



# NEWSLETTER

No 12 SUMMER 2006

- English edition -

First impressions of the new HR 54  
Hallberg-Rassy Fun Cup 17-19 August 2006  
Open House weekend 25-27 August 2006  
Improvements 2007





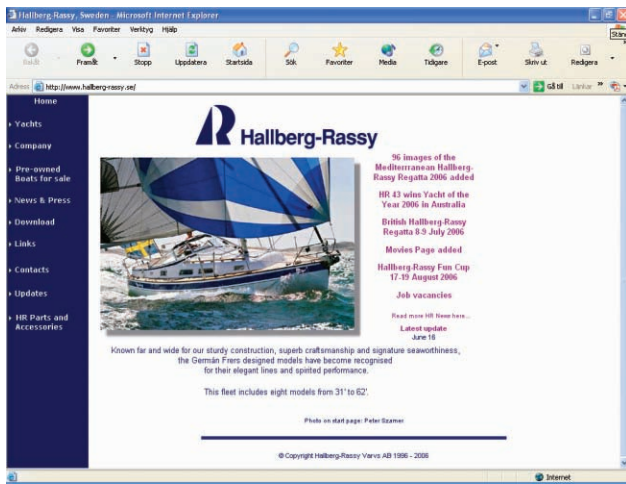
## New modern CNC work shop

A new modern CNC workshop has just been opened at HR. There are now two machines: one all-new, and one three year old machine. The new workshop has now several production steps incorporated at the same location: the programming of the machines, the stock of plywood sheets, CNC milling, and after work such as mounting of linings. Today a new software for the programming is used, that both optimizes the waste, makes the maintenance programming easier, and also improves the utilizing of the machines. The machine uses twin tables; whilst one side is prepared, the machine is working with the other one. When a plywood sheet is lifted in place with help of a vacuum lift, a laser projected pattern on the table assists the correct location. Each piece of cut plywood has an individual labelled sticker with a code describing its location and boat type(s). The new CNC work shop has resulted in the better utilizing of resources with improved precision. This modern technology is blended with the traditional craftsmanship Hallberg-Rassy is world renowned for. You will notice that special cosy wooden feeling every time you enter a Hallberg-Rassy yacht.



## This year's cover

The cover image of this year's Hallberg-Rassy NewsLetter is taken by Mr Fanti from Switzerland during the sail with his HR 53 off Greenland, summer 2005. We at Hallberg-Rassy are very keen to get owner supplied photos with Hallberg-Rassy connection. They will be published on our web site in the Owner's Gallery. Good images may also be used for adverts or brochures. Please email your picture, the larger the better, but maximum 10 MB, to [magnus.rassy@hallberg-rassy.se](mailto:magnus.rassy@hallberg-rassy.se). When sending the picture you also allow us the copyright to publish the photo according to the above.



## Online for ten years

Now [www.hallberg-rassy.com](http://www.hallberg-rassy.com) has been online for ten years. That is an eternity in the web world. The HR web page was one of the first for a boatyard in Europe. A day in December 1996 it came online. Already from the beginning the contents was quite extensive. Step by step more and more information has been added. Today you find moving pictures, manuals for yachts, engines and rigs. There are full screen 360 degrees views of the interiors, literary thousands of pictures and detailed information on all Hallberg-Rassy yachts ever built. One very popular department is the Owner's Gallery, with over 400 owner supplied images from all corners of the world: here are Hallberg-Rassy yachts next to camels, ice bergs, penguins, waterfalls, palms and white sand, just to mention a few. The web page is updated several times a week and is always worth another visit. Hallberg-Rassys web page is by many considered to be the most informative in the business.

This is for example what Mr Patrick Watson writes: *"I must commend you on the quality of your website! I am an avid sailor, and work with a company that specializes in helping companies create engaging websites through a set of modular customer engagement solutions. I have been looking at purchasing a yacht over the past couple of months and found your site to be extremely informative, well laid out and visually attractive. It is rare to find a sailboat manufacturer that actually is proud of showing a wealth of photos of their designs. I must say that your site is without doubt the highest quality yacht site I have seen to this day".*



## New face at HR Parts and Accessories: Peter Hansson

HR Parts and Accessories AB is an independent company, working with original spare parts and accessories for Hallberg-Rassy yachts. Peter Hansson is a new face at HR Parts and Accessories AB. Peter handles spares sales and has previously worked many years as boat builder at Hallberg-Rassy. He has had own boats and has sailed from Sweden to the Caribbean. Peter speaks English, German and Swedish.

You may reach HR Parts on tel +46 304 54 990, [www.hr-parts.com](http://www.hr-parts.com)





*Arne Mårtensson, proud owner of the HR 62 "Yaghan"*

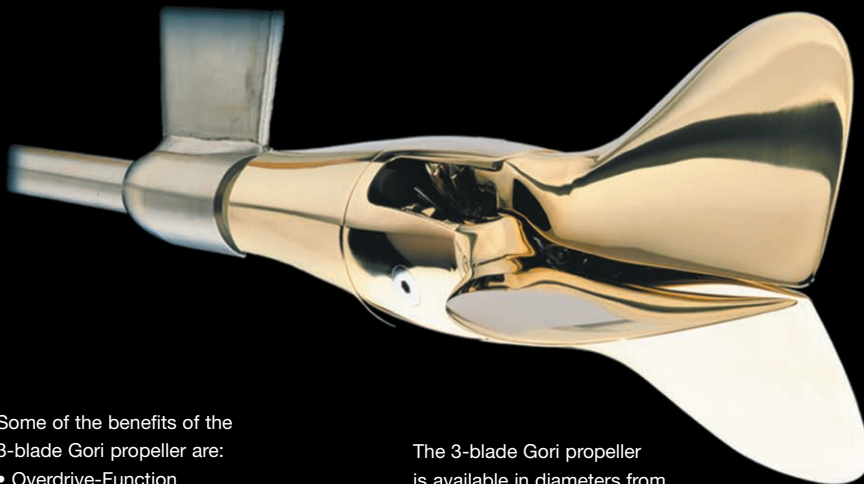
## Arne Mårtensson around the world in his HR 62

