasselö we steered 200 degrees, the wind was SSW and increased steadily to between 40-45 knots, the waves grew, soon there was only the wave nearby to see and the water seemed to be sucked up by the sky. The scenery was mighty and there was 45 nautical miles to go.

It was now one realised the greatness of "Remedia". Close hauled and with only the jib set, she moved like a true goddess, no crashing into waves, just gently, untouchable, elevated, majestically moving forward. To sail this way is granted only a few, one gets a feeling of being with Ulysses, that "Remedia" is a natural part of the ocean, that if someone falls overboard she will observe, turn around and pick up the distressed.

To see the windscreen being constantly washed doesn't do a thing, only the very top of the foaming breakers found a way into the cockpit once in a while. The windward harbours of Bornholm were all closed, we found our way into the Hammer harbour on the leeward side. A few tankers were anchored leeward of the island, waiting for a better forecast, some maybe for better oil prices. We arrived in the harbour at a quarter to five, fast after 63 nautical miles. The hot shower felt great, after all it was only 6 - 7 Celsius in the air.

Navigare necesse est - vivere non est necesse!

*Greetings from
Anders in Karskrona"*

With a Hallberg-Rassy to Lofoten

This article is used with the permission of Arvid Tjeldnes. A big thanks to Arvid including providing the photo.

Cruising Norway, up to Lofoten - is it possible for only the very few? Not so today.

The Norwegian coast is more than 1,500 nautical miles long but if one sails into the most famous of the fjords, the distance is quickly doubled. So, there is much to experience here.

The coast is well marked. There are good charts. In the summer it is light at night and North of the Arctic Circle there is even the midnight sun. The greatest part of the coast is well protected by thousands of islands, and the sections of open sea can take only a few hours to cross.

Norway lies between 58 and 71 degrees north latitude and even though we have the Gulf Stream, the climate can pose problems, even in the summer. Normally South Norway has the best summer weather, with temperatures of 20-25 degrees centigrade (68-77 degrees Fahrenheit). Some years the rainfall has been twice the normal amount. North Norway, on the other hand, which usually has the poorest weather, can sometimes be warm and sunny for weeks on end. It is a gamble and no meteorologist can forecast the weather with certainty weeks in advance. So, we have the expression: "It is not a case of poor weather, but of poor clothing." We also had the right boat, for which bad weather is no object, a Hallberg-Rassy.

If you are primarily seeking warm and sunny weather, you would do better to sail in the Mediterranean. If you seek beautiful and luxuriant nature, with green mountainsides and rushing rivers, the choice is Norway. In North Norway days can go by between the times you see a pleasure boat. You have the ocean, nature and the harbours to yourself. But in South Norway, and especially in Denmark and Sweden, the most popular harbours are overcrowded in July.

The Svalbard islands at 75 to 80 degrees latitude

represents an enticing goal for many Norwegians. If you wish to sail there in your own boat, you should already be experienced in ocean sailing. Information about ice conditions is available in Tromsø.

A hunting rifle is necessary since one might get a visit from a polar bear, so let's stay on less dangerous coasts. The description, which follows, is based on five summers of sailing.

There is a disadvantage to living on a boat. One gets too little exercise. Indeed, a number of families have disagreement between those who want to spend the summer holiday in the mountains and those who want to be coastal hobos, but these can easily be combined. Along the southern coast there will be mostly walking or jogging but when one gets to the western and northern areas, one can take the finest hikes in the mountains.

