



HR31. Photo: Rick Tomlinson

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See us at the boat shows!

Dates	Show	Country	Models on display
19-22 Aug '99	Helsinki	FI	HR 39
27-29 Aug '99	Open House	SE	31,34,36,39,42,46,62
31 Aug-5 Sept	Ijmuiden	NL	31, 34, 36, 42, and 53
2-5 September	Oslo	NO	HR 34, 36, 46
10- 19 Sept	Southampton	UK	HR 34, 36 and 42
15-19 Sept	Seattle, WA	USA	HR 46
16-19 Sept	Newport, RI	USA	HR 34
18-26 Sept	Friedrichshafen	DE	HR 34, 36 and 42
30 Sept-3 Oct	Antwerpen	BE	HR 34, 36 and 42
8-11 Oct	Annapolis	USA	HR 42
16-24 Oct	Genoa	IT	HR 46
30 Okt-7 Nov	Hamburg	DE	31,34,36,39,42,46,53
11-14 Nov	Stockholm	SE	HR 31, 34, 39
7-16 Jan 2000	London	UK	HR 46
Mid January	Seattle, WA	USA	HR 46 and 53
22 - 30 January	Düsseldorf	DE	31,34,36,39,42,46,53
21 - 24 April	Bruinisse	NL	HR 31, 34, 36, 42, 53
25-27 Aug 00	Open House	SE	All

May be changed without notification

New book about Olle Enderlein

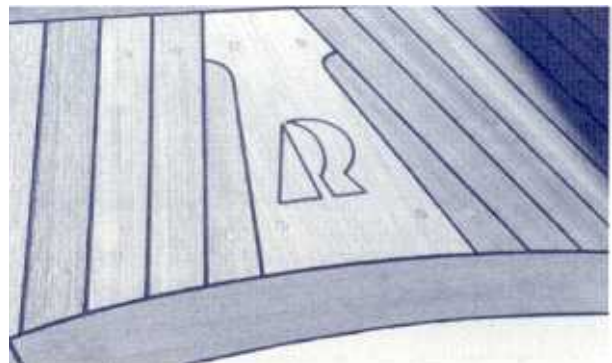
For those interested in the older Hallberg-Rassy models, designed by the late Olle Enderlein, we are proud to recommend the recently released book, "Beautiful Yachts Sail Well", or as the Swedish title is, "Vackra båtar seglar väl", by Ingrid Kaijser. The book, which is written in Swedish with a resume in English, describes in an interesting way Mr Enderlein's designs and his life as a yacht designer. Mr Enderlein designed all the models for Hallberg-Rassy from mid 60's to the mid 80's. The book is published by the Swedish Naval History Museum. The order number is ISBN 91-85268-77-1 and the book can be ordered by email museibutik.sjohistoriska@sshm.se or by telephone +46-(0)8 519 549 20.

Improvements

The following improvements will be implemented for the next season:

When a shower at the bathing platform is ordered on HR 31 to HR 42, the same system is used as has been used for HR 46 and bigger yachts. This means that the temperature may now be adjusted directly from the integrated platform instead of being adjusted from the lazarette.

On all boats that have gates in lifelines, the closing system has now been upgraded to a more elegant model, which is also easier to use. This system has up until now only been in use on the HR 62.



HR 34 to HR 62: HR-logo cut in and caulked in the middle of the foredeck. The HR31 already has this logo cut in the teak footstep on the pulpit.

HR 31 to HR 53: The valves for the toilets have been upgraded to the same type as on the HR 62.

HR 31 to HR 42: The opening for the switchboard now has an easier access to the 12 V connections behind it. This is the same style as on the HR 46 and bigger.

HR 34 to HR 62: The door locks for the inside doors have been upgraded to a more elegant style with an expanding bolt, which prevents rattling. On HR 46 and bigger the heads doors now have a lock on the inside.

Boats with 12 v systems, HR 31 through HR 42, have 12 v outlets that will allow 12 v male plugs for modern chargers for mobile phones and Lap Tops. Up until now the outlets have been of another

model. The type that has been used for 24 v yachts, HR 46 and bigger, for their extra 12 v systems, will now be installed instead.

HR 36: Heater outlet in the toilet is now standard. This has been standard on all other models when heaters are installed.

HR 31 to 36: The deck locker locks have been upgraded to the same type as on the HR 39 and HR 42. It will be flush with the deck and consequently more elegant.

HR 39: A more slender type of ventilator is now being mounted on the aft coach roof.

HR 39 and HR 42: The 12 v panel by the navigation table is upgraded to the same style as on the HR 46. The main battery switches are moved to a position where they will be out of sight but easy to reach when needed.



Increased work area in the galley in the HR 39 to HR 53

HR 39 to HR 53: The work surface in the galley is enlarged by using the whole width all the way to the sideboard.

HR 42 heads: The edging of the surface around the sink is now being made in Corian which is extremely water-resistant.

HR 39 and HR 42: The aft cabin has been made more spacious by reconstructing the cupboards above the bunks.

HR 42 to HR 53: The main sheet traveller is lengthened.

HR 46: The sinks are now fitted in another way so that the work surface is higher than the edge of the sink. This makes it easier to keep clean in the galley.