Mr Arne Mårtensson is one of Sweden's leading businessmen. He is or has been vice chairman of the Swedish communication company Ericsson, the chairman and CEO of Handelsbanken, in the board of Sandvik, Skanska, Industrivärlden, Holmen and Vin & Sprit. Mr Mårtensson has declined renominations, only to realize a long-standing dream - to sail round the world together with his wife Heléne. For the circumnavigation they will sail their Hallberg-Rassy 62 "Yaghan" built in 2003 for this purpose.

They leaved their home port on 1 June 2006 and plan to be back on 28 July 2009. The total distance is over 44 000 nautical miles. They will follow a westbound route rounding Cape Horn - including a visit to Antarctica - and round the Cape of Good Hope. After his circumnavigation, Mr Mårtensson will return to important positions in the Handelsbanken sphere.

For more information about Arne Mårtensson's circumnavigation, please visit [www.yaghan.com](http://www.yaghan.com)

# Gori® propeller



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[www.gori-propeller.dk](http://www.gori-propeller.dk)





*The wholly owned subsidiary Hallberg-Rassy Marinplast, located in Kungshamn on the Swedish West Coast*

## Hallberg-Rassy invest in the environment

The wholly owned subsidiary Hallberg-Rassy Marinplast, who produces GRP parts such as hull and deck to HR, has invested in a new purification unit. It reduces the emissions of solvents dramatically from 35 to 10 Tons. Enormous carbon filters do it. The purification plant is now working full time. The large reduction is carried out despite the fact that more hulls are being produced compared to last year. Thanks to the capacity of the new purification unit the annual production rate can maintain high and a high capacity for each boat model is extremely important after the great success with the new HR 342, which is now being built with a rate of 70 yachts per year.











# Invitation to Hallberg-Rassy Fun Cup 17-19 August 2006

On 17-19 August 2006 there is a Hallberg-Rassy Fun Cup in Neustadt, Germany. This is the 5th time this cup is held. The location is just next to the German Hallberg-Rassy office in Neustadt near Lübeck in the well-protected Ancora Marina.

Last time, there were 37 Hallberg-Rassy yachts participating. Having fun is number one. Also less experienced crews are warmly welcome. Even more important than sailing fast is for example good knowledge in wines. Putting the right wine label to the right wine after testing is one important part of the result list.

There are Hallberg-Rassy regattas in Ger-

many, Holland, England, Italy, on the US West Coast and the US East Coast.

The application fee for the Hallberg-Rassy Fun Regatta is only 50 Euros per yacht. For application, please contact

Hallberg-Rassy Deutschland GmbH  
An der Wiek 7-15

DE-23730 Neustadt

Germany

Tel +49 (0)4561 - 55 86 48

Fax +49 (0)4561 - 55 86 49

Email [info@hallberg-rassy.de](mailto:info@hallberg-rassy.de)

[www.hallberg-rassy.com](http://www.hallberg-rassy.com)

# Improvements 2007

Annually Hallberg-Rassy performs a series of improvements. The changes are not made for the sake of changing but rather a careful choice of reforms to make the product better based on feedback from our 8 600 customers around the world and our own experience.

## Hallberg-Rassy 31 Mk II:

- Vacuumvalve for the coolingwater to the engine is changed to a maintainacefree model.
- Lighting in the ceiling is upgraded to built in halogen spotlights as is already on the bigger models.
- The fridge has now baskets, integrated evaporator and automatic lighting.
- New doorhandle, specialdesigned for Hallberg-Rassy. All the doors with this type of doorhandle will now be lockable.
- Cupboard knobs will be upgraded to all chrome.
- Clutches for halyards and lines in cockpit upgraded to Spinlock.
- Upper drawer in galley gets a wooden divider for cutlery.

## Hallberg-Rassy 342:

- Vacuumvalve for the coolingwater to the engine is changed to a maintainacefree model.
- The shackle for the mainsheetblock at the traveler is upgraded to a snapshackle for easy parking of mainsheet at rail when in harbour.
- New doorhandle, specialdesigned for Hallberg-Rassy. All the doors with this type of doorhandle will now be lockable.
- Cupboard knobs upgraded to all chrome.
- Clutches for halyards and lines in cockpit upgraded to Spinlock.
- Upper drawer in galley gets a wooden divider for cutlery.
- The batteries are moved to under the port side sofa. In that way a practical storage for for example, shoes or emergency flairs is created under the lowest step of the stairs.

## Hallberg-Rassy 37:

- Facelifted transom, with a slightly more accented seem between the transom and the hull. The platform teak has caulking in a solid piece for better looks and comfort.



