



Big success for the Hallberg-Rassy Open House weekend, see last page

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On the right Mr Luc van der Heyden at the delivery. Left Roland Olson from the yard.

The 1000th Frers designed HR delivered

Hallberg-Rassy delivered the 1000th boat designed by Argentine Germán Frers in April 1997. The very first Hallberg-Rassy from Frers drawing board, the HR 45, was launched in 1989. The fact that over 1000 yachts designed by Mr Frers have been delivered in such a short time is a good indication of the successful cooperation between the designer and Hallberg-Rassy. A total of 7,500 HR yachts have been built over the years.

The 1000th was a Hallberg-Rassy 53 delivered to Mr Luc van der Heyden from Belgium. Mr van der Heyden has previously owned two other Germán Frers designed yachts, one of which was a F&C 44, designed and built by Frers' own yard near Buenos Aires.

Mr van der Heyden is a perfectionist. Only the best will do. He is in the business of importing and selling one of the best loudspeakers in the world, the famous B&W loudspeakers from Worthing, England. Obviously the hi-fi equipment in his new HR 53 is extraordinary. The development department of B&W in England created a special set of loudspeakers for the saloon. If you suspect that Pavarotti has become your neighbour in the next marina, it is likely that you are wrong and that instead Luc and his family are enjoying classical music in their new HR 53.

Luc van der Heyden explains his choice of the HR 53 like this;

"My wife and I want to sail a large boat by ourselves. We also like to have a well protected cockpit. Another important point is that the boat must perform well in light winds. When we visited the Hallberg-Rassy yard during the "Open House" weekend in August last year we were very much impressed by the professional approach of the HR staff. During the discussions regarding choice of equipment and accommodation, we encountered a level of knowledge and expertise that we never witnessed before. The people at Hallberg-Rassy sail thousands of miles per year and test all kinds of equipment. They will advise against something they either have had a bad experience with or something that requires further testing. Most yards will fit and bill you for whatever you like, rubbish or not. Hallberg-Rassy will advise against any equipment that they consider low quality or superfluous.

The trial sail really convinced us. We sailed in very light winds. The HR 53 showed impressive sailing performance in these conditions. After my previous experience with Germán Frers designs I knew that he is able to design nice looking and easily driven hulls. I still have some difficulty understanding how a comfortable cruising yacht with 26 tons displacement fully loaded, can perform this well in light winds. I am really impressed. Hallberg-Rassy and Germán Frers have surpassed themselves this time."

Hallberg-Rassy wishes the van der Heyden family a wonderful time with their new HR 53.



Foto: Sistership

Hallberg-Rassy 36 No. 337 reported stolen

At 10 am on September 27th 1996 a Hallberg-Rassy 36 "Heras" was stolen from its home port of Maasholm in Northern Germany.

At 7 pm the night before the beautiful sail boat was seen by a visitor to the harbour. He decided to return the next morning as it was getting dark and was then unable to find it. Shortly thereafter, the rightful owner arrived to prepare the boat for the weekend sail. Naturally, he became quite alarmed when he realized that the boat was gone. The coast guard and the insurance company were advised. The owner searched all neighbouring ports himself. 250 harbour-masters in Germany and Denmark were notified via fax.

The perpetrators had a lead of 15 hours maximum. But the search was to no avail. In the next few days 2000 descriptions of the stolen boat was sent to various ports, locks, and boat professionals. 1800 posters were distributed. Shipping agents and crane operating firms were contacted in case the boat had been loaded on a trailer or placed in a container and sent to a far-away destination. We can all only speculate on what happened to "Heras".

In early November of 1996 it was reported that a Hallberg-Rassy 36 with the name of

"Hercules" had sailed from the Canary Islands with three German speaking men aboard. However, no such yacht is registered in Germany. Could it have been the stolen "Heras"? The trail quickly fizzled out. Two clues from the West Indies were also worthless.

According to the insurance company it is very rare that a stolen boat of this type is not recovered, particularly after a thorough search. The Helmut Meyer family feel deeply about the loss of their boat. The insurance money was paid, but the financial loss to the Meyers were still substantial, due to the deductible and valuable personal items aboard that were not insured.

However, the enjoyment of the "Heras" has been returned to the Meyers in the form of a new HR 36, the "Sareh" (Heras spelt backwards). It is the third HR 36 for the Meyer family. The first one had a traditional stern. When the Meyer family saw the newly developed HR 36, with a hull which was fuller from the cockpit and aft, with a retrousse stern and a swim platform, they became eager to replace their first HR 36. A buyer who was willing to pay well for the old boat was quickly found and the order for the new boat, which was later stolen, was placed.

The stolen boat has construction and sail number 337. Distinctive equipment include in mast furling system with a biradial, vertical batten main sail in laminated cloth, boom vang with gas spring,

Continued

bow thruster, entry gates port and starboard, glossy cockpit table made in teak and fixed to the steering pedestal and in the saloon a port side sofa with a rounded corner. The cushion fabric is blue Tric 55. The engine number is 5100692806. It can be rewarding to keep your eyes open for her. The reward is up to 10 % of the rescued value. If you have any information about the lost boat, please contact MCS Marine Claims Service, Cremon 32, DE-20457 Hamburg, Germany. Tel +49-40-37 48 180.

World wide succes for the HR 31

You can find Hallberg-Rassy yachts in almost every port you visit around the world. The HR 31 has been sold to owners in Argentina, Austria, Belgium, Denmark, Finland, France, Germany, Holland, Italy, Japan, Norway, Sweden, Switzerland, the United Kingdom and the United States. You can be certain that when the time comes to sell your favorite yacht, you will find a market for this boat that is admired around the world regardless of economic conditions.

Subscribe to the Hallberg-Rassy newsletter

If you like you may order this complimentary NewsLetter to be sent directly to your home address. If you have purchased a boat from us since 1990, or have had business dealings with us, you are automatically on the list. If you want to be included or if you have recently changed your address, please complete this coupon and we will keep you on our mailing list for the next 3 years.

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NewsLetter, Hällavägen 6, SE-474 31 Ellös,
Sweden.

The story of Hallberg-Rassy

What today is called Hallberg-Rassy Varvs AB was originally two yards.



The P 28, designed by Harry Hallberg

Mr Hallberg

Harry Hallberg, commenced his boatbuilding career as a juvenile of 14, by constructing boats made of wood. In the early 40's he opened his own yard at Kungsviken on the island of Orust in Sweden.

At first he built his wooden boats more or less by instinct. Different possibilities were discussed with the customer and solutions pointed out. Blueprints hardly existed at all. It was said that: "Someone who cannot build a boat without drawings cannot call himself a real boat builder".

The first boat to be built in a series was the "Folkboat". His first own design was the "Kungskryssaren" (Swedish for king's cruiser), not to be confused with the Finnish King's Cruiser which has nothing at all to do with Hallberg-Rassy. The Kungskryssaren was constructed in the mid-50's.

Harry Hallberg's most distinguished contribution was his understanding of the advantages of using GRP and to build in a series. In

1963 he was one of the pioneers in serial production of sailboats using GRP. He was the first successful builder of GRP hulls with wooden superstructure in a series. His P-28 was a great accomplishment and in many respects a forerunner.