HR 46 to HR 62: The Dorade ventilator on the fore deck is made adjustable by a different design of the stainless protection fitting.

HR 53 now also available with shallow draft keel

Also the Hallberg-Rassy 53, like all other smaller Hallberg-Rassys, is now available in a deep draft and a shallow draft version. In the case with the 53, the draft is reduced by 30 cm. Also the rudder is reduced in draft. The shallow draft version costs a bit more than the normal keel. Of course the good sailing capabilities are best with the standard draft keel, but on some occasions these 30 cm can be a question about if you can sail the boat or not. A yacht with a more deep draft keel has a slightly lower centre of gravity and a lot more lift, which means a lot of other advantages: less heel, more efficient angle achieved towards the wind, less rudder pressure, and increased course stability. You can feel the difference more the closer to the wind you are sailing and the more waves there are.

Association for HR 35 Rasmus owners

The old classic Hallberg-Rassy 35 Rasmus, of which 760 were built between 1967 and 1978 has been awarded its own association. The name is "Rasmusklubben" (The Rasmus Club) and already has 32 members. The club organises meetings both at sea in the summer and onshore in the wintertime to encourage interchange of hints and experiences. For more information please contact: Rasmusklubben, Margareta Hedsved, Ribegatan 192, SE-164 45 Kista, Sweden. E-mail: hedsved@hotmail.com



Hand signed sails

The sails for the HR yachts are nowadays originally hand signed. They are designed, constructed and sewn by one of Europe's biggest and well reputed sailmakers, Elvström Sails in Åbenrå in Denmark. After being produced, each sail is carefully checked by the responsible sailmaker and is, after an approved quality control, provided with an originally signed label. All the sails are sewn in a special Offshore design, which means an extraordinary long-life-sail for arduous ocean passages, with heavy-duty reinforcements as for example leather on exposed positions.

Questions and Answers

How do I get rid of the wrinkles in my foresail when it is reefed?

Question: I have a HR 36 with a Furlex furling system. I get a bit annoyed by the wrinkles that appear from the tack diagonally up the sail when the jib or genoa is furled up a couple of laps around the Furlex profile. I have noted that my boat neighbour who has a HR 36 with similar sails does not have this problem. He also has the same furling system as I do. Is there a reasonable explanation for this phenomenon?

Answer: When hooking up the tack to the furling system one has to be aware that the hook on the swivel is in the right position. (The tack is the forward, lower corner of the sail). The swivel is able to run one lap free of the rest of the profile before it starts moving with the profile. It will be in the right position if you turn the swivel anti-clockwise one lap until it hits a stop. Only in this position will the Furlex reefing system be operating correctly,

the sail should start being reefed at the middle (and the top) where the sail is deepest. First after one lap the tack will start going around the forestay along with the rest of the profile. This will make the shape of the reefed sail adapt the optimal shape for heavy winds by becoming flatter. It will also prevent the appearance of the wrinkles from the tack of the sail. The wrinkles can be seen when the connection to the forestay is not done correctly. Loosen your genoa halyard, loosen the tack from the shackle, turn the swivel with the hook one lap anti-clockwise until you hit the stop and then tighten up the halyard again. You will be amazed at the result of both the look of your sail and the performance of the boat next time you need to reef the foresail.

If you consider buying a new boat or a new furling foresail, jib or genoa, please make sure that the sail has the "E-foam"-system. This is a sewn in foam, compensating the tendency of getting too full a sail when reefing it. This together with the Furlex reefing system described above will make sure you get the best possible performance out of your foresail when reefing it.

Where can I find HR pullovers?

Question: Is it possible to order HR pullovers?

Answer: Yes, at HR Parts & Accessories, Phone +46 -304-54 990, Fax +46-304-54 991, e-mail: info@hr-parts.com, website www.hr-parts.com. Here you can order both spare parts and accessories like pullovers.

How do I apply to the ARC?

Question: I have planned to sail across the Atlantic next year and have heard about the ARC. Would you recommend this and if so, where do I register?

Answer: ARC is short for Atlantic Rally for Cruisers. This is a good event for sailors who want to join others for company to cross the Atlantic. Many people join it because of the social atmosphere and others because of the extra security of being many boats together crossing the ocean. If it is the first real long trip the security especially might be of extra importance. The race itself is often of minor importance for many of the participants, but is there for those who need an extra carrot. HR yachts have in fact, since the start of the first ARC 13 years ago, been the yacht most frequently represented. For information about the ARC and to register, please contact: World Cruising Club, 120 High Street, Cowes, Isle of Wight PO31 7AX, United Kingdom. Phone: +44-(0)1983 296060. Fax: +44-(0)1983 295959. Internet website: www.worldcruising.com



Her Royal Majesty the Queen of Sweden, His Royal Majesty the King of Sweden, Germany's minister president of Northrhine-Westphalia, Mr Clement, the Swedish trade minister Pagrotsky and Christoph Rassy (from left to right) Photo: Messe Düsseldorf

Shoeless Queen and King aboard a Hallberg-Rassy

His Royal Majesty the King of Sweden, Carl XVI Gustaf, visited the stand of Hallberg-Rassy at the biggest boat show in the world, boot Düsseldorf in Germany in January 1999. The King of Sweden looked in detail at the biggest Hallberg-Rassy on show, the HR 53.