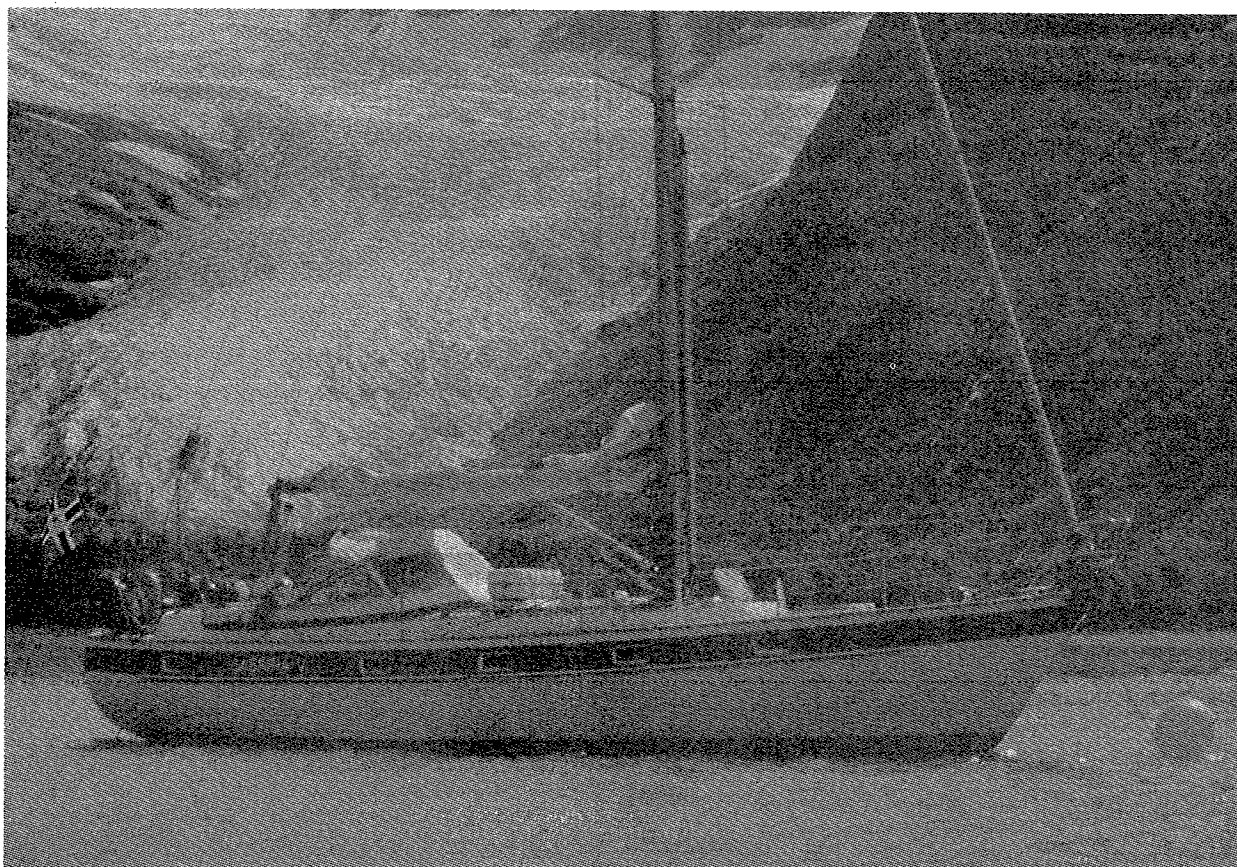
First comes the choice, should one go north along Stokksundet or into Hardangerfjord through its fantastic natural surroundings? For the most vigorous the glacier Folgefonna is close by.

The Bergen Sailing Club has an excellent harbour in Kvitturpollen. If you want to leave the boat for a few days, there is usually room to be found here. You can easily anchor in the harbour Vagen itself, in Bergen.

If you are the lucky owner of Halfdan Hansen's book "Havneboka", you will find the following in it: "When one leaves Bergen going north, one is met by an expanse of skerries, which stretch north-westward all the way to where Sognefjord's broad arm cuts right into the land. They are not skerries like those we know in South Norway. It is a single great scattering of large and small islands, and skerries broadly dispersed like a generous hand with all the points pointing north-west."

There are several channels here. If you have a weak motor you ought to study the current tables. In fact one must pay attention to the currents along the entire coast northward. In narrow sounds it can be impossible to get through without using a motor.

From Bergen to Eivindvik is a good day's trip. Gulen church in Eivindvik is supposed to have



been the place where the first Ting (parliament) in Norway was held. It was the central judiciary for the entire western and southern parts of Norway.

Sognefjord

If the wind is blowing along the fjord one can, with care, sail in. The fjord is just as deep as the mountains are high, more than a thousand metres/ yards deep, and equally high. So one cannot anchor just anywhere. Of course, there are plenty of wharfs along the shore, but waves from the passengers' boats would, in most places, reduce the pleasure to small crafts.

In Flam you can anchor or tie up to a floating pier, take the train, Flamsbanen, up and spend the day hiking in the mountains along Lake Seltuftvatnet. The next day you can take the bus up to Ovstebo and walk down the valley, Aurlandsdalen. This is probably the finest mountain hiking you can do in Norway.

Well out of Sognefjord and a bit up in the lee you see Alden. If the weather is calm you can go ashore here and a steep hike up the mountain gives you a fantastic view. But if you want something less strenuous, go to the island Svanøy, known as "the

pearl of Sunnfjord". It is an unbelievably peaceful island with holly growing up to 15 meters high.