Mr Rassy

Christoph Rassy was brought up in Bavaria in the south of Germany at a lake named Starnberger See. In his spare time he built models of boats and also real boats. But he wanted to learn more about boats and became an apprentice at a small yard for wooden boats in southern Germany. Soon he wanted to build and sail larger and finer boats and wanted to be by the sea. He thought that Sweden, a large country with lots of water was bound to build large and splendid boats. Consequently he wrote many Swedish boatyards requesting work. One yard wrote that they would welcome him and in 1962 Christoph moved empty-handed and with a bicycle as his only possession to Nötesund, Sweden to build boats. During the day he built "Vindö"-boats for the Karl Erik Andersson yard. To stretch his cash flow the young Mr Rassy built boats for himself in his spare time. He raced these boats, won, and sold them at a profit. Soon Christoph Rassy wanted to strike out on his own. As luck had it, this coincided with a leading boat builder change of premises. This boat builder was Harry Hallberg. In the mid-60's the yard at Kungsviken had become too small for Mr Hallberg and he built new premises in Ellös, 10 kilometres to the southwest on the island of Orust. When Christoph Rassy started his own business he bought the old Hallberg yard at Kungsviken.

Hallberg and Rassy were competitors 1965-1972

In the years of 1965 to 1972 Harry Hallberg and Christoph Rassy were competitors. At first, Christoph Rassy also built boats on a one-off basis. The first boat that became part of a series was the "Rasmus 35", designed in 1966 by the then leading Swedish designer of elegant yachts, Olle Enderlein. The first two, were built entirely in mahogany and took each one year each to construct. This boat



The Rasmus 35

was in many ways ahead of its time. This was a pioneer long distance cruiser with a powerful engine and a centre cockpit protected by a windshield. This is a design that has remained with the Hallberg-Rassy yachts to this day. When the Rasmus was presented many eye-brows were raised. Some thought the boat much too large. In those days 35 feet was regarded as an enormous boat size. In addition, it was a sailing boat with a windshield. This was a combination never seen before. Today it is taken for granted on a good cruising boat.

At the same time Harry Hallberg built his boats in Ellös. Smart, attractive boats at a reasonable price, thanks to serial production and a GRP hull.

Hallberg-Rassy since 1972

Harry Hallberg retired in 1972. Again, fate intervened; Christoph Rassy was looking for larger premises. Ellös now produced the "Mistral 33" featuring a superstructure of mahogany, the 1/2 ton "Mistress 32", the best-selling "P-28" and the little yellow "Misil 24", all designed by Olle Enderlein, with the exception of the P-28 which was designed by Harry Hallberg. In 1972 the Rassy yard in Kungs-

Continued



The HR 352 - one of many trendsetters by Hallberg-Rassy

viken purchased Harry Hallberg's yard in Ellös. As the Hallberg brand was by far the most well-known with its four designs and the Rassy yard only had the Rasmus; the new company was named Hallberg-Rassy. Harry Hallberg and Christoph Rassy, however, have never been partners.

As a matter of curiosity, we like to tell about a prospective boat-buyer, who in 1972 was torn between buying a Mistral 33 from the Hallberg yard or a Rasmus 35 from the Rassy yard. The Rasmus had centre cockpit and the Mistral had aft cockpit. He asked a salesman at Hallberg's why he should choose the Mistral: "As the boat has an aft cockpit you do not risk water splashing into an aft-cabin" was the answer. The prospective buyer later went to the Rassy yard to look at the Rasmus. The following discussion took place: Prospective buyer to Mr Rassy: "Why not a boat with an aft cockpit, so you do not get water splashing into the aft cabin?" "Who recommends that?" Mr Rassy asked. - "The people at Hallberg's at Ellös". - "They will never say that again". - "Why not?" - "I bought the Hallberg yard this morning." A Rasmus was ordered. This boat has the same happy owner to this day. And by the way the water does not splash into the aft-cabin!

Trendsetters

The first new design under the name of Hall-

berg-Rassy was the Monsun 31, which was created in 1973. The boat proved a great success and 900 were built up to 1983.

To meet the demand the area of the yard was doubled in 1975.

The next design was the HR 41. This quickly became a trendsetter. This was the first boat with a proper walk through to the aft-cabin below deck. The basic principle for the layout, though greatly improved, is used to this day. One can question if this is due to routine or if this represents the optimal interior design of a centre-cockpit boat. On further study it becomes rather evident that this is indeed an optimal design. The HR 41 had free passage from stem to stern below deck in one level. The galley was placed at starboard by the stairs, out of the ways from any passer-by, providing safety at sea and providing full headroom in the whole galley. The chart table on the opposite side was generous and with a real seat in the boats heading direction. The main mast was integrated with the bulkhead in the saloon, and did not pass through the table nor the sofa. Further the HR 41 was a long distance vessel with the keel and rudder separated, and among other things a blue brim around the cockpit, which was slightly elevated, to give room for the passage below deck. The size of the boat and the outfitting was spectacular for its time: Pressured water, heated water, shower, electric anchor winch,

headsail furling system, two separate heads, a powerful engine, solid and elegant wooden interior and gracious lines. All this is basic, though very much improved, to this day. 105 HR 41s were built during a short but intense period from 1976 to 1979, a few were also built until 1981.

HR 38, which was designed in 1976/77 was also a trendsetter with the same interior concept, though a higher freeboard and was the first boat with the characteristic blue stripe around the hull.

The HR 352 from 1977/78 was a substantial sales success with more than 800 built until 1989. This was the first time a designer had managed to combine, in a 35 foot boat, a walk through to the aft-cabin with spectacularly elegant lines. HR 352 offered large-boat characteristics at a moderate price.

When reading an ad for the HR 312 from 1979, one is reminded of the HR 31 from 1977; "The new fast long distance cruiser. It is easy to recognise the new HR 312, from its contemporary lines and the design which has become characteristic for yachts from Hallberg-Rassy; an elegantly laid teak deck, a modern and easy to handle rig, ample elbow-room inside and exquisite woodwork." 700 HR 312s were built up to 1991.

The HR 49, which arrived in 1982, was with its 15 meter hull an imposing flagship for the Swedish boat industry.



One off Rassker, already 1993 with a bathing platform

16-year old Magnus Rassy designed an experimental boat named "Rassker", which was built in 1983. This was the first boat built at Hallberg-Rassy to feature an external lead keel and a retrussee stern with a bathing platform. This was a 26 ft boat and it won many races.

In 1985 two armchairs were built in to the saloon of a HR 49. This was something no one had seen on a yacht before. Now you can find sim-

ilar solutions on boats built by yards all over the world, but no armchairs are as comfortable as the original ones by Hallberg-Rassy.