Her Majesty the queen of Sweden, Silvia, accompanied the King. Also attending were Swedish trade minister, Mr Pagrotsky, and the German minister president of Northrhine-Westphalia, Mr Clement. The boat show in Düsseldorf each year has a theme. In 1999 the country is Sweden.

His Royal Majesty the King of Sweden opened the boat show and also took the opportunity to see what Sweden could offer on the international market.

Hallberg-Rassy voted "Yacht of the Year"-again

In January 1999 the Hallberg-Rassy 62 won the "Yacht of the Year" award in Germany in the biggest class, over 50 ft. At the same time, the HR 62 was voted the most popular model of all categories, overall. No other boat got over a third of all votes, as did the HR 62. Apart from being overall winner, the Hallberg-Rassy 62 is the only non-German boat to win any category this year. A good proof of Hallberg-Rassy's international acclaim.

This is not the first time Hallberg-Rassy has done well in a "Yacht of the Year" award. Every single year that Hallberg-Rassy has had a new model as long as the award has existed in Germany, a Hallberg-Rassy has won. Last time it was the second newest model, the HR 46. The award is voted by 40 000 of the readers of the most respected German magazine, Yacht.



A completed HR 62 to the right leaves and an empty HR 42 hull (left) arrives

51 tons yacht transport

Up until recently all deliveries of the HR 62 had been carried out rigged in the harbour in Ellös. This time a road delivery on a truck to the Mediterranean sea was required. It turned out to be a load of 51 tons, the truck weighing 16 tons. The width of the load measured 5.25 m and the height not less than 4.85 m. The transport company performing this extreme delivery was Ford Transport Services from Kühren in northern Germany. The owner was from Andorra and the boat went to the Mediterranean. The load was escorted by two police cars and three escort cars flashing blue and yellow lights respectively. On the first hill the load was already put to a test. It met another large Hallberg-Rassy hull being delivered to the yard from Kungshamn where Hallberg-Rassy's own hull production takes place. However, the coincidence is not as great as one might think. Everyday a bare hull arrives at Ellös by truck and at the same interval a new boat is completed. It takes between one and a half months up to 6 months to complete a yacht.





HR 34 "Mimmi AlBerta" winner of the Hallberg-Rassy Cup

The Swedish HR 34 "Mimmi AlBerta" with Claes Österlind at the helm and his family as crew won the 1998 Hallberg-Rassy Cup. Crews from Germany, Denmark, Sweden and Holland came to join the HR Cup in German Neustadt on the Baltic sea. The weather was sunny, the winds were heavy and all Hallberg-Rassy sailors had a real good time.

The organiser, the highly acclaimed Norddeutscher Regatta Verein NRV, headed by the HR Cup initiator Gunter Persiehl did a great job.

HR yachts between 29 and 53 feet sailed the cup in 32 knots of wind / 7 Beaufort. At a neighbouring regatta, racing boats lost their masts as though they were matches, but none of the Hallberg-Rassy yachts suffered any serious damage.

All yachts were skippered by the owners. Professional hired skippers were not allowed, nor Kevlar sails. A Gentleman's Race indeed.

The boats sailed in three different classes. The sailed time was divided to the German handicap system Yardstick. Five races were sailed, one of which did not count for the points. First place awarded one point, second two and so on. So the boat with least

points wins. The Swedish HR 34 "Mimmi AlBerta" succeeded in getting a so called Grand Slam, which means only wins, and the minimum four points.

NRV are making plans for the next HR Cup. There is no date fixed yet, but under discussion is August 2000.

On the following pages you will find the results of the first Hallberg-Rassy Cup.

HR harbour enlarged again

Last year access to the Hallberg-Rassy harbour was made easier by a new wooden dock. This year the harbour facilities are made even better by more investment. A new pier has been built which will provide better protection for the harbour against winds and waves from the north. The harbour has always been extremely well protected against westerly, easterly and southerly winds. Dredging has also been carried out in order to secure the docking in the harbour.

Results of the Hallberg-Rass

Group 1

HR model	Skipper	Boat Name	Rating	Race 1			Race 2			Race 3		
				sailed	After	points	sailed	after	points	sailed	after	points
				time, sec	handicap		time, sec	handicap		time, sec	handicap	
HR 34	Österlind	Mimmi AlBerta	101	11705	11589	1	7340	7267	1	20596	20392	1
HR 312	Held	Lurette Bries	108	14995	13684	0	8168	7563	5	22730	21046	2
HR 34	Kraul	Samantha	101	13345	13213	0	7540	7465	2	22418	22196	3
HR 29	Fruggel	Lilla Flicka	109	13450	12339	3	8174	7499	3	25468	23365	0
HR 42 Frers	Behrmann	Tomahawk	94	11253	11971	2	7100	7553	4	21013	22354	4
HR 42 Frers	Persiehl	Pippifax	94	dnf	dnf	0	7197	7656	6	21706	23091	5
HR 352	Silberberg	Troll	106	13576	12808	4	8313	7842	8	30438	28715	0
HR 38	Schmidt	Paul Schmidt	104	15026	14448	7	8138	7825	7	30165	29005	0
HR 352	Rogge	Tolanza	106	15982	15077	8	dns	dns	0	30085	28382	7