*The face lifted transom of the Hallberg-Rassy 37*

- The fridge has now baskets, integrated evaporator and automatic lighting.
- The bulkheads between the galley and saloon and the navigationtable has been lowered to achieve a more spacious feel.
- The ruddershaft has two spherical bearings to sustain the extreme forces without reducing the gentle feel of the helm. The halfskeg is still a part of the construction.
- Improved engineinstallation with a saildrive; This will reduce vibrations, it will create less noise and a gives a softer run under engine. Yanmar's saildrive is particularly easy to service. You may change oil when the boat is still in the water. There are two rubber gaskets which makes it safer and there is a notice at the engine panel when it is time to change the outer gasket in advance. With the saildrive there is no need for the annual alignmentcheck that is necessary on the traditional propellershaft.
- More space in front of the engine which makes it easier to service.
- The propeller is upgraded from a fixed to a two-bladed folding.
- New doorhandle, specialdesigned for Hallberg-Rassy. All the doors with this type of doorhandle will now be lockable.
- Cupboard knobs upgraded to all chrome.
- Clutches for the halyards as well as the lines in the cockpit upgraded to Spinlock
- Upper drawer in galley gets a wooden divider for cutlery.
- The handle for the manual bilgepump is moved to the cockpit.
- The hinges on the sprayhood tubes have been moved from the inner side to the upper side to prevent it from being in the way for someone sitting here.





*The new door handle*

#### **Hallberg-Rassy 40:**

- New doorhandle, specialdesigned for Hallberg-Rassy. All the doors with this type of doorhandle will now be lockable
- Cupboard knobs upgraded to all chrome.
- Clutches for the halyards as well as the lines in the cockpit upgraded to Spinlock
- Upper drawer in galley gets a wooden divider for cutlery.

#### **Hallberg-Rassy 43:**

- Sb bunk in aft cabin has been widened 5 cm (2 inches).
- When ordering a hydraulically controlled mast, there is now a stainless steel protection for the connections on deck
- New doorhandle, specialdesigned for Hallberg-Rassy. All the doors with this type of doorhandle will now be lockable.
- Cupboard knobs upgraded to all chrome.
- Clutches for the halyards as well as the lines in the cockpit upgraded to Spinlock
- Upper drawer in galley gets a wooden divider for cutlery.
- The 230V electric panel has been improved and moved close to the 12 V panel in conformity with the HR 48.

#### **Hallberg-Rassy 48:**

- The appearance of the outer charttable and the slidinghatch has been improved so that visible screws are now hidden.
- When the combination of an electrically elevated Flatscreen-TV and saloon chairs are ordered, an automatic opening and closure of the top wooden lid is included.
- When ordering a hydraulically controlled mast, there is now a stainless steel protection for the connections on deck.
- The engineroom opening has been equipped with a stainless steel protection at the bottom.

- New doorhandle, specialdesigned for Hallberg-Rassy. All the doors with this type of doorhandle will now be lockable.
- Cupboard knobs upgraded to all chrome.
- There is a new design to the door frames.
- Cupboard knobs upgraded to all chrome.
- Clutches for the halyards as well as the lines in the cockpit upgraded to Spinlock
- Upper drawer in galley gets a wooden divider for cutlery.
- Lewmar has on special request from Hallberg-Rassy developed a new 32 Kg Delta anchor. This is now standard on the HR 48.

#### **Hallberg-Rassy 62:**

- The up until now Volvo Penta engine is no longer in production and since there is no natural successor to this engine in Volvo Penta's or Yanmar's model programs, the choice has fallen on the Perkins M225Ti. This engine has a remarkable torque, 166Kw/225HP with 6 cylinders, No less than 6.0 litres displacement. The torque at 1400 rpm is incredible 700 Nm.
- The appearance of the outer charttable and the slidinghatch has been improved so that visible screws are now hidden.
- The covers for the buttons for electric winches are now upgraded to stainless steel.
- When the combination of an electrically elevated Flatscreen-TV and saloon chairs are ordered, an automatic opening and closure of the top wooden lid is included.
- New doorhandle, specialdesigned for Hallberg-Rassy. All the doors with this type of doorhandle will now be lockable.
- Cupboard knobs upgraded to all chrome.
- There is a new design to the door frames.
- Clutches for the halyards as well as the lines in the cockpit upgraded to Spinlock
- Upper drawer in galley gets a wooden divider for cutlery.



*The new all chrome cupboard knobs*



## Daniel Andersson reinforcement at logistics and purchase

In August 2006 Daniel Andersson starts his work as responsible for logistics and purchase at Hallberg-Rassy. Daniel has worked a lot with this before and is also an avid sailor.



*Mr E Galip Kaynar*

## New Hallberg-Rassy distributor in Turkey

Hallberg-Rassy has appointed a new distributor in Turkey; Mr E Galip Kaynar of +D Group in Istanbul. Their contact details are:

+D Group  
Mr E Galip Kaynar  
Macka Cad. No: 33/5  
Tuncer Ap. Macka  
TR-34367 Istanbul  
Tel +90 212 24 12 251  
Fax +90 212 241 22 54  
Email hallbergassy@arti-d.com



*HR 62 "Between the Sheets" winning crew*



*HR 62 "Between the Sheets" logged over 200 Nautical Miles per 24 hours, four days in a row*

## Hallberg-Rassy 62 class winner in Caribbean 1500 Rally

The American Hallberg-Rassy 62 "Between the Sheets" has captured the first place in the Class II division for the Caribbean 1500 Rally. Owners Tom and Diane says: "With just our trusty cutter sail and a furlled main, SHEETS was in her element. She was clearly the best boat in the fleet for these conditions. While others employed storm tactics and reduced speed, we only sailed faster. We sailed over 200 miles through the water and SOG for four straight days, including one as high as 236. No other boat managed a 200-mile day that last three days."

