

R Hallberg-Rassy

NEWSLETTER

ISSUE 9 SUMMER 2003

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Six prestigious awards in 12 months



European Yacht of the Year, Magnus Rassy to the right
© Yacht/H.G.Kiesel

Six prestigious awards in just 12 months, that must be a kind of record:

Cruising World voted the HR 43 "Best Midsize Cruiser under \$400,000" and "Overall Cruisingboat of the Year", in German Yacht magazine she was voted "Yacht des Jahres" (Yacht of the Year) and in American Sail Magazine she won "Top 10". The HR 40 was elected "Sailboat of the Show" in Stockholm and also "European Yacht of the Year" in the biggest category.

The sailors at Hallberg-Rassy are joking about extending the office with another wall, to create space for all the framed awards.

Hallberg-Rassy 43 winner of *Top 10* 2003 in the USA

Hallberg-Rassy has won "Top 10" 2003 in the American Sail magazine. Sail is the World's largest sailing magazine. The prize, a beautiful crystal sculpture, was handed over at the Atlantic Sail Expo in Atlantic City, USA, and was followed by a feature in the February 2003 issue of Sail. In eight full days of testing, Sail's judges

test-sailed, critiqued, analyzed, and debated the pros and cons of 37 new boats. Here's what they found:

"The Hallberg-Rassy 43, designed by Germán Frers, is a comfortable offshore cruiser from a well-respected Swedish builder. Hull and deck construction meet the high standards we have come to expect from Hallberg-Rassy, as does the excellent mahogany joinery down below. The interior accommodation includes many features we like to find on long-distance cruising boats: a well-positioned wet locker, lots of solid handholds, lots of general stowage space (though it is somewhat limited in the galley), and generous fuel and water capacity. We liked the commodious staterooms fore and aft and were agog at the large heads. The forward head has room for an optional washer installation; this seems the most logical place for

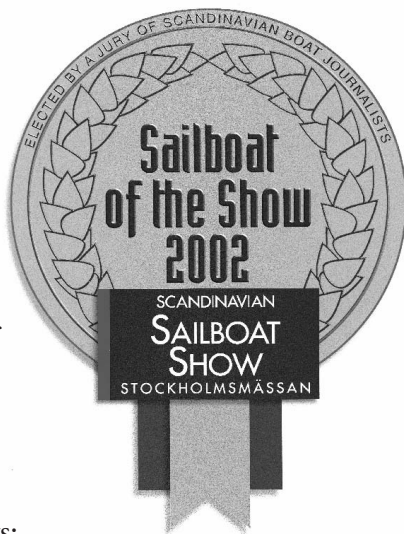


such equipment. We found the systems to be above average and were particularly impressed by the DC high-current panel and clean AC installation. There were some anomalies, such as untinned wire and less-than-optimal battery clamps and cables, that are commonly found on European boats.

We were unable to press the boat in the light conditions on Narragansett Bay, but we have no reason to believe this Hallberg-Rassy will not be up to more rigorous conditions. Buyers can safely expect to do some very serious sailing in a vessel of this ilk, and our judges agreed that, at the relatively modest asking price, the 43 is a lot of bluewater boat for the money."

Hallberg-Rassy 40 Sailboat of the Show

At Scandinavia's largest in-door boat show, Scandinavian Boat show in Stockholm, Sweden, the new Hallberg-Rassy 40 was voted Sailboat of the Show. The prize winner is chosen by several yachting journalists. The jury says:



"The Hallberg-Rassy 40 is a long distance cruiser of highest quality from the Swedish island Orust. The boat is the result of the yard's long experience in boat building. This has in the Hallberg-Rassy 40 been further developed to a discrete elegance. Without looking at trends, this is a modern yacht built to highest standards in respect of equipment and comfort."

Hallberg-Rassy 43 Best Midsize Cruiser and Overall Cruising Boat of the Year



US yachting magazine "Cruising World" has different categories for their Boat of the Year awards. The Hallberg-Rassy 43 won **Best Midsize Cruiser Under \$400,000**. But there is also an overall prize. Hallberg-Rassy 43 was also elected **Overall Cruising Boat of the Year**.