Group 2

HR 36	Nielsen	Lilith	101	0	15386	0	7694	7618	2	22988	22760	
HR 36	Hansen	HuRa	101	0	15386	0	7679	7603	1	24344	24103	
HR 34	Schrader-Seefeldt	Muguet	103	13532	13138	2	8157	7919	0	25762	25012	
HR 34	Schumacher	Lesmona	103	13850	13447	5	7976	7744	3	25895	25141	
HR 36	de la Motte	Corona	101	0	15386	0	7925	7847	4	24127	23888	
HR 34	Arbeiter	Faros	103	13769	13368	4	8144	7907	6	26099	25339	
HR 352	Jäckel	Pielke	108	13373	12382	1	dnf	dnf	0	30310	28065	
HR 34	Rossmannith	Chrisardi	103	13643	13246	3	8318	8076	8	26126	25365	
HR 36	Vater	Basis	101	15520	15366	7	8219	8138	9	24785	24540	
HR 36	Prosch	Plankton	101	15313	15161	6		ocs	0	28715	28431	
HR 35	Bueker	Rasmus	109	16770	15385	8	9614	8820	11	31746	29125	
HR 352	Kater	Azzurro	108	0	15386	15	8501	7871	5	dns	dns	
HR 35	Tode	Larissa	109	0	15386	0	9162	8408	10	31468	28870	
HR 36	Heldewig	Crescendo	101	0	15386	0	dns	dns	15	dnf	dnf	

Group 3

HR 29	Mulder	Nautica	111	14600	13153	3	8802	7930	0	28574	25742	6
HR 38	Woling	Makathea	106	14536	13713	0	8320	7849	4	26627	25120	3
HR 312	Rust	Morgenwind	110	15604	14185	0	8458	7689	1	27215	24741	
HR 42	Jacobi	Art	96	13119	13666	5	7468	7779	2	25305	26359	0
HR 382	Voss	De Makreel	106	14905	14061	0	8359	7886	6	26770	25255	4
HR 46	Söffge	Isabella	94	12715	13527	4	7395	7867	5		dnf	0
HR 53	Zimmermann	Miki	88	11276	12814	1	7178	8157	11	21779	24749	2
HR 29	Steen	Jette	111	16255	14644	0	9125	8221	12	30423	27408	
HR 46	Schauenburg	Maiuti	94	12192	12970	2	7490	7968	8	24817	26401	8
HR 29	Otto	Taora	111	15390	13865	7	8878	7998	9	28328	25521	5
HR 29	Saerbeck	Kubitz	111	15558	14016	9	9344	8418	13		dnf	0
HR 42	Kuehnert	Greif	96	0	0	0	7523	7836	3	25992	27075	9
HR 31	Kutzko	Magè	106	15331	14463	0	8493	8012	10	28988	2734	
HR 39	Månsson	Harmonie	98	13725	14005	8	8265	8434	14		dns	0
HR 39	Reichmuth	Libera	98	14256	14547	13	8292	8461	0	26614	27157	
HR 39	Hahn	Gallus	98	15935	16260	15	8888	9069	16	29804	30412	
HR 312	Heinze	Kama	110	0	0	0	10288	9353	17	31093	28266	

dnf= did not finish dns= did not start 0 points = race that was disregarded (=the worst race)

Cup 1998

		Race 5		total		Result
time, sec	after handicap	points	sailed	after handicap	points	
	9639		8076	7996		
10584	9800		8641	8001		
	9983		8609	8524		
11087	10172		9134	8380		
	10371			8732	15	
	10160		8273	8801		
	10934		9781	9227		
11826	11371		9749	9374		
	11957		10013	9446		
10542	10438		8656	8570		
11370	11257		8981	8892	14	
11074	10751		9186	8918	14	
11015	10694		9340	9068		
	11030		9364	9271		
11240	10913		9279	9009		
11962	11076		9755	9032		
11032				9340		
11596	11481		9622	9527		
12189	12068	14	10459	10355		
	11757		10879	9981		
12170	11269			dns	15	
	11761		10634	9756	44	
	11503					
11463	10327		9768	8800		
	10544		9341	8812		
12359	11235		9799	8908		
	10979		8773	9139		
	11063		9388	8857		
	11222		8754	9313		
	11906	15	8715	9903		
	10963		9499	8558		
	11256		8895	9463		
	11475		10222	9209		
	10931		10138	9133		
10920	11375		9068	9446		
	11104		9710	9160		
	11070		9297	9487	14	
	11695		9154	9341		
	12926		10237	10446		
	13164			9825	15	17



HR 42 with teak interior

The Hallberg-Rassy 42 is now available with a teak interior. Teak has been available on the HR 46 and HR 53 for some time and has proved popular. Classic mahogany is standard and the teak interior has a style difference.