Another Hallberg-Rassy also performed well: the American HR 37 "Kikuyu" got the second place in class IV.

Congratulations to both crews for great achievements!





*To the left Mr Bourdel, to the right Mr Wydauw, who started work for Hallberg-Rassy already 1975*

## New HR man in France

Starting 1 March 2006, Mr Louis-Jean Bourdel with LJB Marine opens a new Hallberg-Rassy distribution in France. The first year Mr Bourdel will work together with Mr Wydauw, who started selling Hallberg-Rassy yachts already in 1975. After 1 March 2007 Mr Wydauw will retire. Mr Bourdel has a vast experience from the yachting business and his office is situated in La Rochelle. Contact info: LJB Marine, Rue de la Perruche, ZA des Minimes, FR-17000 La ROCHELLE, France. Tel: + 33 (0)5 46 52 19 52.



## HR 48 Boat of the Year

The Hallberg-Rassy 48 has been chosen Boat of the Year in the over 10 m category in the 554 page catalogue "Yacht Trends 2006" from Austria. The prize is chosen by the catalogue's readers.

In the same catalogue Hallberg-Rassy receives the second highest ranking of all yards. All yards of the world are listed, with photos of all models and ranking of the yards in the categories Design, Prestige, Quality, Innovation and Value for Money. Hallberg-Rassy has received the second highest ranking of all yards in the world. Number three is a yard from Monaco and No 1 one from Finland. The ranking is a combination of the editorial view and the view of the readers. Hallberg-Rassy for example scored the highest possible points, 6 out of 6, in the categories Prestige and Quality.

To buy the catalogue, please visit [www.schick-verlag.com](http://www.schick-verlag.com)



## Hallberg-Rassy 43 wins Australian Marine Awards 2006

At the largest Boat Show in Australia, the Sanctuary Cove Boat show 2006, on Queensland's Gold Coast, a strong contingent of craft was evaluated for the Australian Marine Awards 2006. The Australian Boat of the Year 2006 - Imported Sailing Category winner is the Hallberg-Rassy 43.

There are more than 20 Hallberg-Rassys "down under" in Australia but this is the first time a Hallberg-Rassy is awarded Yacht of the year in Australia. Previously, HR has won several similar awards in Europe and the USA

To read more, please visit [www.sail-world.com](http://www.sail-world.com)



## Johan Kristiansson to the sales department

Mr Johan Kristiansson is new sales man at Hallberg-Rassy in Sweden and starts after the summer vacation 2006. Johan is a passionate sailor and has had three own yachts and he has sailed the ARC over the Atlantic. He is 41 years and has spent most of his working life within sales.



*HR 54 in late summer evening sun light off the Swedish West Coast*

# First impressions of the

The transom is completely closed when the bathing platform is folded up. Folded down, with a wireless remote control, there is an enormous swim platform.

There is an elegant sundeck lowered into the coachroof of the aft cabin. This sundeck is completely free from winches, tracks, clutches or vents, even the deckhatch is flush mounted with the teak.

The dorade vents are of a new and innovative type with light balls, which automatically float up and close the vents if too much water is taken on the deck. As soon as the water flows away, the balls sink and open the vent again.

The step to climb into the cockpit is a new design allowing easy access into the cockpit. When seated here, one immediately takes notice of the increased comfort with better angling of the backrest. The teak in the cockpit is flush mounted with the gelcoat. This not only looks good, it is easier to keep clean as well. The cockpit locker lid has a gas spring, making the lid almost weightless. The sliding entrance hatch is in smoked colour plexi glass and the grabrail is of high gloss varnished teak as are the generous exterior chart tables.

The entrance ladder has a completely new, more rounded design with substantial and elegant grab rails. The armchairs to port have a new design with a more stylish colour combination and greater comfort. The saloon is wide, bright and airy. The mast support has a rounder shape. All horizontal linings are wide and milled out on the inside creating good handhold everywhere in the yacht. All locker doors have hidden stainless hinges, which also work as an end stopper. The drawers close automatically and quietly. The doorframes have a new design. The 20 inch flat screen TV concealed between the armchairs is controlled up and down at the push of a button. Even the wooden lid over the TV opens and closes automatically.

As on all Hallberg-Rassys, the floor is in one level throughout the boat. This provides easy movement throughout the boat even in choppy seas.

Most Hallberg-Rassy yachts are sailed by two or four persons. Only occasionally is there a need for a third cabin. With this in mind, Hallberg-Rassy have developed a new alternative layout with two high priority double cabins and one more two-berth cabin in the front for occasional





# new Hallberg-Rassy 54

use. There is now a very generous cabin in front of the mast with a double berth and lots of elbow space. The V-cabin in front is still there and the actual berths are not smaller than they normally are but the hanging locker and the floor area of the V-cabin has been reduced in favour for the super cabin forward of the mast.

In the toilet department to port there is a large separate shower with plexi glass doors. Inside the shower, behind a Corian door, there is a washing machine. This area naturally lends itself to being a wet locker. For added comfort there are also electric towel heaters in the toilet department.

At the chart table there is a 15 inch display that provides on one hand the radar and chart-plotter, on the other hand it may also be used as a repeater to the laptop. The display is easy to dim, very important when it is used at night time or in sunshine. The electric system is a bus system that not only reduces the weight and number of cables; it also makes it possible to program one button with several functions, for example navigation lights, steaming light and compass light.