The Boat of the Year jury consists of professional yachting journalists who have sailed the 30 nominee boats for ten days. The Jury says:

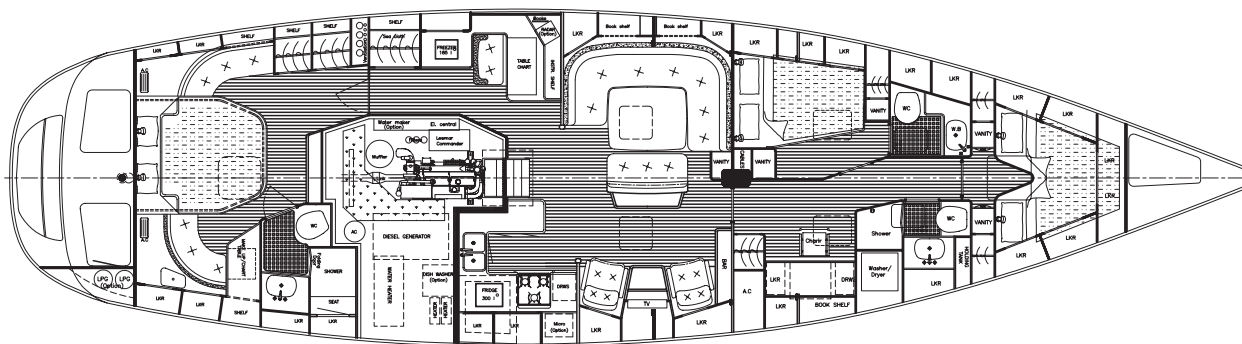
"The German Frers-designed Hallberg-Rassy 43 was the one boat out of this year's fleet of 30 that most effectively brought together all the complementary features that make a seaworthy, ergonomic cruising boat. From gasketed deck lockers that drain to underwater lines that make her 'track like a locomotive,' the Hallberg-Rassy brought it all together. She's a Divinycell-cored boat, and BOTY judge Ralph Naranjo was impressed with her alacrity under sail compared to older HR's that he's sailed. 'Her performance was that of a Frers pedigree,' he said. 'On the Hallberg-Rassy, everything seemed so logical to me: where things were placed, where my movement would go,' said BOTY judge Carol Hasse. 'If I were going to take a boat anywhere around the world, and I mean anywhere, for me it would be the Hallberg-Rassy.'"

Hallberg-Rassy 40 European Yacht of the Year

In January 2003 the Hallberg-Rassy 40 was presented "European Yacht of the Year" in the largest category. The HR 40 received the prestigious award in the largest class, Yachts up to 15 meters. The winner was voted for by journalists from 11 European yachting magazines; Yachting World (UK), Yacht (Germany), Segling (Sweden), Seilas (Norway), Bådnyt (Denmark), Yacht Revue (Austria), SwissBoat (Switzerland), Voiles et Voilers (France), Fare Vela (Italy), Yate (Spain), Yachting (Greece).



German Yacht magazine also asked their readers for their opinion, the result was the same: the Hallberg-Rassy 40 won in the largest category.



New interior layout in the Hallberg-Rassy 62 in Düsseldorf

At the world's biggest boat show, in Düsseldorf in Germany, a new interior layout of the HR 62 was shown in January 2003.

The new interior has a big walk-in engine room, a centre island berth in the Owner's Cabin aft, two generous guest cabins and a special cabin with office. The vast saloon has a U shaped sofa, two armchairs and a centre sofa. The exhibited boat was serial number 10.

It is something special to see a yacht of the calibre of the HR 62 at an in-door boat show. It is an exception that this size is exhibited. This was the second time a HR 62 was on display in Düsseldorf. Apart from the HR 62 the entire eight yachts in the HR range were there. At the show you could hear comments such as *"This is a dream yacht. To me it is a goal in my life to sometime become a proud owner of a yacht like this"*.

New book about HR sailor

Golden Lady, the Swede Kurt Björklund's HR 31 Monsun, was the first GRP boat to be put into a museum, after four Blue Water trips, three and a half times around the globe, single-handed. Now there is an interesting book released: Kurt Björklund – "En annorlunda världsomseglare". (A different circumnavigator) Unfortunately the book is only available in Swedish.