The way the teak interior differs from the mahogany interior is, except from the wood itself, that on the locker door panels the same piece of wood is used in the door as in the front surrounding the door. This means that the grain of the wood follows the whole way through. All locker doors and drawers have a frame with an elegantly milled edge. Contrary to the mahogany locker doors, the ventilation is not part of the door, but above the locker door. The bulkheads are completely covered by thin elegant cover panels which eliminates any lining to the edges to cover the lamination of the bulkheads to the hull and deck on both sides.

The teak in itself and especially the method of working with the teak wood is more costly than a mahogany interior. Because of this, the additional cost of a teak interior is not insignificant. The five years we have offered a teak interior on the HR 46 and HR 53 have been very successful. More than 50% of these buyers decide on a teak interior.

HR 42 experienced an active volcano in the Caribbean

Frequent readers of the Hallberg-Rassy NewsLetter know of Joe Dormer and Doreen Gillingham. In our last issue we reported about them winning the prize in the ARC for fastest shorthanded crew with their Frers designed HR 42. Here follows Joe's story about their further trip in the Caribbean in Vitamin Sea:

Vitamin Sea arrived in the Caribbean mid December 1997 after leaving England in August. Our first landfall was St. Lucia, which lies conveniently in the middle of the island chain. For a week after we stepped off the boat after the three

week crossing from the Canaries which we did 2 up doing 3 hours on 3 hours off watches we just spent the time relaxing and getting our bodies back into a day/night sleeping pattern.

My daughter Sandra and grandson Christopher were arriving by plane on December 17th for a three week Christmas Holiday on the boat. I was exchanging three weeks of ocean solitude for three weeks of look at me granddad look at this granddad as this 100 mph 11 year old enjoyed the Caribbean. We spent Christmas day lunch swimming out to a floating bar called "SIP and DIP" and had turkey sandwiches and lots of beer.

The local islander can be a bit hard to get used to when you first get to the Caribbean. There is not a lot of good work for them so they try to get a bit of cash by doing jobs for you or selling fruit from boats. The fruit is usually expensive and the job you could easily do yourself. They will show you a good place to anchor or a buoy to tie to for 10 East Caribbean Dollar (£2). Although it as a form of graft, in a way I found it better to pay up and go along with the system and then get smiles and hi cap all the time. After all you are visiting their island and £2 is not a lot. The poorer the island the more boat boys. All the ex British islands are hard up. All French islands have a good economy so you get less pressure from boat boys.

When my daughter Sandra flew into St. Lucia from England she got a taxi to Rodney Bay Marina but was four hours late. She knew that I would be some where in the marina, probably the bar. As she alighted from the taxi a giant Rastafarian named Jimmy grabbed her and said he would protect her and find me. I spotted my daughter and grandson in the clutches of this huge dreadlock guy and paid him for protecting them plus £5 for some fruit he said he would bring in the morning - I never saw him again.

After spending Christmas in St. Lucia we sailed south to Bequia in the Grenadines via St. Vincent. This certainly kept the grandson quiet as the boat pounded into 10 ft waves and 28 kts winds. Each gap between each island is like the open Atlantic with waves that have travelled 4 000 or more miles. We had five hours of double reefed, wet ride and the coast of each island was sailed in glorious flat



water with about 10 kts of wind.

St. Vincent just south of St. Lucia has the most aggressive boat boys in the Caribbean. The anchorage that is most convenient to break the journey to Bequia into two days is Wallilabou. As you approach this bay the boat boys are waiting two miles off shore or more to be the one who takes your rope and tie you to a coconut tree. For this he wants 10 EC. Dropping an anchor and backing a yacht up to a palm tree is quite a hard manoeuvre sometimes so they earn their money by grabbing your stern line when you are near

the shore and pulling you to the palm. The boat boys then surround you as though you were the first white man they had ever seen. They want to sell you fruit and bread but sometimes they want the money first, which is a dodgy business arrangement.

Bequia is one of the nicest islands and is quite small but in Admiralty Bay you will usually find a

hundred or more yachts. We spent New Years Eve here and had a great time.

Bequia has a history of whaling and still insist on having a whale hunt every January. Greenpeace and Save the Whale have condoned this as it was just

"We noticed the wind was increasing from the mountain and there was a pungent smell of sulphur. The air seemed hot and the wind blasted at the boat and we were soon covered in spray. We sailed away as quickly we could in almost panic feel."

tradition. The Bequia whaling boats are about 18ft long and the whale has to be caught by hand harpoon. Quite a job with a 40 ft whale. They had not caught a whale for six years but this year they managed to slaughter two; a mother and calf and the water in the bay they used to hack the whales up after beaching

them was red with blood for days.

Grandson Christopher did not like the sail from St. Lucia to Bequia one bit. We told him it would be easier going back to St. Lucia - but it wasn't.

After seeing my visitors on to the airport taxi in Marigot Bay St. Lucia Doreen and I planned to sail northward. Just island hopping until we reached The British Virgin Islands, to stay there a month,

then sail the 600 miles south to Trinidad to escape the hurricane region, which lie between the latitude of 12 degrees and 32 degrees for the period June to November.

Between January and June 1998 we cruised visiting each famous paradise in turn anchoring and snorkeling in bays of shimmering blue and golden sand. It's hard for me to have a favourite place as all have their own charm.