On this boat the well-equipped galley is located on the port side and has a great worktop

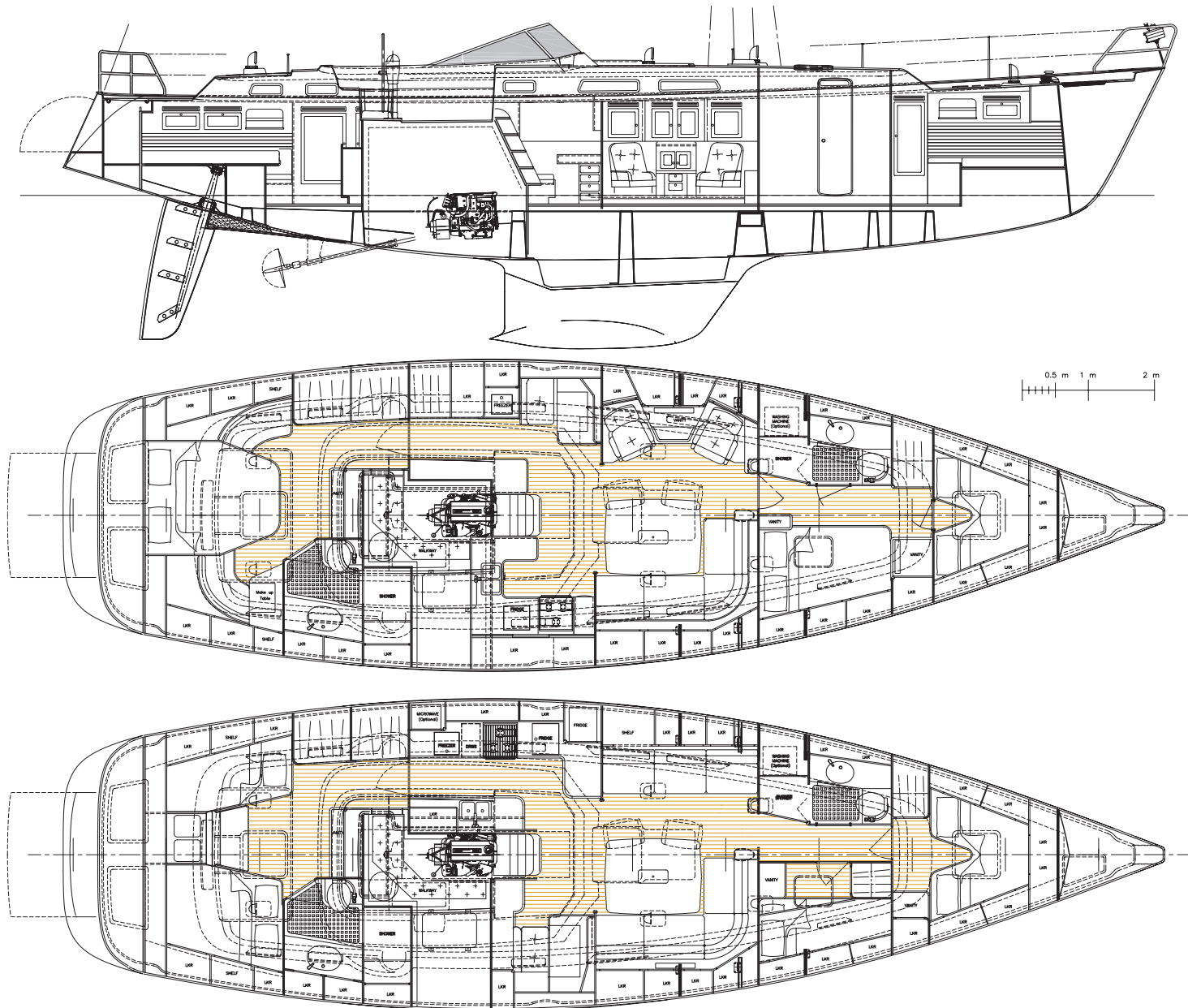
area in Corian. There is a freezer, a top opening fridge and a front opening fridge. The dishwasher is well hidden by a locker door. The deep double sinks are glued and screwed from the underside making it easy to keep the worktop clean.

The engine room is really worth a chapter of its own. There is a large door and a walk-in engine room. It is carefully sound insulated and perforated aluminium plates also cover the insulation. In here all the technical equipment is found: low RPM main engine, low RPM generator with soundshield, double heaters, all pumps, filters, pressure equalizer for the fresh water system, AquaDrive flexible coupling for the engine shaft, high pressure pump for the watermaker, just to mention a few. All easy to maintain, all well sound insulated. The engine room lighting is 24 v, but there is also a 230 v fluorescent light, with power supply from either the shore connection or the inverter. The Mastervolt inverter automatically and quickly changes between shore power and inverter, depending on what is available.

The aft cabin is generous and offers a wide centre island berth with a rounded sofa on each side and a make up/work table to starboard.

*the text continues on the next page*





As an alternative it is possible to have two individual berths with a sofa in between. Then the floor area is even more generous. There is a dedicated paper chart locker. In another locker there is a built in minisafe. Inside the shower for the aft cabin the watermaker control is located. The watermaker capacity is 150 litres per hour.

Out in the cockpit again you can operate the anchor by a remote control on the steering pedestal. The anchor is self-launching so you do not need to go to the anchor to manually start the process.