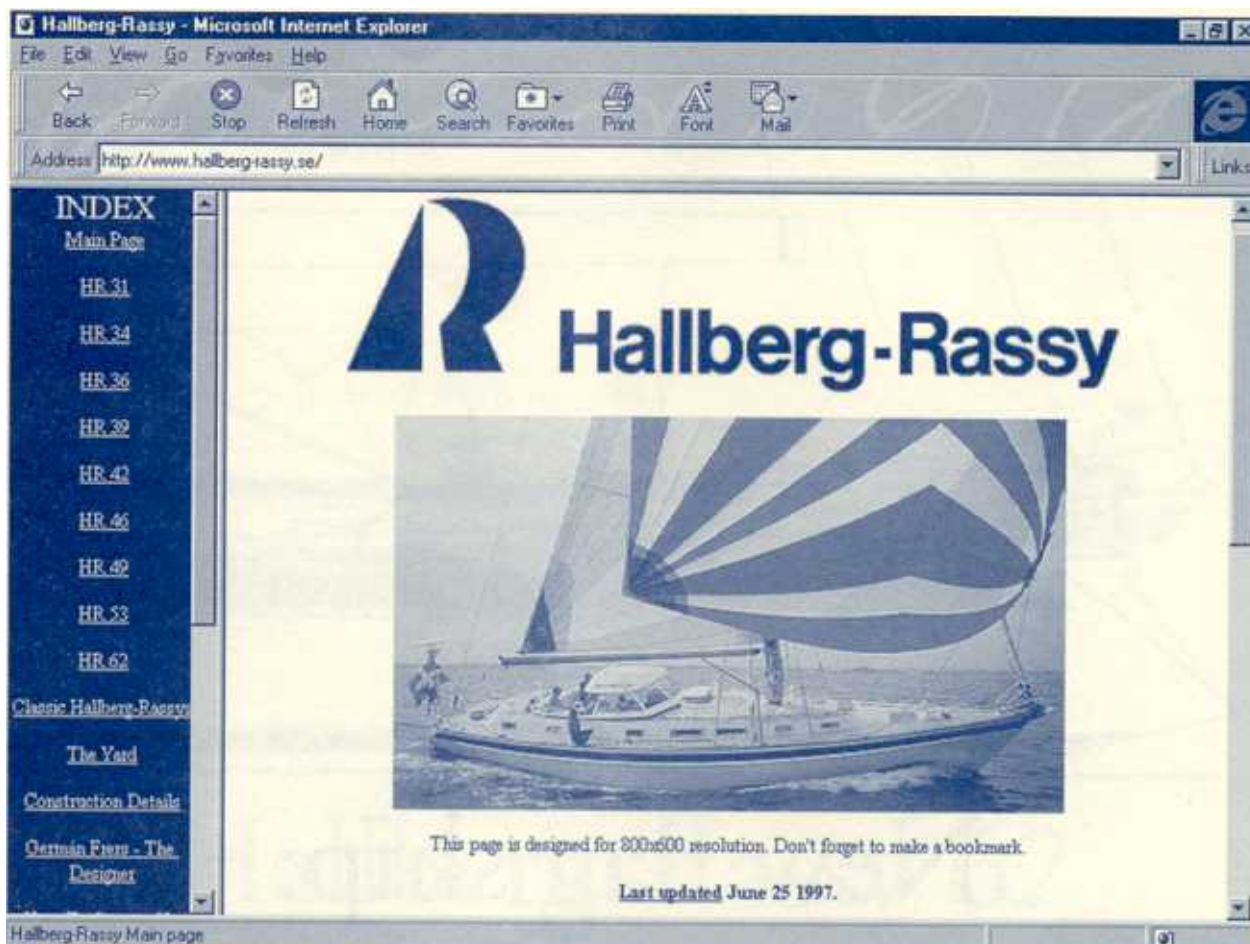
In 1987 another boat designed by Magnus was built, the 35 feet "Rassker Magnum". The two "Rassker" boats sailed extremely fast and provided many new ideas for future Hallberg-Rassy boats, as well as offering ideas on what they should *not* look like at the same time. For instance the importance of a proper, deep bilge and an easy to handle rig became evident.

In 1987 HR purchased its first computerised woodworking machine, a CNC-directed cutter. Parts could now be cut with an heretofore unheard of precision, waste was minimised, and the level of quality further enhanced.

In 1987 Hallberg-Rassy also purchased a factory, that for many years had functioned as a subcontractor for the GRP hulls. Since 1987 Hallberg-Rassy Marinplast AB is a wholly owned subsidiary of Hallberg-Rassy Varvs AB. HR is one of the few yards that have full control over the complete construction cycle, both wood and GRP works. Hallberg-Rassy Marinplast have never built hulls for anybody else than Hallberg-Rassy in spite of rumours to the contrary.

The designer Germán Frers

Hallberg-Rassy began a successful co-operation with Germán Frers from Argentina (The -G- in his first name is pronounced like an -H-; Herman). Frers is as well known for his Whitbread and America's Cup designs, as he is for drawing yachts with beautiful lines. This co-operation has resulted in a new generation of sail-boats, that combine the Hallberg-Rassy renowned good qualities, like sturdiness, seaworthiness, comfort, safety, and fine wood-work; with unsurpassed sailing characteristics. It has become more and more common for Hallberg-Rassy boats to win races all over the world. Something that was not expected before 1988. This shows that a modern cruiser does not have to be lacking in performance. Germán Frers has so far made nine designs for Hallberg-Rassy, in chronological order the HR 45, HR 36, HR 34, HR 42, HR 39, HR 31, HR 53, HR 46 and now the HR 62. So far Hallberg-Rassy has delivered 7,500 yachts whereof Frers until July 1997 has designed 1,100.



The main page of the Hallberg-Rassy homepage

Has Hallberg-Rassy the Web's best yachting Homepage?

Hallberg-Rassy's Internet homepage is quite attractive. We have received comments like "Internet's best Web site on sail boats" and "a role model for the entire branch, an informative and an easy read home page".

Our homepage provides a host of information on every design presently available, as well as boats no longer made in the "classical" section. The presentations include photos, a written summary of the boats main features, a specification sheet, sail plan and an interior planner, where you can view different layouts.

You can read about the designer Germán Frers and the yard in their respective sections and you can also see how the boats are constructed. There is a list of pre-owned boats for sale. There are several

background images that you can download, as well as a screen saver. The home page is updated regularly. You will find it worthwhile to check it often.

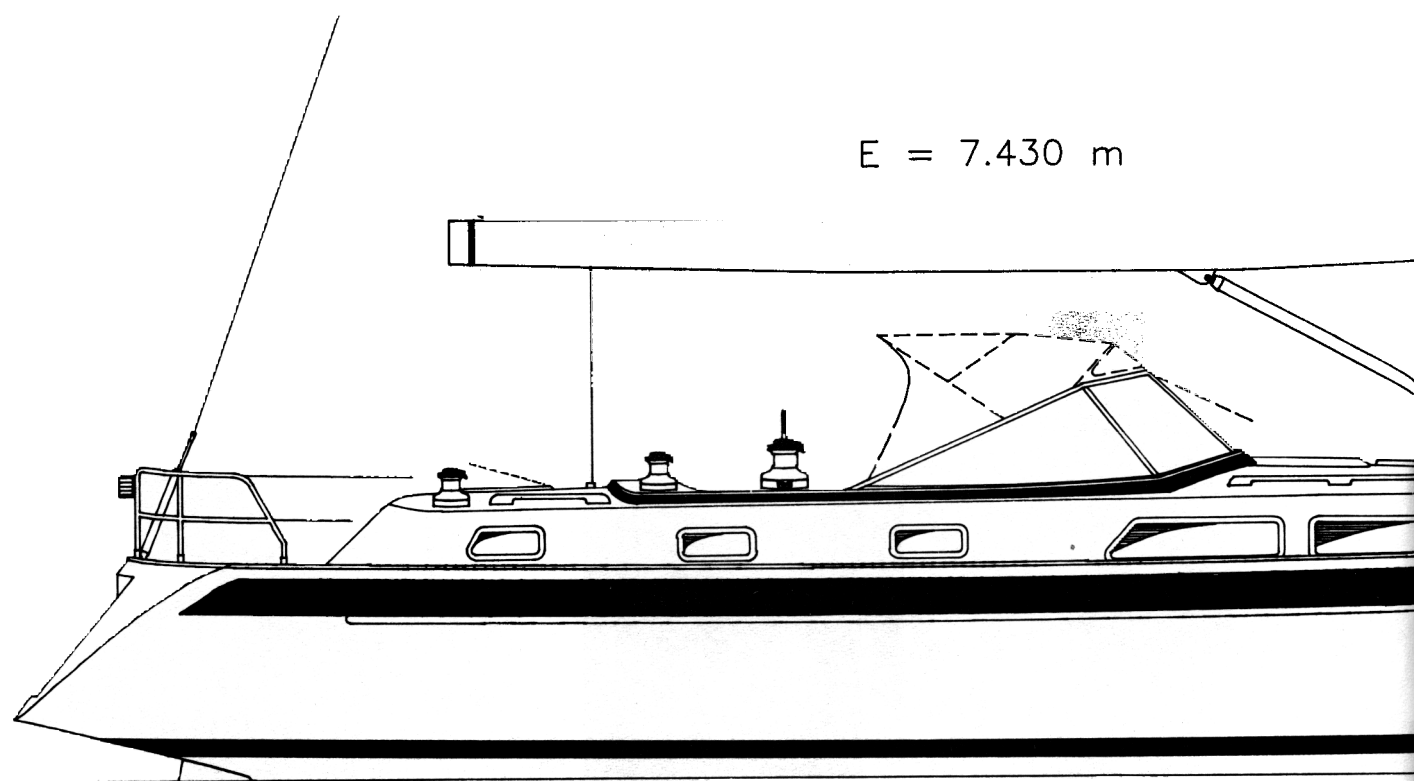
We suggest you add

<http://www.hallberg-rassy.se>

to your list of favorites or bookmarks.