Islands that stood out in my memory were the British Virgin Islands with their absolutely perfect sailing between beaches and bays in a ring of small islets but sheltered from the boisterous Atlantic because they form a circle. These are very much favoured by charter companies like the Moorings and Sunsail and make a perfect sailing holiday for not too experienced crews. Not ideal for people who like solitude and if you are not in your anchoring or mooring spot by mid-day all the best places are crowded with charter boats.

One unforgettable experience was during returning south from the Virgins we sailed into the island of Monserrat, which as most people know has got a very active volcano. We defied the warnings of locals and coast guard and sailed Vitamin Sea right into the bay, which lies at the foot of the volcano and where the town of Plymouth is covered, by a foot thick layer of ash. It was very eerie as we sailed along the shore looking at a town that did not have a living soul remaining in residence. We were taking photographs when we noticed the wind was increasing from the mountain and there was a pungent smell of sulphur. The air seemed hot and the wind blasted at the boat and we were soon covered in spray. We sailed away as quickly we could in almost panic feel. We called this The Curse of Monserrat.

Another jewel in my memory was a visit to St. Barts, I am a Jimmy Buffet fan. I have all his records and the tee shirts. We were in Gustavia the attractive main harbour, in a shop adding to my tee shirt collection, I bought three in fact, when the lady said "are you a Jimmy Buffet fan?" "Am I a FAN" I said "the man is a genius he writes the very soul of sailing the Caribbean". She said "tonight he is performing live at The La Select Cafe but nobody has been told about it, go along and listen". I did, it was magic, two hours of the man himself doing his songs for the price of a "cheeseburger in paradise" (the title of one of his famous songs).

And so the Travels of Vitamin Sea went on, one magic island, one magic happening after another.

Nearly 2 000 miles and 30 different islands. We have learnt a lot about sailing and living on a boat, about anchoring and weather forecasting.

Our year in the Caribbean is almost over, we have sailed the islands from the B.V.I.s to Trinidad and back to Antigua and are now headed for Panama and a different world beyond and into the Pacific. If it is as good as the Caribbean I'll be well pleased. If asked what I did not like about the islands it would be - too hot in the summer and the mosquitoes. There is also another nasty called a no-seeum that eats your ankles whilst you are having a beer in the beach bar. The only answer is in the evening, wearing long trousers, socks and long sleeve shirts, unless you are immune.

On "what I like the best list" is sailing, sunshine, sea in a paradise so beautiful, that you have to pinch yourself and say am I really here or am I dreaming. No wonder they call it sailing the dream, I will keep you in touch with the dream beyond the Caribbean as we go ever Westward.

Joe Dormer, Vitamin Sea of London

Details to be aware of when buying a new yacht

There are many things to think of when choosing your next new boat. Lots of specific details may be seen on all the Hallberg-Rassy models no matter what size. Some points are details that one might not really notice until a boat is purchased which may not have the features. We have put together a list of things to think of.

Is there a proper bilge, not too shallow and still not too deep? A too shallow bilge is not able to collect drained water and if it is too deep it will be difficult to keep the bilge clean. Is there a plug at the deepest part of the bilge? With this plug the bilge can be drained when the boat is ashore. This enables you to wash under the floorboards with lots of water when doing the winter cleaning.

Is the hull and deck isolated with Divinycell? The insulation helps the heater keep the heat in the boat when cold outside as well as insulating from the heat in tropical areas. It also makes the boat drier because it reduces the condensation to a minimum. Divinycell does not absorb water, the opposite to

balsa, for example.

Has the hull construction an integrated rubrail on the sides? The rubrail not only protects against scratches, it also keeps the dirty and sandy fenders away from the freeboards. The rubrail makes the freeboards look lower and therefore more elegant.

Is the boat designed by a well known naval architect with a well known reputation all over the world? Is the boat built by a yard known world wide? This is of vital importance for the long term second hand value of the boat.

Is the boat built by a yard that takes pride in delivering on the agreed date? HR has delivered all its 7 700 yachts in agreed time.

Does a windscreen protect the cockpit well? Is the height of the windscreen high enough to protect the cockpit but still low enough to ensure good looks? Is the design of the windscreen a part of the boat design so that it harmonises with the rest of the boat? Has the windscreen an opening window in the middle to ensure sufficient ventilation when needed? Is there an integrated grabrail to hold on to when walking in and out of the cockpit? Is the windscreen mounted in such a way that the stainless steel screws and the aluminium frame are insulated from each other to avoid electrolysis?

Are there sufficient grabrails on deck and on the ceiling inside the boat?

When an electric windlass has been mounted, is the motor placed in a dry, protected area free from condensation? Is the chain running above the deck? This is the only way to attain enough height for the chain to self-stow properly without piling up.

Are the sails made by a sailmaker well known internationally? Is the design adapted for extremely tough conditions? Elvström, Denmark sews all HR-sails in a special offshore design, with additional leather reinforcements.

Is the engine strong enough? Has the boat sufficient fuel capacity? Is it possible to drain the diesel tank easily? On all the HR boats 36 ft and larger there is even a special drain pump for the fuel tank mounted in the engine room. Are the tanks constructed with built in wash plates? Are the tanks specially adapted

to each boat model so that maximum tank volume is obtained?