The rig has triple spreaders, which are only swept back three degrees resulting in extra stability and are not in the way when sailing downwind. Furthermore, there is a jumpstay that gives additional stability when using the permanent hydraulic cutterstay.

The D4-180 engine hums pleasantly and it is evident that there is a very good torque even at 1100 RPMs. You can achieve 8 knots at 1400

RPM. Strongly contributing is the efficient three bladed, two geared, Gori folding propeller.

The mainsail is furled out hydraulically and also the outhaul is hydraulically controlled, which means you can handle it even under load. The vang and the backstay are also hydraulically controlled from a panel in the cockpit at the helm position. There is both a genoa and a permanent cutter stay and both are of course hydraulically controlled from the cockpit. The powerful headsail winches are electrically driven with a soft start. The yacht accelerates as soon as the wind fills the sails. The speed is impressive even in light airs. The rudder feel is exact and controlled. There is a feeling of total harmony and control. Control over an impressive yacht that will take you anywhere in any weather with the smallest crew. That's a nice feeling of security.

Don't miss the **world premiere at the Open House weekend in Ellös 25-27 August 2006.**

*Note: much of the mentioned equipment is optional*





*HR 54 at Hållö lighthouse*



*HR 54 at Swedish summer sunset, at 11 PM*



# Blue Water Sailing with HR40 Regina

*In the previous issue of the Hallberg-Rassy Newsletter, Leon Schulz told us about how the family's dreams of long distance cruising had developed. Following is the latest report, written en route between the Caribbean and Bermuda on their way back to Europe.*

No signs of any vessel for several days. The contrast between this and all the colourful and joyous encounters in the Caribbean with yachting people from all over the world couldn't be bigger. The only things embracing us now are the darkness and the sound of the sea, barely lit by a star studded sky -the scenery is beyond words. The Southern Cross can be seen in our wake and our steady course takes us towards Polaris. The water temperature has dropped notably from a pleasant 27 degrees Celsius to an unsettling 23°. For the first time in six months I'm wearing a sweater on the night watch, which feels restricting and heavy.

After seventy-two hours of sailing, everything is back on track onboard. The seasickness, that usually haunts us during the first twenty-four hours, has passed. Even the never ending sleepiness, when our eyelids feel lead heavy and the brain is in slow motion mode, usually appearing on day two, has passed, and is now replaced by watches, meals, reading, sleep, or as now writing.

The passage from British Virgin Islands (BVI) to Bermuda takes approximately one week. A year ago such a time period at sea seemed astronomical, referring to the struggle we had trying to figure out how to cross the North Sea to Scotland, not to mention the Bay of Biscay with it's dreaded storms. Now, a week feels just right. It's easy to bunker fresh food for the whole distance and we have time to adjust and enjoy the leg before we reach our destination. Especially on these latitudes, where the steady trade winds turn weather forecasts into joyful reading and night watches become delightful moments of reading, astrology sessions, peaceful thinking or even catching a movie on DVD.

After 12.000 nautical miles, we have met many like-minded sailors, we have become better seamen and we have gained a slower pace of life.

It hasn't always been like this. I recall that grey and rainy day in June almost a year ago, just

after school was out for the summer - when we left our homeport in Sweden with butterflies in our stomach, heading west. We had sailed this first leg so many times earlier during our vacations, but how different it felt this time! Yet, the last year consisted of nothing more than individual legs, varying in length and content and we have found that if you keep on moving and don't turn back, you will actually get quite far!

At home in Sweden, people thought of us as different, daring and maybe a little irresponsible taking children with us on a trip like this. But the further we got, the more like-minded people we met, until we reached the Caribbean, where we met a whole crowd of blue water families with children between the ages 2 and 19 years old. We soon found that our lives were very much alike. We had all felt the agony concerning money, schools, boat, time schedules, family, responsibility and safety. We had all once started sailing in a small homeport, with a small boat and short vacations but with a big dream, and had finally found the courage and strength to realize the vision. Courage is something you really need to let go of everything well-known, your friends, your work and your every day life and invest most of your savings in a suitable boat. But then the great transformation starts, when security gets a new definition, when the kingdom of Sweden somehow seems far, far away up north and is replaced by courtesy flags from exciting new countries. We have sought medical care on a couple of small islands and found an impressive service, along with low fees and no waiting. Access to internet is found in most anchorages in the Caribbean and spare parts have been sent from Europe arriving within two days by courier to the small island of Tortola.

Feeling secure is something you can learn to do in many ways. Knowing you are present, having time on your hands, being able to reflect and associate, being confident with your own company and happy with your family. Take responsibility for how you spend your day, responsibility for school-work, which takes most of the day, by the way. Taking care of repairs and maintenance on your boat with its' endless to-do list, far away from the nearest workshop, yard or chandlery. Luckily, we have a great boat, an outstanding service through HR Parts and Accessories and many friends now, lending each other tools, advice and spare parts.





*Karolina, Leon, Jessica and Jonathan Schulz on their bluewater cruise with their HR 40 "Regina"*

What about the kids, how are they coping with all this? Well, they don't want to stop cruising at all - they could easily go on for another year. They are now fluent in English and have made new friends from all over the world, as we have made friends for life.