Suggestions to the Hallberg-Rassy Newsletter

The Hallberg-Rassy Newsletter is written and produced in house by the yard. If you have any suggestions, please let us know. We have a particular interest in your own stories about your Hallberg-Rassy yachts, as well as pictures involving HR boats in a variety of situations, that can be of interest to our readers. Please contact **Hallberg-Rassy Newsletter, Hällavägen 6, SE-474 31 Ellös, SWEDEN**



New flag ship:

There are few yards that enjoy a global acclaim of building long distance cruisers, we are proud to say that Hallberg-Rassy is one.

We aim to continuously build easy to sail cruising boats with good performance. With the new HR 62 the tradition is followed. The new model incorporates a number of significant improvements.

The co-operation with the Argentinean top designer, Germán Frers, has been very successful with over 1100 yachts sold since 1989. We at Hallberg-Rassy take pride in this collaboration and are aware that this demands that we always build world class yachts.

We have received several inquiries about the possibility of a larger yacht, in line with the current range now offered. Germán Frers has the capability to design such a vessel with the correct proportions.

It is characteristic for Hallberg-Rassy layouts that they are all logical, well arranged and work for long periods onboard living either at sea or in port. Consistent with all other HR yachts, the floor in the new 62 is at the same level throughout the boat. This makes it easy to move about the

boat and gives easy access to the cabins.

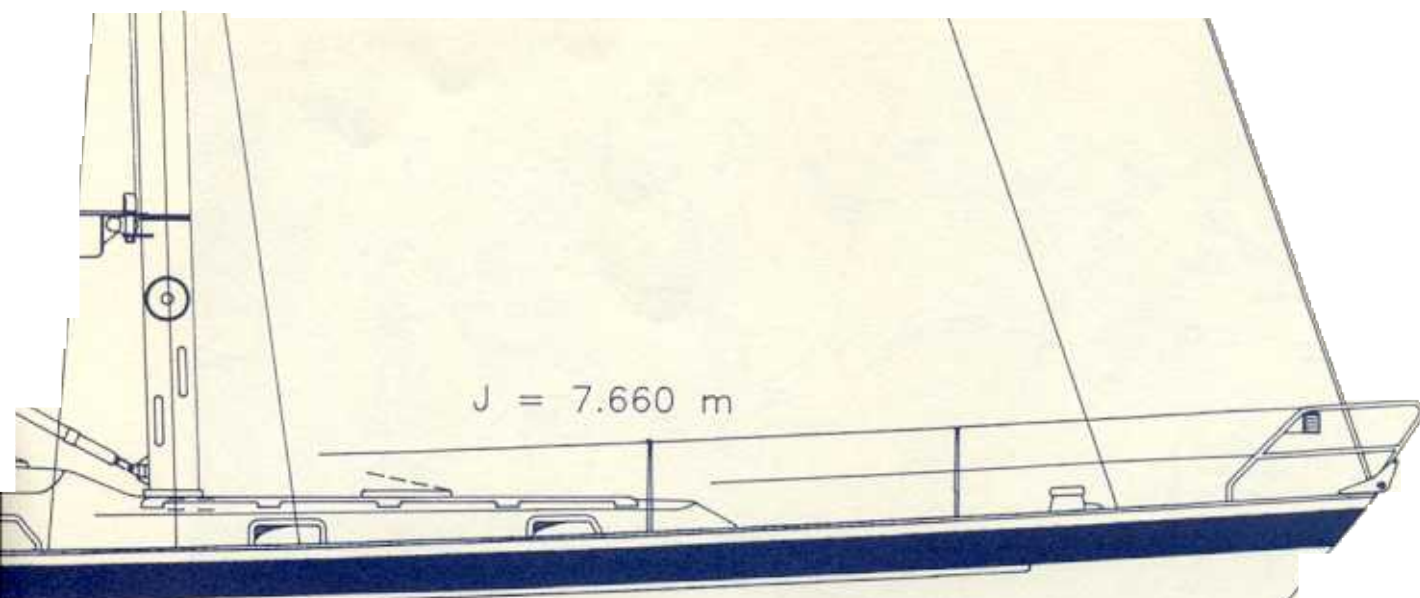
Following contemporary demand, the new HR 62 has a very light and airy saloon with big opening side windows as well as opening skylights.

The yacht has the abundant stowage you need for long voyages. The technical equipment is easily accessible for service.

As expected on a Hallberg-Rassy, the cockpit is very well protected, is substantial in size and offers good all-round visibility. It is well suited for a variety of climates from extreme colds to tropical heat. The cockpit offers good shelter by means of a hard top or soft top, both with an opening forward mid-section that works perfectly in both cold and hot weather. This feature has become synonymous with the modern cruising yacht.

A powerful engine is an intrinsic component of a long distance cruiser. It runs at cruising speed of only 1700 RPMs. Furthermore, a two geared, three bladed, folding propeller with overdrive provides topmost performance, a feature of utmost importance particularly on extended voyages.

The displacement is designed to carry all modern yacht equipment aboard such as; hydraulic in mast furling with 3 spreaders, hydraulic head sail



Hallberg-Rassy 62

furling system, electric windlass, powered genoa sheet winches, powered main sail winch, bow thruster, hard top or soft top, teak deck, teak on coach roof, power generator, shore connection, 24 v battery charger, diesel air heaters, air condition, cooling unit, refrigerator, washing machine, dish washer, micro wave oven, water maker, three or four heads, four separate double cabins, and plenty of space for personal items. It has ample tank capacity for serious cruising.

Despite the fact that the boat is built as a top-of-the-line yacht, she can virtually be sailed single handed. Push buttons allows you to raise the anchor and set and sheet the sails; all from the steering pedestal. "Push button sailing" is no longer just a figurative expression, it is reality.

The interior woodwork for the first hull starts in July 1997. The HR 62 will be launched at the yard at Ellös, Sweden in the late autumn of 1997 and will be exhibited at the boat show in Düsseldorf, January 17th - 25th, 1998.

Hull length 18.88 meters, beam 5.15 meters, draft 2.5 meters, displacement 33 ton.