Is the interior planned so that a natural flow through the boat is obtained, or are other parts of the boat blocked when, for example, the galley is in use? Is the galley sea-going? Is there good headroom in the galley?

Is there a navigation table that is big enough and has a seat facing the direction of travel? Is the navigation table anatomically correct, with fiddles on the sides but not where your arms rest?

Is inside woodwork varnished with six layers of varnish? Is the wood surface well filled with varnish? Have the floorboards real teak veneer with bright wood stringers? Are the sides of the floorboards varnished? Are the sides of the drawers made of plywood or of elegant, solid wood?

Are the mattresses made for comfort? On a Hallberg-Rassy the mattresses in the sleeping cabins are made of two layers of foam. The saloon mattresses are made of three layers of foam. At the bottom a layer of harder foam, in the middle a layer of softer foam and at the top front, a layer which is a little thicker, everything for a very high level of comfort. Are all mattresses tailor made to suit well? All sleeping berths in HR yachts over 50 ft have full sprung mattresses as standard. These mattresses give, if possible, an even better sleep. These can also be obtained as an option for yachts under 50 ft. Do the mattress boards have enough ventilation holes and are these boards unvarnished, both for the best ventilation? Is the carpet secured by press studs to prevent movement?

Is the boat well ventilated? Are there enough ventilators on board? Are the cupboards louvered?

Is there adequate lighting onboard? Are all cables wired in a reasonable way, and put in conduits wherever possible?

Is the waterline position individually positioned to each yacht, so that care has been taken to ensure whether the yacht is equipped with a bow thruster or not, electrical windlass or not?

The answers to all above questions is yes for all Hallberg-Rassy models.

Press clips

The book "300 Sailboats at Test", Curt Gelin, Sweden, 1998, about HR 31: *The lines are a mixture of classic beauty and extreme measurements. The drop-form of the HR appeals to everybody. The interior is well planned for a 31 footer and leaves you with a feeling of airiness. The bunks are 2.00 meter*

long and the backrests of the saloon may be lifted up for even wider berths. The table is fixed to the floorboard and steady enough to sit on. The design comes out on top in beautiful mahogany, moulded woodlining, solid wood in cupboards and bunk fronts, with caulked floorboards. The feeling of

quality and cosines is there. The whole construction is sturdy. The hull is insulated above the waterline and comes with keel reinforcements that comply with Lloyd requirements. This way the twisting strength of the HR 31 hull is doubled. As if this were not enough, the bulkheads are cut out by a milling-machine where the bulkheads are laminated to the hull in order to get maximum adhesion to the laminate. The shrouds are connected to solid knees inside the cupboards, the keel is reinforced by four strong stringers. The laminate in the bottom is strong and will help take up the forces when running aground. The sailing performance is exceptional. The HR 31 sails with a perfect pressure on the helm, easy steered, lively and still stable in its moves. In big swells the speed is great, the boat cuts the waves softly, floats up and over graciously without too much movement nor banging the waves, it moves lightly. The stiffness is more than enough for a 31 footer but still has a modern touch when it comes to the initial heeling in the light winds, which is good for the acceleration. The speed is exceptional for a 31 footer and magnificent for a boat with teak deck, windshield and cruiser concept.

The book "300 Sailboats at Test", Curt Gelin, Sweden, 1998, about HR 34: *A lot of nice things*

have been said about the HR 34, latest in "Segling 1997", where I confirmed that the boat lives up to the yards device: "A wolf in sheep's clothing". She is one of two best combinations of roomy family boat, fast sailor and long distance cruiser that is available. HR 34 is the most beautiful, it takes time to simply see enough of it. The sailing performance is excellent.

"HR 34 is the most beautiful, it takes time to simply see enough of it"

"A superb yacht that will make its owner very proud for many years."

The boat has a drive, it is stiff and accelerates instead of heeling. The rudder pressure is absolutely perfect, the boat has the weight to make the movements smooth which is hard to find in any other boat. In open sea, the HR 34 rides through the waves with power, up and over with a magnificently soft move.

Yachting Monthly, UK, March 1999: HR 36: *"The Hallberg-Rassy 36 tops many cruising yachtsman's "to-die-for" list. The moment we went on board the quality hit us"*

The book "300 Sailboats at Test", Curt Gelin, Sweden,

1998, about HR 39: *A superb long distance cruiser with sparkling sailing performance which is a pleasure to sail and will make its owner very proud for many years. The interior is spacious and beautiful. The handicraft is elegant with selected mahogany matching in colour and structure throughout the boat. Good surface finish on the varnished woodwork.*

Yacht, Germany, No 6 1998, about HR 42: *The yachts from Hallberg-Rassy are the cruising icon. In the statistics from ARC, HR is clearly up front with 100 entries out of 1 734 in total.*

Meer & Yachten, Germany, 1998 about the HR 62: *Already at the first sight by the dock the HR 62 is clearly elegant, has beautiful lines with its stretched out, free hanging bow, which in fact has concave freeboards, and its softly curved spring line. While sailing, the HR 62 is well balanced at the rudder and lets itself be steered by fingertips at the wheel. A*

great deal of the explanation to this fact is surely the successful design, but also the perfectly cut sails produced by Elvström and the MaxFurl furling mainsail which has been developed together with HR. This mainsail has battens, which may be rolled into the mast although they are fixed 90 degrees to the leach. This makes a normal roach possible, which

not only makes many extra square meters possible, but also creates a roach, which is flexible and lively. This in turn improves the boats angle towards the wind. The aesthetic outside is matched nicely by the interior. The big HR 62 is a yacht for fast and comfortable journeys, at the same time a small crew easily and safely handles it.