Trond from Norway, sailing with his wife Lesley and two children Camilla (10 years) and Colin (8 years) has during their time onboard flown home a couple of times in work matters. He tells us with laughter holding a rum-punch in his hand at an outdoor bar in Antigua, that every time he gets off the plane in Oslo, it feels like a whiplash. The chaos of land life hits him with tremendous force, everything is so stressed out. Everybody is rushing to and from; yet still don't seem satisfied with all they manage to achieve. They complain about what they miss and still have left to do. Trond continues: "If you ask somebody at home how they are doing, the reply is - 'Yes, well ok, I'm on a new project at work which takes all my time and attention and I have to pick up my kid from soccer practice and take him to a party

and the other one is waiting at a friends house ready to be picked up for her dance class, my wife's at the gym, so sorry can't talk, got to go - see you later!' "

Trond sips his drink and wonders if the nutmeg used to spice his red-orange coloured rum-punch is from Grenada or not. Then he says: "It's so nice to come back to the boat here in the Caribbean, the slow down is so refreshing and I have, nevertheless, all the necessary time to do whatever I need to onboard. When you ask people around here how they are doing, you get the answer: 'Hey, I'm fine - I'm taking it eeeasy man!' "

The greatest benefit from this trip will be the ability to switch to something called "Island Time". You don't get annoyed if the bus is late or if the customs have closed the office for the day.

We have also experienced that you can achieve much more than you could ever imagine. Even huge obstacles such as an ocean, can be overcome by taking one step at a time and using common sense. We've become less frightened when it comes to changes and will therefore, after

*the text continues on the next page*



completing this cruise, not hesitate when new exiting challenges come our way, whatever they might be.

Secure in knowing all is changeable...

Greetings from 25 10.4N 64 46.4W  
S/Y Regina

[www.reginasailing.com](http://www.reginasailing.com)



*The author of this story, Leon Schulz, on his HR 40 in the Caribbean*



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Dmitry Samaylov

## Hallberg-Rassy distributor appointed for Russia

SwedenBoats in St. Petersburg has been appointed Hallberg-Rassy distributor in Russia. SwedenBoats with head office in St. Petersburg was started in 2004 and works as distributor of high quality leisure boats on the Russian market. The company has own sales office in St. Petersburg and Moscow and works through dealers in other parts of the Russian Federation. Mr Dmitry Samaylov is responsible for Hallberg-Rassy. Dmitry is a professional captain with long experience from sailing and sailing boats.

SwedenBoats exhibited an information stand at the Moscow International Boat Show in April 2006.

SwedenBoats is also an authorized service company of Volvo Penta.

Contact info:

ZAO SwedenBoats

Konstantinovskiy Prospekt 1/24

RU-197110 St. Petersburg

Russia

Tel : +7 812 702 4770;

+7 812 931 1330



## Double Hallberg-Rassy on top in Boat of the Year 2006 in the USA

Once again, Hallberg-Rassy boats win a Boat of the Year award. But this time it is not just one Hallberg-Rassy, both the HR 37 and the HR 62 won; the HR 37 the title "**Best Production Cruiser 37-39 ft 2006**" and the HR 62 won "**Import Boat of the Year 2006**". The results were presented in the January 2006 issue of Cruising World magazine from the USA. The magazine writes:

*"In a crowded field of 20 boats, Hallberg-Rassy had two nominees for Import Boat of the Year, but the Hallberg-Rassy 62 stood out among its peers the judges said: "They told us the purpose was push-button sailing and bluewater cruising, where you can do everything from the helm," said Giesemann. "They proved their point today. I was amazed. I'd need more time to get used to it, but it was so easy and comfortable to sail."*

The award had 42 entrants and 26 nominees. In order to be judged in this award, the boats had to be carefully test sailed and checked during four days of dockside inspections and four days of sea trials. Both the Hallberg-Rassy 37 and the Hallberg-Rassy 62 had US premiere at the Annapolis Boat Show in October 2005.

Hallberg-Rassy is proud to receive another two awards.

To read more what the magazine Cruising World writes, please see

[www.cruisingworld.com](http://www.cruisingworld.com)









## Results from Mediterranean Hallberg-Rassy Regatta 2006

The Mediterranean Hallberg-Rassy Regatta 2006 was held 25-28 May in Tuscano, Italy. The overall winner is Mr Grandi with his HR 43 "Drake". The calculated result is based on a handicap system, so that both new and old models, small and large boats, should have a chance to win. The remaining top ten reads as follows:

- 2nd HR 49 "Orion", Mr Sturlese
- 3rd HR 43 "Yasmin", Mr Giampieretti
- 4th HR 41 "Gianin", Mr Supparo
- 5th HR 34 "Liberty", Mr Breschi
- 6th HR 34 "Principessa", Mr Bonavita
- 7th HR 42 E "San Paolo", Mr Landi
- 8th HR 39 "Mirabelle", Mr Quehen
- 9th HR 62 "Nadir", Mr Ponti
- 10th HR 31 "Heureka", Mr Capi



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# Results from the Dutch HR Regatta

27 boats participated in the Dutch Hallberg-Rassy Regatta 2005. The weather was really good, but not much wind. Here are the results:

Class: HR 29 to HR 39:  
Winner: HR 34 "Admiraal"  
Second: HR 39 "Cocoloco"  
Third: HR 31 "Bluebell"

Class: HR 40 to HR 62  
Winner: HR 43 "La Gavina"  
Second: HR 62 "Onrust"  
Third: HR 53 "Lady of the Dawn"

2 500 Euros were donated to charity by the HR owners for a weekend sailing for handicapped children.