Comments by her designer:

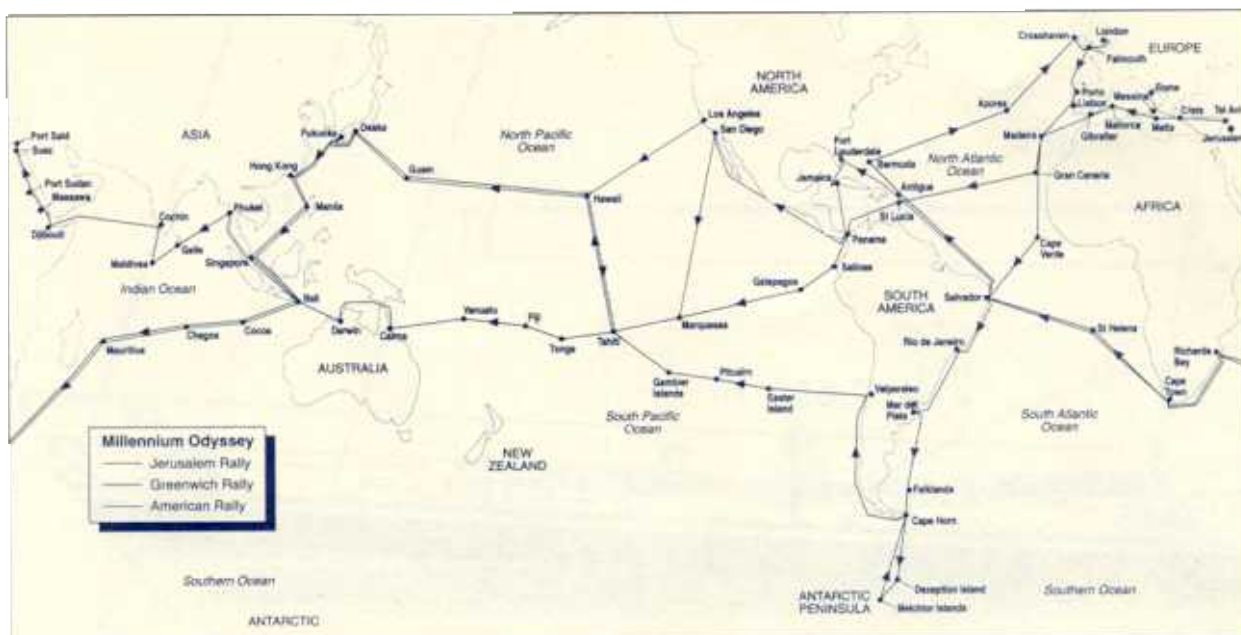
"As the top of the line, high quality, offshore cruising boat produced by this world renowned builder, the new HR 62 represents years of experience and a fusion of efforts on the part of Hallberg-Rassy and our design office, to produce the best possible yacht of its kind.

The high performance, well balanced, strong hull of moderate draft is matched by an efficient and easy to handle sail plan.

The areas reserved for leisure on deck are very generous and the interior has plenty of natural light and ventilation.

A new owner will immediately appreciate Hallberg-Rassy's know-how building and outfitting their yachts, as well as their designs and their performance in all conditions."

German Frers



Millennium Odyssey

Jimmy Cornell gets a Around the World Rally going

World Cruising Ltd with Jimmy Cornell at its head, starts a round the world rally. Jimmy is well known for having initiated the ARC-crossing of the Atlantic in 1986. This sail has been continuously started every December since then. Repeat '*Open house*' visitors will remember Jimmy's highly interesting lecture about long distance cruising during the '*Open House*' celebration in 1995.

Like in the ARC, Hallberg-Rassy boats are expected to be one of the most well represented. Already 43 boats have signed up. The around the world sail will set out in August of 1998.

The finish is in the year 2000. There are a number of different routes, so you will always find an appropriate itinerary regardless in which part of the world you join the sail and weather you prefer a warmer or colder run. You can elect a Mediterranean, English, or US start. The voyage can pass Antarctica and Chile, or the West Indies and the Galapagos. Subsequently via Hawaii and Japan, or Australia, the Red Sea or South Africa.

Starting sailboats can choose between a racing division and a cruising division. The difference is that the cruising division can turn on the engine (with a time penalty) when the wind is too light. The minimum size boat is 36 feet.

Like all earlier races organized by World Cruising Ltd port fees, customs clearance, entrance fees, quarantine fees, as well as transit costs for the Panama- and the Suez Canals are included in the participation fee. The organizer can also arrange all other formalities in the countries visited during the sail.

An information video and pamphlet can be obtained through the organizer who will also be happy to accept your application World Cruising Ltd., P O Box 165, London WC1B 3XA, England, Tel. +44-171 405 99 05; Fax +44-171 831 0161, e-mail 106035.3010@CompuServe.com

Finally a comment from a participant in an earlier event arranged by Jimmy Cornell: - "*He forced us to realize our dreams*". High praise, indeed.

Holiday 1997

The yard has its holiday between July 4th and August 8th, 1997.



Photo: Sister ship without in-mast furling

HR 53 winner of prestigious regatta in the Mediterranean

The Italian HR 53 "Mahè 2" won a prestigious race in Sardinia with tough competition from IMS-racers. A total of 43 sailing boats participated in the race that encompassed 21 nautical miles. The wind was between 3 and 4 Beaufort. The event was organized by the 'Yacht Club di Punta Sardegna', Costa Smeralda, in northern Sardinia, Italy. The owner, Mario Gallini from Italy is the vice chairman of the esteemed 'Yacht Club Italiano'. The "Gughi" with Luciano Bonfigli at the helm captured second place, and the "Botta Dritta" with Luigi Carpaneda at the wheel was third. Both helmsmen are well recognized for their proficiency in Italy. Steersman on the winning HR 53 was the brother in law of Mario Gallini, Nick Perren from England. Nick Perren, who at the moment did not own a boat, became so enthusiastic over the Hallberg-Rassy that he immediately ordered a new HR 39 for himself. Mr Gallini was the first buyer of a HR 53. The "Mahè 2" is as a matter of fact Mr Gallini's second HR 53. The new boat is even

more extensively equipped for comfortable cruising, including hydraulic in mast furling system, 220 V power generator, bow thruster, dishwasher, microwave oven and much more.

The final score was as follows

Place	Yacht	sailing time	total time
1	Mahé 2, HR 53	2,59,09	1,42,29
2	Gughi	3,38,09	1,44,45
3	Botta Dritta 5	3,05,48	1,45,58
4	Angelica III	2,41,57	1,48,03
5	Flying Fish	3,38,22	1,48,36
6	Vanara	3,30,02	1,51,41
7	Malicia	3,14,35	1,59,39
8	Stravento Due	3,37,06	2,06,27
9	Portalsole	3,11,30	2,14,16
10	Isola	3,37,41	2,15,15
11	Nuvola	3,13,31	2,16,17
12	Rosa	3,32,01	2,21,55
13	Jasmine	3,29,37	2,22,17
14	S Nicola	3,40,44	2,22,33
15	Bissotuno	3,46,34	2,22,51
16	Giuliana G	4,30,17	2,26,23
17	Lula I	4,05,13	2,30,49
18	Musa	4,54,53	3,01,29
19	Ganzuria	4,41,24	3,03,45
20	Guia Lonley	3,39,52	3,17,28

Significant progress in 8 years from HR 45 to HR 46

A Hallberg-Rassy design is constantly perfected. Improvements are made all the time. Not just for the change but because we always strive to build better sailing boats.

When the HR 45 was launched in 1989 it was a trendsetter. This was the first Hallberg-Rassy designed by Germán Frers. The HR 45 introduced an external lead keel, sturdy hull stiffener along and across the boat, between the floor and the keel, which reinforces the construction considerably. In addition it introduced a hull insulated with Divinycell foam core, which not only insulates from heat and cold, it also ensures an even firmer hull with a smooth inside, in contrast to the stringers of old days. The HR 45 combined all Hallberg-Rassy's traditional hallmarks, like style, sturdiness, comfort, fine woodwork, thorough technical installations and an ample tank capacity with sailing characteristics unsurpassed for a sailing boat of this type.