Towering over Frøysjön you see Hornelen, the 850 m / 2,800-foot high mountain which rises straight up out of the sea. Just before Hornelen you ought to turn to starboard and see the rock drawings in Vingen. Because vandals have been here and destroyed so much of them, one must have permission from the museum in Bergen to go ashore here.

Past Maløy you should stop at the Selje cloister ruin. If the weather is good, there is a fine little harbour on the West Side of the island.

Around Stadt

We must prepare ourselves for the trip around Stadt as it can be hard. We have passed here four times and even in calm weather the sea can be rough. Most people go in at Haugsholmen but in superb weather it is tempting to sail right to the bird island Runde. This has a good harbour and fine hiking possibilities up to the bird nesting cliffs.

We are approaching Ålesund. When one is in this

Continued

area, Hjørundfjord is a must. In this fjord you are "in a wonderful alpine world of high, steep, jagged mountains which make up Sunnmore's greatest visual attraction" (from K Rander's book "Sunnmore"). Use the engine; put it on automatic pilot, settle yourself on the foredeck and let it all sink in.

We are now through with the great West Norwegian fjords, and the journey continues to Björnsund. We know this place best for the drama of a ship wreck there and a heroic rescue operation. Here, the sailor unfamiliar with the area needs to have good weather. On the trip north we rocked lazily with the spinnaker set over this bit of ocean, famous for its myriad of skerries and treacherous shallows.

Olav Duun's Country

We are approaching Folla, one of the places that, through the years, has claimed the lives of so many fishermen. With the sunlight flooding the area, and after a couple of hours of sleep, it was impossible to sleep anymore. I cast off quietly while the others were still asleep, and experienced a fantastic night. The pollock were jumping and the sea eagle sailed on proud wings. One by one the others got up. We just whispered as we sat there with our cups of coffee, not daring to disturb the peace.

We are now in the country of Olav Duun. It is, perhaps, not so strange that our two greatest novelists Duun and Hamsun received their childhood and youthful impressions from the natural surroundings we are about to experience. I believe it is the light, with all its shifting, that makes nature so mystical here.

From Svolvær we sailed out to the Lofoten islands, equipped with instructions for the best fishing places, provided by the brothers' Dahl, who are the inspectors for Lofot fishing. In the Lofoten fishing villages there are kilometres of piers, intend for the Lofot fishermen. But the great tidal differences make mooring difficult. The best solution is to tie up outside another boat, where there is a good ladder fixed to the quay.

From Lofoten one can travel north through Raftsundet and Risøyrenna, or Tjeldsundet via Lodingen. Norway's largest pilot station was here, where there was heavy traffic, especially just before and after the Second World War. But, although Lodingen is my own home district and I could tell a lot about fine hiking and fishing places, we had better continue up Tjeldsundet. There we can see Trondenes church, of the Middle Ages, the most monumental memorial in North Norway. If the weather is good, go to Bjarkøy, the seat of Viking chieftain, Tore Hund. One of the finest harbours we stayed in was Meløyvær. Senja's wild mountains in the north-east and the midnight sun flooding the sea toward the north over Andfjord, reflected as a mirror. We had just caught a bucketful of pollock, and ate fish soup a la SABRINA. It is on evenings like these that one prays for time to stand still.

We had been in Harstad before, to attend the music festival for North Norway, which is held there. We had a great desire to see Senja from the outer side, but a strong north-west wind was forecast, so we went to Gisundet. Although we were cheated of the view of Senja from the outer side, we sailed on the outer side of the island Kvaløya and to Sommarøya - and what a "summer island"! Long, chalk-white beaches, oystercatchers chirping on the beach, and over all, the sun shining high in the sky in the middle of the night, made for a beautiful sight.

After a day's sailing from here with, in fact, snow showers in the mountains around us, we arrived at Lyngen. We wanted to see the Lyng alps and arrived to see new snow on the mountains. Even if it is cold there is nothing to compare with white-clad peaks

This was, along with Lofoten, the climax, and it was here that we chose to turn back. Plans for Finnmark, with fishing trips in the areas around Laksefjord are just a dream for the present. But one must have dreams, and, if our health holds out, they will be a reality.

Improvements

A new upholstery collection has been introduced with the colours yellow 503, wine-red 504, blue 512, green 515 and beige 516. The price for this collection is the same as for the standard one.

Fire extinguishers have become standard on all models. There are two on the HR 31 - HR 34 and on the HR 36 - HR 62 three are fitted.

On the HR 36 - HR 62 the soundproofing of the engine-room was improved by an additional heavy carpet.

The sliding doors above the galley are made of a non-flammable material, according to current laws.

The HR 31 now has a folding door, turning inside towards the aft cabin, thus enabling the door to be left open, which was not possible before.