You may see photos online:  
<http://www.edz.nl/fotos/?map=hr2005>

## See us at the boatshows

Date	Show	Area	Exhibited models
17-20 Aug	Helsinki	FI	HR 342
25-27 Aug	Open House	SE	31 Mk II, 342, 37, 40, 43, 48, 54, 62*
5-10 Sept	Ijmuiden	NL	HR 342, 37, 40, 43, 54
7-10 Sept	Oslo	NO	HR 342, 37, 40, 43
13-17 Sept	Seattle, WA	USA	HR 342
14-17 Sept	Newport, RI	USA	Models not yet decided
15-24 Sept	Southampton	UK	HR 342, HR 37, HR 54
23 Sept-1 Oct	Friedrichshafen	DE	HR 31 Mk II, 342 and 43
5-9 Oct	Annapolis, MD	USA	HR 48
7-15 Oct	Genoa	IT	HR 48
7-15 Oct	Rapallo	IT	HR 43, HR 62
13-15 Oct	Antwerp	BE	HR 342, HR 40
28 Oct-5 Nov	Hamburg	DE	HR 342, 37, 40, 43, 48
4-12 Nov	Bercelona	ES	HR 37, HR 48
8-12 Nov	Stockholm	SE	HR 342, HR 37, HR 54
5-14 Jan 2007	London	UK	HR 54
Jan 2007	Seattle, WA	USA	Models not yet decided
20-28 Jan '07	Düsseldorf	DE	31 Mk II, 342, 37, 40, 43, 48, 54
17-25 Feb '07	Bern	CH	HR 342
23-25 Feb '07	Middelfart Open House	DK	HR 31 Mk II, HR 342, HR 37, HR 40
1-3 June 2007	Neustadt	DE	31 Mk II, 342, 37, 40, 43, 54
24-26 Aug '07	Open House	SE	Models not yet decided

\* = HR 62 is showed under construction in the workshop.  
We reserve the right for changes. See [www.hallberg-rassy.com](http://www.hallberg-rassy.com) for latest update.



*The new HR 342 became an instant success*

## Sailing club buys nine Hallberg-Rassy 342

The new HR 342 got an instant success. The model has already found buyers from Finland, Ireland, Japan, Sweden, Norway, Denmark, Germany, Holland, the Färö islands, Austria, England and the USA. One buyer even bought several:

A private European sailing club, British Kiel Yacht Club, has carefully investigated the market for 31-35 ft cruising boats. The result is an order of nine Hallberg-Rassy 342s.

The club has made a very detailed analysis of several competing boats including sea trials, inspection of building methods, analysis for possible second hand value, spare parts supply and more. The analysis has been going on for one year. The club committee has test sailed the HR 342 and is very enthusiastic.

BKYC uses their yachts very extensively and sail each boat 7 000 nautical miles a year, which roughly corresponds to seven years of normal family use.

The order may be extended to ten yachts. The boats are to be delivered in 2007.

For further info about British Kiel Yacht Club, please visit [www.bkyc.de](http://www.bkyc.de)

*Please feel free to quote Hallberg-Rassy NewsLetter, provided that you state the source. HR NewsLetter is released in an English, German and a Swedish edition once annually and next edition is planned for summer 2007. HR NewsLetter is for promotional use only and cannot form part of any offer, specification or contract.*





## Open House Weekend at Hallberg-Rassy 25-27 August 2006

Traditionally, each year Hallberg-Rassy hosts an Open House for sailing enthusiasts from all over the world. This year the event will be held on the weekend of August 25th through 27th. The Open House Weekend in 2005 was a huge success, 24 000 people came to the yard to see the boats and the yard. We believe that the Open House Weekend 2006 will be just as successful. We have also invited our competitors and suppliers to join us so there will be 114 new boats 30-62 ft from ten countries and also 77 suppliers. There is no other on water boat show in Scandinavia where you will find so many new boats in this size range and so much equipment to look at. You are all invited to join us for an interesting weekend.

### World premiere: the Hallberg-Rassy 54

There is World Premiere for the new HR 54. It is also the first time that the new HR 31 Mk II is presented on this Open House weekend. Between 1000 and 1800 Friday to Sunday the HR 31 Mk II, HR 342, HR 37, HR 40, HR 43, HR 48, and HR 54 will be shown on the water, as well as the HR 62 and 48 other Hallberg-Rassys under construction. It will be possible to walk around the yard from 1500 on Friday afternoon.

### HR meeting Saturday evening

Saturday evening at 7 o'clock we will have an HR

meeting and serve an informal dinner followed by a short presentation about how the HR 54 was created and what makes her so special. 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 evening including dinner and something to drink is 100 SEK per person, (roughly 11 Euros) which can be paid by Visa or Eurocard. Please give us your card number, expiry date, postal address and your OK to charge the above amount. The entrance to see the boats and the yard is free of charge.

### Accommodation

Last year the hotels around were fully booked early, so again we must stress the importance of early reservations. Please, make your reservations direct to the Hotels. We suggest one of the following hotels: Handelsman Flink, tel. +46 304 55051. Hotel Ellös Brygga tel +46 304 50993. Mollösunds Vårdshus tel. +46 304 21108. Nösunds Vårdshus tel. +46 304 20925. Hotel Sjögården, tel +46 304 51030. Hotel Carlia, Uddevalla tel +46 522 14140. Hotel Gyldenlöwe, Uddevalla tel +46 522 14610. Hotel Reis, Stenungsund tel +46 303 770011. Hotell Viking, Uddevalla, tel +46 522 998 00. Grand Hotel Marstrand tel +46 303 603 22.



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

HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS, SWEDEN. TEL +46 (0)304-54 800. FAX +46 (0)304-513 31.