The Hallberg-Rassy 45 claimed overall victory in the ARC over the Atlantic, in competition with a range of vessels from Whitbread boats and racers/cruisers to smaller family style boats.

However, there is nothing so good that it cannot be improved. Today the HR 46 has replaced the HR 45. The difference is much greater than a different angle of the transom.

The highlights:

A new plug and new molds have been built for the HR 46.

The maximal sailing water line is as much as 56 cm longer on the HR 46. The floating water line however, is more or less identical. The longer sailing water line results in an even better performance.

The hull is wider from the cockpit to the stern. At the stern the difference is 44 cm. This gives more room in the aft cabin and a larger deck surface at the stern. Notwithstanding that the cabin is 8 cm wider on the HR 46 the walkway on the side is also wider. The sheer line is more attractive on the HR 46. The stern is higher. This give more headroom and better lines. The difference is 10 cm higher in the stern which fades to zero at the stem.

Difference in headroom in meters is:

	HR 46	HR 45
Saloon	1.98	1.94
Walk through	1.94	1.91
Aft cabin	1.88	1.82
Aft toilet compartment	1.91	1.76
Aft shower cabin	1.87	1.81

The above is measured in meters where the height is at a maximum.

The Genoa sheet system is of the improved version used on the HR 62 with two genoa sheet travellers on each side. This facilitates the use of a cutter stay sail. The elegant track without visible screw heads from Lewmar is used. The Genoa traveler can be trimmed from the cockpit.

HR 46 has an integrated rubbing strake below the blue stripe on the hull. The HR 45 did not have this.

The design of the cockpit is new and in the same style as on the HR 53 and HR 62. This gives more seating space, even though the length of the cockpit is unchanged from the HR 45.

The windshield on the HR 45 was built by separate parts that was closed shut. On the HR 46 the windshield is one single unit. The sprayhood is ingeniously incorporated in the profile. Combined a superior water tightness is accomplished.

The afterdeck stowage is even bigger on the HR 46 than on the HR 45.

The HR 46 is offered with a keel with a draft of 2.35 meters in addition to the regular keel with a 1.88 meter draft.

The rudder design on the HR 46 is new, and all the latest discoveries have been incorporated. This makes the boat even easier to steer.

The linking of the steering system is new on the Hallberg-Rassy 46 with suspension linked rudder control. This contributes further to a precise and sensible rudder feel. The HR 45 had wire steering.

The pedestal is of a type that gives lots of room for many push buttons and display screens.

Today the side windows comes from Lewmar, and 13 of them can be opened. The frame is of uniform thickness which is unaffected of whether the windows can be opened or not. The HR 45 had uneven frames and only 8 could be opened.



Hallberg-Rassy 46

The HR 46 offers a choice of a teak or mahogany interior.

The varnishing is considerably improved, with all internal parts spray-painted outside the boat lying down. The varnish on the HR 45 was brush painted standing up inside the boat.

The HR 46 offers a choice of a fore body layout, which has both a separate passage to the two double cabins and a ample head, with a separate shower.

The cabinet doors in the head are now white to match the rest of the water resistant interior.

The fiddles around the working areas in the galley, at the chart table, in the walk though and in the aft cabin have been equipped with practical integrated handles.

The galley layout has been upgraded, which has resulted in a larger volume inside the refrigerator box. The insulation is even more thorough and more effective than on the HR 46.

The lighting inside has been upgraded, in the same style as on the HR 39 up to the HR 62 i.e. spotlights in the ceiling and elegant indirect lightning behind the curtain linings.

The diesel fuel tank volume has been expanded to 660 liters from 600 liters.

Altogether the HR 46 is a boat that offers more. This is indeed progress.

Attention HR 33 Mistral and HR 24 Misil owners

Norwegian Tore Gjesti with a Mistral 33 No 79 and Börje Wasén resident of Åland with a Misil II want to start a club for owners of respective boat types. Tore is of the opinion that the Hallberg-Rassy 33 Mistral will become a classic in the future, with its exceptionally beautiful lines and harmonious qualities. Something that may be true for all Hallberg-Rassy designs. Tore wants to collect much information about the boat and would like to have personal stories and travel stories, tests and photographs. If you are interested in the Mistral register, please contact Tore Gjesti, Likollen 15, NO-1481, Hagan, Norway. Fax +47-22 38 02 58 and for Misil II contact Börje Wasén, Grindmattesvägen 2A Bost 8, ÅL-221 00 Mariehamn, Åland.

E-mail: Swasen@mailbox.aalnet.aland.fi

Press clips

Sailing, USA about the HR 31: I like just about everything about this design, from its high cockpit seatbacks to the fractional rig. Frers has given us some nice boats.

Segling, Sweden says about the HR 31: Cruising, sure, but not without performance. Just because a boat is a cruiser does not mean that bad performance necessarily has to be accepted. It is remarkable that the attitude that a good cruising boat constantly has to be sluggish and unwieldy is widely spread. As if not a cruiser had to be a good sailor! That is of course nonsense. Hallberg-Rassy wanted to kill this myth. The collaboration with discriminating designer Germán Frers gave an opportunity to do exactly that. Mr Frers is the foremost developer in the world of keel and rudder shapes. Without exaggeration you can say that a great deal of the lessons learned by Germán Frers at the America's Cup have translated into this cruiser built by Hallberg-Rassy. The 31 feels really stiff and is easy to control even in the worst squalls. Much of this "calm" would have been thrown away if the boat didn't move. But she did move. She moved impressively in lighter winds with good boat speed, good drag co-efficiency, and a tight tiller. All this gave a sense of full control and made for comfortable sailing.

Seiling & Båtliv, Norway about the HR 34: **Hallberg-Rassy 34** is a wolf in a sheep's clothing. It looks like a typical Hallberg-Rassy and has a traditional cruising interior, but the modern hull and the flexible Seldén rigging, gives the boat both good performance and comfortable sailing characteristics.