New book released: The World's Best Sailboats Vol II

This new book is entertaining and well written and has 404 very good colour images as well as 212 drawings of the best sailboats in the world. The colour photographs are benchmarks in nautical publishing. Of course there is a special chapter about Hallberg-Rassy included. Author Ferenc Máté analyses different yacht designs and construction and reveals the secrets of the world's top 20 yacht builders. This is a must-have for every yachting enthusiast and for Hallberg-Rassy fans especially. You may order your copy at www.hr-parts.com

Pollen new HR man in Norway

Pollen Maritime AS has been the Hallberg-Rassy dealer for the Norwegian market since August 2002. Pollen Maritime AS is run by Ole-Petter Pollen who among Scandinavian sailors is known as one of the most respected sailors in the area. After a successful racing career with an Olympic Silver-medal in 1988, in the Flying Dutchman class, as the top achievement, Ole-Petter has raced as well as cruised yachts in the range of 48-105 foot. Ole-Petter's great experience and big interest in yachts will strengthen the presence of Hallberg-Rassy on the Norwegian market.

In January 2003 Pollen Maritime moved into newly built premises in Leangbukta in the northern part of Oslo. Ole-Petter has already shown he is a very skilled HR sales man.



Four 25 year old guys won ARC Class G in a Hallberg-Rassy

Four 25 year old guys won their class in ARC

It seems to have become a habit: A Hallberg-Rassy has won her class in the ARC yet again. It's the fifth class victory for a Hallberg-Rassy in the ARC. Last time a Hallberg-Rassy was the fastest keelboat on corrected time overall, this time the Norwegian HR 39 "Guadalquivir" won both line honours and class victory in group G. She sailed from the Canary Islands to St Lucia in the Caribbean in 16 days, six hours and 40 minutes, averaging almost seven knots. The second fastest boat in the class, a Swan 43, arrived 10 hours later. "Guadalquivir" was skippered by 25 year old Nicolai Nordstrand and the crew was Lars Olav Jahre, Kjetil Gill Östvold and Jörgen Ström-Gundersen. All are 25 years old and from Norway.

A fast and reliable yacht resulted in victory. ARC (Atlantic Rally for Cruisers) is the world's biggest transoceanic event. In 2002, 225 yachts from 25 nations participated. Out of these 16 were Hallberg-Rassys and the most prolific individual boat type in the rally was the Hallberg-Rassy 42 with five boats. ARC is sailed

annually and the trip is 2700 nautical miles and normally takes 12 to 24 days. In 2003 17 Hallberg-Rassys had applied before the upper limit of 225 participating yachts was achieved.

Website tips

For more info, please visit the winner's web site www.snoozing.no (Norwegian only). If you want to apply to the ARC, please visit www.worldcruising.com.

Free ARC support for HR sailors

Hallberg-Rassy also sends a special support team to the ARC starting point at Gran Canaria. The support includes a check and adjustments to the rig and other important systems. Spare parts are also arranged freight free if ordered in time. This service is free for Hallberg-Rassy sailors in the ARC. If you are interested, please contact roland.olsson@hallberg-rassy.se





Double victory for HR 34 in the Hallberg-Rassy Cup

The HR 34 has scored a double victory in the HR Cup. Both the category with and without spinnaker was won by a HR 34.

In the class without spinnaker "Muguet", with family Schrader-Seefeldt won. The Hallberg-Rassy 43 "Pipifax" helmed by Gunther Persiehl came second. Both yachts are German. The best UK boat was the HR 34 "Barnstormer".