44 years at Hallberg-Rassy

The employees at Hallberg-Rassy are skilled and faithful to the company. Out of 225 employees there are no less than 13 who have worked more than 30 years at the yard and 41 who have worked more than 25 years at HR. The longest serving employee is Mr Mats Olsson, who has worked 44 Years and 8 months. At the same time we can observe that the younger generation is becoming established as a valuable asset to the yard.

1	Mats Olsson	44 years 8 months
2	Rune Rutgersson	43 years 11 months
3	Bo Karlsson	41 years 11 months
4	Hugo Gunnarsson	40 years 11 months
5	Sune Abrahamsson	38 years 7 months
6	K-Å "Salle" Höglind	35 years 9 months
7	Lars Simonsson	32 years 7 months
8	Sten Olsson	32 years 4 months
9	Thomas Martinsson	32 years 11 months
10	Willy Halvardsson	31 years 4 months
11	Nils-Göran Erixon	31 years 3 months
12	Bengt-Arne Fondén	30 years 8 months
13	Lennart Josefsson	30 years 3 months
14	Uno Rössberg	29 years 9 months
15	Kjell Hällsjö	29 years 8 months
16	Göran Abrahamsson	29 years 6 months
17	Matti Rautiainen	29 years 5 months
18	Christer Martinsson	29 years 3 months
19	Rolf Nilsson	29 years 10 months
20	Roland Gunnarsson	28 years 10 months
21	Kurt-Erik Andersson	28 years 1 month
22	Göran Abrahamsson	27 years 8 months
23	Ulla Höglind	27 years 7 months
24	Bo Strömberg	27 years 6 months
25	Christer Svensson	27 years 5 months
26	Thommy Larsson	27 years 3 months
27	Karl-Erik Karlsson	27 years 10 months
28	Per Andersson	26 years 8 months
29	Thomas Kaivola	26 years 8 months
30	Bengt Knutsson	26 years 7 months
31	Lars Alexandersson	26 years 6 months
32	Anna Johansson	26 years 11 months
33	Arne Johansson	26 years 10 months
34	Lars Jacobsson	25 years 9 months
35	Lars Skoglund	25 years 6 months
36	Bengt Isaksson	25 years 6 months
37	Stefan Dahlquist	25 years 11 months
38	Ingemar Andersson	25 years 11 months
39	Jerker Nyström	25 years 11 months
40	Stig Classon	25 years 1 month
41	Bo Hansson	25 years 1 month



HR 46 No 92 cruising off Tahiti

35 000 nautical miles in a HR 46

The American John Neal has sailed 35 000 Nm with his HR 46, in less than three years. The boat will be shown at the boat show in Seattle in January 2000. Readers of the NewsLetter from 1996 might recall John's fantastic story about his journey to Antarctica in the HR 42 he had at that time. His Webpage is: www.mahina.com

HR 34 on top of the list

In the Swedish book with the English translated title of "300 Sailing Yachts On Test", written by the yachting journalist Curt Gelin, the Hallberg-Rassy 34 heads the ranking for "top long distance cruisers, 28-35 feet". The motivation is descriptive: "Spacious, sparkling performance." We couldn't have said it better in three words!

Next issue of Hallberg-Rassy NewsLetter

The Hallberg-Rassy NewsLetter is released once a year, about early July. Next issue is due July 2000. 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 Varvs AB, Hällavägen 6, SE-474 31 Ellös, Sweden or you will also find our email address if you access our informative web site <http://www.hallberg-rassy.se>.



Open House at Hallberg-Rassy the weekend of 27-29 August 1999

Hallberg-Rassy invites you to our traditional Open House weekend 27-29 August. It will be an interesting weekend. We have also invited other boat builders to join us in our harbour. Like last years, not only will you find the Hallberg-Rassy yachts but also many other sail and power boats from all over Europe. No less than 76 boats will be in the harbour. 50 different 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 of a trial sail during the weekend, but you are welcome to make an appointment for Monday the 30th.

Evening activities

Saturday evening at 7 o'clock we will serve an informal dinner followed by a lecture on comfort equipment on board. The lecture will be held in English. This will surely be an 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. 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, postal address 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 Ellösgården, +46-304-504 70 or Stenungsbaden Yacht Club, +46-303-831 00 or Mollösunds Wärdshus, +46-304-211 08, Nösunds Wärdshus, tel +46-304-209 25, Hotell Carlia in Uddevalla, telephone +46-522-141 40, or Hotell Gyldenlöwe, Uddevalla, +46-522-146 10.

The Open House weekend at Hallberg-Rassy next year will be held 25-27 August 2000.

See you at the Hallberg-Rassy Open House weekend

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