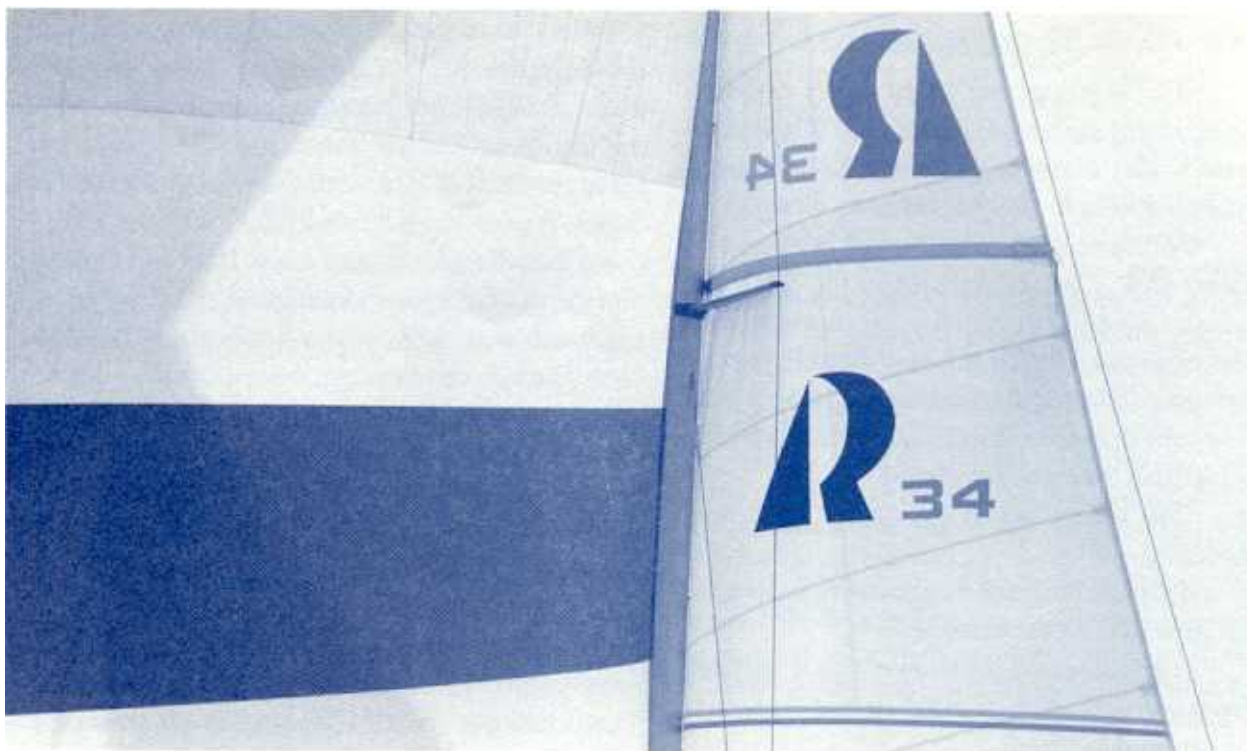
På Kryss & Till Rors, Sweden; HR 34: She has her own style, characterized in particular by her retrousse transom. The HR 34 looks smart and compact. She has more to offer under the waterline than many other of today's performance boats. This is also a long distance cruiser. Our trial sail starts with a free light wind from ENE which gradually increases to force 8. It does not take long to confirm that this is a fast boat. She is also stiff and well balanced with a comfortable weather helm. The rig is easy to trim and control, the reefing system is good and easy to use. The rudder area is big enough to make her extremely easy to maneuver. We find the feeling in the tiller perfect. We note that this boat much resembles a full keel boat, pertaining to the movements at sea. We are

really impressed by the Germán Frers designed Hallberg-Rassy yachts, especially the unique combination of up-to-date performance boat and a traditional seaworthy long distance cruiser. In our opinion this design philosophy marks a completely new approach to the long distance cruiser.

Båtnytt, Sweden about the HR 36: **Hallberg-Rassy 36** - for the sailor connoisseur. The sailing characteristics of this cruiser are in a class of its own. The HR 36 is alive, she accelerates well after a tack. She beats very well, she moves very comfortably, and is a joy to sail. She has a bite and appears to want to move forward. This is a distinctive characteristic of a real good sailing boat. Look at the exterior and you will see that the HR 36 is nicely finished. Note the sturdy teak toe rail, the well laid teak deck, the stable fixed wind screen, the integrated rubbing strake, the high finish GRP and the leather covered wheel. Below deck the feel of quality is even more pronounced. You will recognize this feel from earlier Hallberg-Rassy designs.

Båtnytt, Sweden, Norway and Denmark about the HR 39: Best in the new range. The sailing characteristics are terrific! The HR 39 is a delight to steer, easy on the helm and well balanced. She is pleasantly stiff, has a low leeway, excellent speed, and in all aspects she transmits the feel of a good sailing yacht. She moves gently in the water, even better than the older Hallberg-Rassy designs. She sails dry thanks to the relatively high freeboard. The steering is splendid, even when you bear down with taut sails. You have the impression of full control, a great safety feeling if you sail running in rough weather in open sea. The safety on deck has become an icon. The teak deck is a standard feature and it always provides a good grip, dry or wet does not matter. The teak capped toe rail gives good grip when the boat heels over and the stanchions are molded into the solid joint between the hull and deck. All in all the HR 39 is a very fine yacht. Not cheap, but splendid to sail, spacious and well equipped. Maybe the best Hallberg-Rassy so far?

Yachting Monthly, October 1994, HR 42: When the morning forecast speaks of winds force 5-6, possibly 7, it is reassuring to know that the boat you are planning to sail has certain credentials - that she has been built by a com-



pany with a reputation for seagoing comfort and that she has been designed by someone who knows how to make a yacht sail well and with a minimum of effort. In short, we were pleased the day's trial was to be on a Hallberg-Rassy 42, designed by Germán Frers. "A modern yacht with all the traditional virtues" is as neat a way of summing up this yacht as any. Her standard of build and quality finish, combined with an impressive inventory, must be paid for, but she is not, in comparison to some, an unduly expensive boat.

Yacht, Germany, No 18/96, HR 42: The over 13 m long yacht sailed perfectly on the helm and thanks to a very direct transmission from the wheel, she reacted immediately to the smallest move of the rudder. After every tack the Hallberg-Rassy 42 accelerated up to her top speed astonishingly quickly. Below deck she leaves no wishes unfulfilled. The perfect mahogany interior, bright ceiling, many side windows, and four skylights bring much daylight and perfect ventilation.

Meer & Yachten, Germany, issue 1/97, HR 46: The HR 46 inspires confidence immediately, thanks to the sturdy construction, the well proved center cockpit and the wide walk decks. Safety is also highlighted below deck with handholds everywhere you may need them.

Sailing, USA, August 1996 about the HR

46: Hallberg-Rassy builds some of the world's finest production cruising yachts. Cruisers will appreciate the large engine room. Hallberg-Rassy designs are always good looking. The company builds very handsome windshields and hardtops. The 46 has a nice spring to the sheer and its freeboard is in proportion to its length. This would make a safe and well-mannered offshore cruising yacht.

Yacht Premiere, Italy, HR 53: Designed by Germán Frers, it combines modern styling and a performance hull but still retains that timeless elegance that is the hallmark of the range, while down below it provides the space and comfort of a luxury floating home. The interior is finished in glowing rich red mahogany, again a Hallberg-Rassy trademark, one of which they are justly proud. Satin finished, smooth, rounded, warm to the touch and soothing to the eye, the interiors of these boats are superb. The layout is designed to allow unimpeded access from bow to stern, in a smooth line with no obstructions. The saloon table has superbly radiussed fiddles that fades away in the corners. The engine room is a full-height, walk-in compartment, with ample room to work around the six-cylinder engine. Also in here is the generator, with room for a water-maker if required, and easy access to all systems. Perforated aluminum linings cover the sound insulation, adding to the high quality feel of the installation.

Improvements

The working area in the galley can now be equipped with marble laminate. White laminate is also available as before. Either one is included with the boat at no extra charge.

A new textile collection has been added, called Dole. Dole is available in the following colours: blue-lilac, turquoise, green, anthracite, and wine-red. The fabric is very durable and can be washed in a regular washing machine at 60°. The only drawback is that this series cost a little more than the standard version.

The ladder in HR 39, 42 and 46 is now wider.

Internal hinges, fittings, and light fixtures are now in uniform chrome.

The colour on the shower tub is changed from ivory to white in order to match the rest of the head fixtures.

All windows can now be opened in the HR 39 and 42. This was already true for the HR 46 and HR 53.

In the HR 31, 34 and 36 the window over the galley can now be opened.

An electrical emergency bilge-pump is now included as standard equipment.

CE certification is included, category A, unlimited ocean sailing.

Germanischer Lloyd certificate 100 A5 is included.

CE and GL 100A5 - what is that?

Twenty-five years ago, Hallberg-Rassy was the first Swedish yard to introduce the Lloyd's HCC Certificate (hull construction certificate) as standard issue. Hull, deck, bulkheads, engine, engine bedding, fuel and water tanks and rudder-system, everything that effects the safety of the boat, was inspected by an independent examiner.