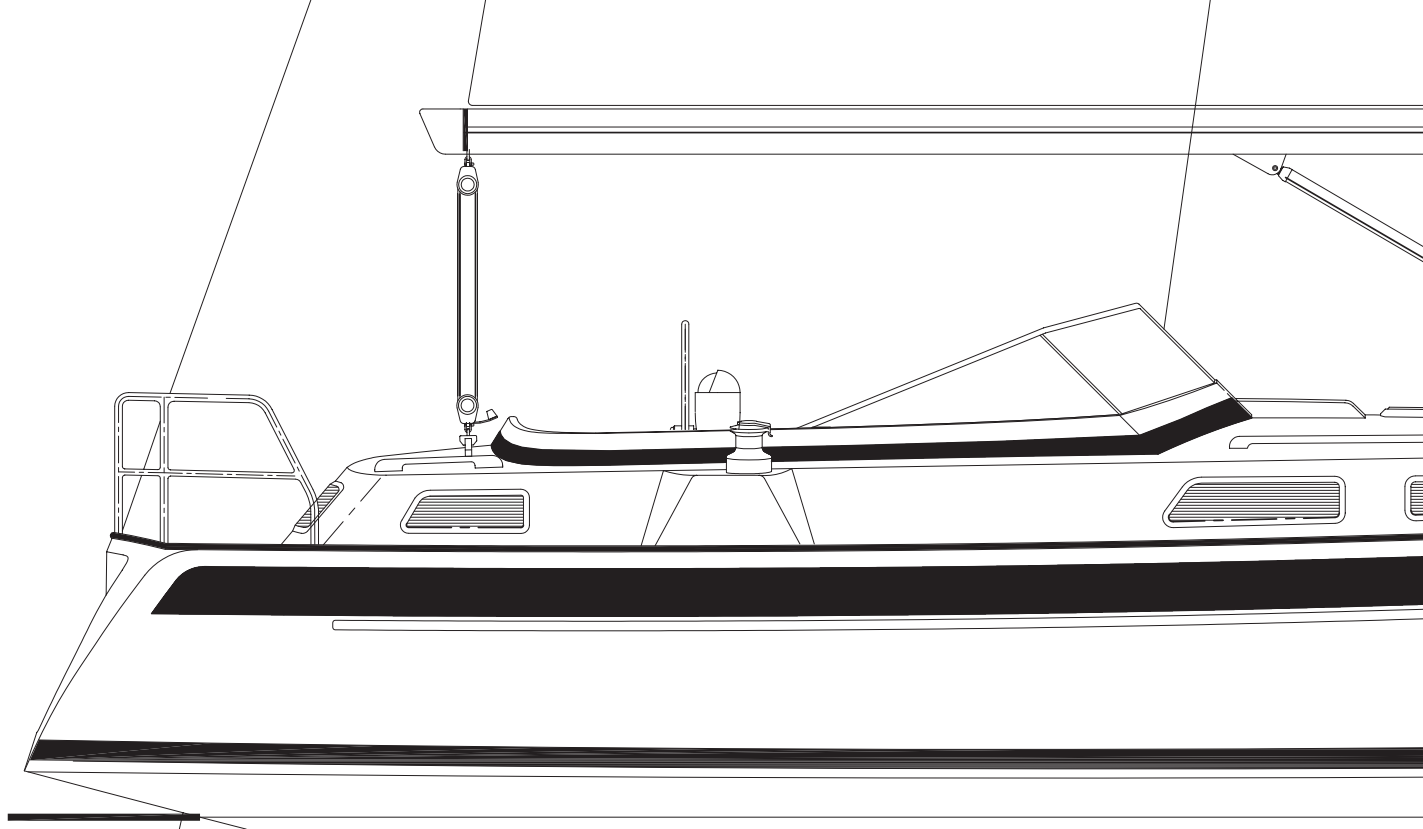
In the category with spinnaker the Swedish HR 34 "Mimmi AlBerta" with Claes Österlind won. Second place was taken by the German HR 312 "Lütte Bries III" helmed by Werner Held.

All in all 36 Hallberg-Rassy yachts gathered from many different countries, from small boats to big ones, from oldtimers to new boats. The Cup goes on for three days and in the evenings there is a party in the beer tent.

The next HR Cup will be the fourth and is scheduled to be held on 19-21 August 2004.



Winners in the category without spinnaker, German "Muguet" with family Schrader-Seefeldt



New Hallberg-Rassy 37 a

Take a winning concept and start with a blank sheet of paper. That's how the new Hallberg-Rassy 37 has been created. Her predecessor HR 36 has been the most successful model in her category with over 600 yachts built in fourteen years. The HR 37 is designed with the same concept but with 14 more years of Frers' and Hallberg-Rassy's experience incorporated.

The measurements of the hull are almost identical; there is only one cm difference in length. Nevertheless, the Hallberg-Rassy 37 offers a little more than the HR 36 in every respect:

No less than 85 cm longer waterline and updated sailing performance. Hull, rig, rudder and keel profiles include Frers' latest experience.