The opening of the chart-table locker on the HR 31 was made wider in order to make it easier to get the charts in and out. However, this does not restrict the possibility to install navigation instruments.

Topping lift for the main sail boom has become standard on the HR 34, as it already was on all our other models.

HR 36 has a new, more elegant electric panel, also giving a greater space feeling.

The steering pedestal on the HR 36, 39 and 42 was made bigger, with place for more instruments than before.

The HR 46 has a new, stronger engine with 81 kW/ 110 HP and no less than 3.5 litres cylinder volume, compared to 2.39 litres and 69 kW/94 HP for the old engine. Due to the increased cylinder volume the new engine has a better torque running at low revs, especially giving improved manoeuvrability in the harbour. At remained speed the new engine is working at lower rpms. It is also more compact as to built-in measurements, and due to this we now install an Aqua-Drive as standard on the HR 46. This lowers the level of vibration and noise even further

Next issue of Hallberg-Rassy LewsLetter

The Hallberg-Rassy NewsLetter is released once a year, about early July. Next issue is due July 1999. If you have bought a yacht from the yard directly or have been in close contact with us you will receive the NewsLetter automatically. If you don't yet fulfil these requirements you are welcome to contact us and ask to be put on this mailing list. The address is Hallberg-Rassy NewsLetter, Hallberg-Rassy Varvs AB, Hällavägen 6, SE-474 31 Ellös, Sweden.

Suggestion table for upholstery

	Carpet beige 10	Carpet blue 20	Carpet grey 170	Beige curtains	Blue curtains
Yellow 503	P	R	N	R	P
Red 504	R	N	N	R	N
Beige 516	R	R	N	R	N
Green 515	R	N	N	R	N
Blue 512	P	R	N	R	P
Beige 91	R	N	N	R	N
Dark blue 35	N	R	P	R	P
Light blue 32	N	R	P	R	N
Dole green 60	R	N	N	R	N
Dole blue-lilac 51	N	R	N	P	R
Dole red 32	R	N	P	R	N
Dole blue-turquoise 55	N	R	P	R	N
Dole antracit 90	R	N	N	R	N
Tric beige 4	R	N	N	R	N
Tric blue 55	N	R	P	R	R
Tric gren-turquoise 56	N	P	R	R	N
Tric grey 90	N	N	R	R	N

R= Recommended combination

P= Possible combination

N= Not recommended combination



Open House at Hallberg-Rassy the weekend of 21-23 August 1998

Hallberg-Rassy invites you to our traditional Open House weekend 21-23 August. It will be an interesting weekend. We have also invited other boatbuilders to join us in our harbour. Like last year, not only will you find the Hallberg-Rassy yachts but also many other sail and power boats from all over Europe. No less than 70 boats will be in the harbour. Suppliers will also display engines, sails, rigs, navigation aids and other equipment of interest. This means that there is no other boat show in the whole of Scandinavia that has more on display.

Daytime activities

Between 1000 and 1800 Friday to Sunday the Hallberg-Rassy 31, 34, 36, 39, 42, 46 and 62 will be shown on the water, as well as 45 Hallberg-Rassys under construction. There is no possibility for a trial sail during the weekend, but you are welcome to make an appointment for Monday the 24th.

Evening activities

Saturday evening at 7 o'clock we will serve an informal dinner followed by a lecture by John Neal, who has sailed his three Hallberg-Rassys over 100,000 nautical miles. John will show slides and tell interesting stories about sailing to and in Antarctica and Tahiti. The lecture will be held in

English. This will surely be a most interesting talk. Since there are only a limited number of seats, 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. Let us again emphasise the importance of making your reservations as soon as possible. The fee for the dinner and the lecture is 100 SEK per person, which can be paid by Visa or Eurocard. Please give us your card number, expiry date and your OK to charge the above amount.

Accommodation

We suggest Hotel Sjögården, conveniently located next to the yard. Last year the hotel was fully booked early, so again we must stress the importance of early reservations. Please, make your reservations direct to the Hotel Sjögården tel +46-304-510 30. In case this hotel should be fully booked we suggest Skeppsviken in Ellös, +46-304-504 70 or Stenungsbaden Yacht Club, tel +46-303-831 00 or Mollösunds Wårdshus, +46-304-211 08, Nösunds Wårdshus, tel +46-304-209 25, Hotell Carlia in Uddevalla, +46-522-141 40, or Hotell Gyldenlöwe, Uddevalla, +46-522-146 10.

See you at the Hallberg-Rassy Open House weekend

R Hallberg-Rassy