These days there is also a European safety directive, the CE-label. The HR fleet was already in compliance with all essential requirements of the directive. Compliance with the directive is optional until June 16th 1998, and is then enforced in the European market. Even now the HR-boats are delivered with the CE-label. The CE-label is of utmost importance to the owner outside the European Market. After June 16th

1998, no boats lacking the CE-label may be sold to the European Market, regardless if they are new or used, provided they have not been put to use inside the European Market before then. This means that for example a US boat with the CE-label has a much bigger market than one without. Without a doubt this affects the second hand value. If you are domiciled outside the European common market, you should make sure that the boat you buy has the CE-label.

The CE-certification is mostly concerned with safety aspects and is not dependent on the construction itself. For this reason we have introduced the Germanischer Lloyd certificate, 100A5, which is an all detailed certification of the entire boat. Not only is the hull, deck, and bulkheads inspected, but also the engine installation, electrical installation, rigging and more. The complete construction phase is consequently inspected by independent examiners. The certificate 100A5 is classed the highest and is valid for unlimited ocean sailing.

A Hallberg-Rassy boat fulfils the requirements of tomorrow even today. A HR boat has always enjoyed an exceptional second hand value. The value will now improve further. Quality products are always the best buy in the long run.



The difference in sail area is this big

Revolutionary new furling mainsail

Hallberg-Rassy and Elvström Sails have jointly developed an entirely new kind of main sail furling system. The Elvström company introduced its main sail furling system using vertical full battens six years ago. Now, the time has come for the next generation of sails; the Max-Furl, which is offered as an option.

The new sail is almost revolutionary in the field of main sail furling, it has a big roach and thus a sail area that is much the same as a standard main sail. The sail has horizontal battens that can be rolled in, but there are more advantages to this sail than the larger sail area. You can sail closer to the wind, and you roll less, when running in choppy seas and light wind. Many sail makers have tried to make a sail like this, but no one has succeeded until now. Hallberg-Rassy and Elvström have found a combination approach that we cannot divulge for competitive reasons, but the sail is incredible. It can, however, not be unconditionally recommended to every sailor with a furling system. We will recommend Max-Furl, if you value superb sailing qualities and still want the comfort of a furling system. You have to be careful when you roll in the main sail. You cannot expect the battens to last for ever and should plan to have them replaced once every season, if you sail with normal frequency. During a one year trial we have not noticed any tendency for the battens to wear out. Most sailors will find the need for replacement a small price to pay for the Max-Furl's obvious advantages.

HR 53 with the humming engine

We persistently test various ideas and equipment on our biggest demonstrator, the HR 53. Not everything succeeds and is included in serial production, but this time we can introduce yet another improvement. We have done everything possible to muffle the sound and minimize the yachts' vibrations, when motoring. We cannot reveal exactly what we have done, since the effect is so remarkable, that we do not want other boatbuilders to follow our lead right away. The drawback is that the installation has to be ordered very early during the construction and this installation is rather expensive. The HR 53 and HR 62 are outfitted this way as a standard feature. If you go for a large yacht and appreciate that you can go 50% of the time under power, you know how important the sound level is. If this is the case you should really consider paying us a visit. You will get a new appreciation of the sailing experience, the superior sailing qualities, the quietness under power and to encounter, "push-button-sailing" in combination with the 'Max-Furl' system. A visit to Hallberg-Rassy is always beneficial.

We sailed our HR 26 to New Zealand

We quote from a letter we received from a long distance cruiser:

My wife and I are sailing a Hallberg-Rassy 26 and we are now on the other side of the globe, in New Zealand. We are proud of our long voyage. We have always praised the HR 26 for her quality, layout, and on account of her ingeniously planned details. Can there be another 26 footer in the world that is this spacious and sails this well? We don't think so. On this voyage we have sailed as fast as other yachts as large as 40feet, but maybe that's because we constantly trim our sail and windwane and one of us is always in the cockpit, day or night. She behaves well even under adverse conditions. On the way to New Zealand we were beating against the wind six days in a row against three troughs of low pressure, one with gale force winds, without problems. Safety items and rig were supplemented to facilitate ocean passage. We may have as much as 1 to 1 1/2 tons of additional equipment aboard: four anchors, a chain, spare parts, 7 sails, ropes, an outboard engine, a dinghy, a life raft plus everything else you need, like 220 liters of water, 100 liters diesel fuel, petrol, cans of food, gasoline, books, and much more. Sure, it's not always easy to sail like this, but so far everything has gone very well. We have not needed any repairs, just maintenance. A good report for a quality boat. We have been sailing for almost three years now and if everything works as planned, we will be back in our home port of Gothenburg in another few years.

Best wishes from the HR 26 Windsong
Ingela and Jan Franke

See us at the boat shows!

Date	Show	Country	Exhibited yachts
22-24 Aug. '97	Open House	S	HR 31 through 53
29-31 Aug.	Kolding	DK	HR 31 through 42
2-7 Sept.	Amsterdam	NL	HR 31 through 53
4-7 Sept.	Oslo	N	HR 34, 39 and 42
10-14 Sept	Seattle, WA	USA	HR 39 and 42
10-14 Sept.	Newport	USA	HR 36
13- 21 Sept.	Southampton	GB	HR 36 and 53
20-28 Sept.	Friedrichshafen	D	HR 31, 34, 36 and 39
9-13 Oct.	Annapolis, MD	USA	HR 36
11-19 Oct.	Genua	I	HR 42 and 46
25 Oct.-2 Nov.	Hamburg	D	HR 31 through 53
31 Oct-3 Nov	Nishinomiya	JAP	HR 34
6-9 Nov.	Stockholm	S	HR 31, 36 and 42
8-18 Jan. '98	London	GB	HR 36 und 42
16-25 Jan. '98	Seattle, WA	USA	HR 42
17-25 Jan. '98	Düsseldorf	D	HR 31 through 62
10-13 Apr. '98	Bruinisse	NL	HR 31, 34, 36, 42, 46
21-23 Aug. '98	Open House	S	HR 31 through HR 62



Open House at Hallberg-Rassy the weekend of 22-24 August 1997

Hallberg-Rassy invites you to our traditional Open House weekend 22-24 August. It will be an interesting weekend. Like last year, not only will you find the complete Hallberg-Rassy fleet but also many other sail and power boats from Scandinavia. About 50 boats will be in the harbour. Suppliers will also display engines, sails, rigs, navigation aids and other equipment of interest.

Daytime activities

The complete range of Hallberg-Rassy yachts from 31 - 53 ft, as well as about 45 Hallberg-Rassy's under construction, will be on display between 10 am and 6 pm. Friday through Sunday. There is no possibility for trial sails during the weekend, but you are welcome to make an appointment for Monday the 26th.

Evening activities

Saturday evening at 7 o'clock we will serve an informal dinner followed by a lecture by Kurt Björklund, who has sailed his HR 31 Monsun around the world three times. Kurt's Hallberg-Rassy was the first GRP yacht to come to a museum.

This will surely be a most interesting talk. Since there is only a limited number of seats, we would ask you to make your reservations in writing at your earliest convenience. In previous years this event was fully booked early. Let us again emphasize the importance of making your reservations as soon as possible. The fee for the dinner and the lecture is 60 SEK per person, which can be paid upon arrival, if you live outside Sweden.

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. A special discounted price is available for participants to the HR Open House weekend; SEK 400 for a single room and SEK 600 for a double room all include a hearty breakfast. Please, make your reservations direct to the Hotel Sjögården tel +46-304-5103 0.

Welcome to the Hallberg-Rassy Open House weekend

R Hallberg-Rassy