The interior is brighter thanks to slightly lower freeboard and a little higher superstructure. This gives greater window area and a good outer view.

The aft cabin is wider and more generous. The berths are wider and there is now space for a proper seat between the berths. The walkthrough has 8-2 cm better headroom, depending on where you measure.

The interior design is also improved with contemporary panel locker doors and profile

milled frames with rounded corners. The lockers are well ventilated with special grids on top.

The V cabin is 6 cm longer and 3 cm lower, and this with a foot-end that is twice as wide, 62 cm instead of 31 cm!

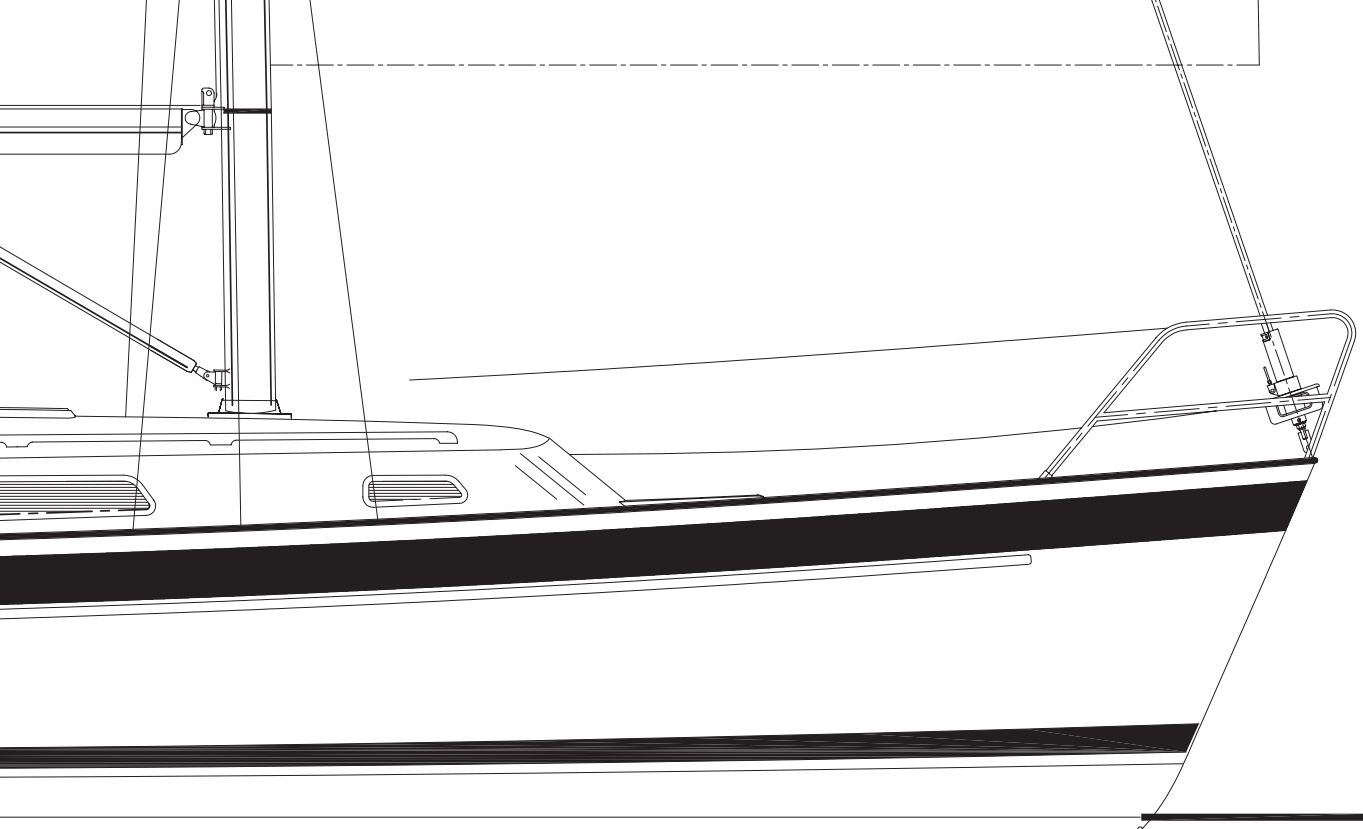
The interior layout is mirror rotated compared to the HR 36, to enable one to get to the correct service side, starboard, to the low-rev Volvo Penta D2-55 engine. The engine room is bigger. The tank volume is increased for both fuel and water.

The rig is the same style as the successful HR 40, slightly fractional but still forward and aft lower shrouds, combining stability and flexibility. As an option, it is possible to fly a masthead gennaker from a removable bow sprit.

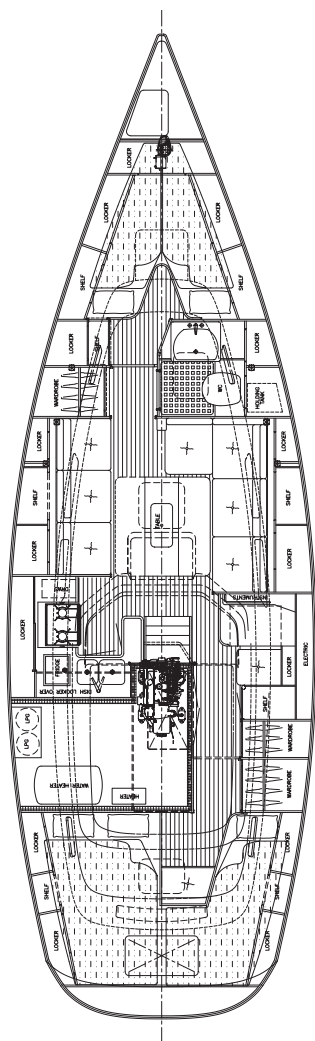
The aft cabin hatch is elegantly flush mounted.

The cockpit coaming is higher, giving improved protection. There is better seating comfort in the cockpit, thanks to the anatomical angle of the backrest.

The genoa sheet winches are fitted so that friction is minimised due to eliminated footblocks. The winch base is extended to give one a useful step for entering the cockpit.



at Open House in August



	HR 37	HR 36	Difference
Hull length	1132 cm	1131	+ 1
Waterline length	1020 cm	935	+ 85
Beam	355 cm	355	0
Beam measured at transom	269 cm	242	+ 27
Displacement	7.5 ton	7.5	0
Keel weight	3.2 ton	3.4	-0,2
Sail area with working jib	69 m ²	65	+ 4
Mast over water	16.75 m	15.50	+ 1,25
Water	400 l	335	+ 65
Fuel	340 l	310	+ 30
Cockpit length	200 cm	196	+ 4
Length forward cabin berths	212 cm	206	+ 6
Footend width	62 cm	31	+ 31
Height forward berths	77 cm	80	- 3
Length, heads department	109 cm	103	+ 6
Length L sofa saloon	200 cm	198	+ 2
Length straight saloon sofa	180 cm	178	+ 2
Gelley length	140 cm	132	+ 8
Chart table area length / width	108x88	107x90	+1x-2
Engine room	Bigger	Big	
Headroom saloon	192 cm	190	+ 2
Headroom walkthrough, max	155 cm	153	+ 2
Headroom walkthrough, min	148 cm	140	+ 8
Headroom in aft cabin	170 cm	160	+ 10
Length cockpit locker	131 cm	125	+ 6
Width cockpit locker	129 cm	123	+ 6

*World premiere for the HR 37 will be at the
Hallberg-Rassy Open House Weekend
22-24 August 2003*



Hallberg-Rassy appoints KKMI for California

The blend of a highly knowledgeable sales associates and professional after-sale service were some of the factors which led Hallberg-Rassy to appoint Keefe Kaplan Maritime, Inc (KKMI) as their distributor in California.

"Operating one of the largest boatyards in Northern California allows us to see a wide range of boats. Both Ken and I have always been impressed whenever we have a Hallberg-Rassy in our yard." Said Paul Kaplan co-founder of KKMI. "The owners always have great things to say about their boats and other than routine service, the boats are trouble free. We've been looking to represent a sailboat builder that offers the quality, comfort and value we can stand behind and Hallberg-Rassy is the perfect match for our company."

Ken Keefe and Paul Kaplan lead the team at KKMI. Ken, with over 25 years of experience in the marine industry, including having run two multi-million dollar, America's Cup campaigns, "Defender" and "USA". He's also known as being one of the most prolific sales agents on the West Coast. Paul's career in the industry started over 30 years ago as the youngest licensed yacht broker in California. A life-long competitive sailor, his time on the water is now focused more on cruising destinations. Patrick Adams, who has been sailing since the age five, joins Ken and Paul in the office. Patrick has competed in numerous regattas including several Transpacs, Caribbean and European regattas.

Germán Frers book "a passion for design" available

A magnificent limited edition, 4-colour coffee table book about world famous yacht designer Germán Frers and his boats is now available. It describes everything from how it all began with his father's, Germán Frers Senior's, designs, to the next and third generation. There is a lot of interesting reading and wonderful photos and drawings of Frers' extensive range of designs. You will find out about extreme racing machines and off course many pages are also dedicated to his designs for Hallberg-Rassy. For sample pages, prices and order info, please visit www.southatlanticpublishing.com



Royal visit to Hallberg-Rassy

Her Royal Highness Princess Anne paid a visit to the Hallberg-Rassy 40 at the London Boat show in January. Willie Bewes, managing director of Hallberg-Rassy's UK dealer Transworld Yachts, spent some time showing Her Royal Highness together with her husband, **Commodore Tim Lawrence** both the interior and exterior of the new HR 40. **Her Royal Highness The Princess Royal** showed great interest and knowledge in yachts of this calibre.

Improvements 2004

- All models will be upgraded with stainless steel mooring cleats.
- HR 34 to HR 43 to be fitted with bigger spring cleats.
- Hallberg-Rassy 31 has a new mast profile, that is stiffer in the longitudinal direction and has many detailed improvements, for example, a more elegant way of fitting the shrouds and the lead blocks.
- HR 34: New moulds for hull and deck with a lot of small detailed improvements; the cockpit coaming is a bit higher in the aft section to give better protection and more elegant lines. There is a larger radius where the superstructure joins the cockpit coaming. The GRP frames for the skylights are slimmer and give a sleeker impression. The blue line around the cockpit is casted into the gelcoat. The HR 34 also has improved mast and rigging, as on the HR 31.
- Tank volume has been increased in the Hallberg-Rassy 40; both fuel, 35 litres more, and fresh water, 90 litres more. Furthermore the storage in the saloon has been improved by moving a tank from the port side sofa to under the floor which gives easier access to storage under the sofa.
- Hallberg-Rassy 40 has a deeper wet locker at the entrance.
- HR 40 and HR 43 the smaller galley sink has improved in size.
- HR 40, 43, 46 and 53 have the rig upgraded from double to triple spreader rig.
- Hallberg-Rassy 43 has wash basins in Corian, a composite stone material, as fitted in the HR 40, 46, 53 and 62.
- HR 43 has a new steering pedestal top that is slimmer and gives more space for the crew in the cockpit.
- Hallberg-Rassy 43 has an improved cockpit table, which makes it is easier to fold up the table and gives more leg room.
- The bathing platform on the HR 53 has a new design, more in line with the HR 43, a different step and a wrapped out lower part of the platform. This gives greater platform area and more elegant looks.

See HR at the boatshows

Date	Show	Area	Exhibited yachts
31 July-5 Aug	Sydney	AU	HR 34
21-24 Aug	Helsinki	FI	HR 31
22-24 Aug	Open House	SE	31,34,37,40,43,46,53,62
28-31 Aug	Copenhagen	DK	HR 34, HR 37
2-7 Sept	Ijmuiden	NL	31,34,37,40,43,53,62
4-7 Sept	Oslo	NO	HR 34, 37, 40
10-14 Sept	Seattle, WA	USA	HR 40
11-14 Sept	Newport, RI	USA	HR 40, 43
12-21 Sept	Southampton	UK	HR 34, 37, 43, 62
20-28 Sept	Friedrichshafen	DE	HR 34, 37 and 40
9-13 Oct	Annapolis, MD	USA	HR 40, 43 and 46
4-12 Oct	Rapallo	IT	HR 46 and 53
11-12 Oct	Brui. testsail	NL	HR 31,34,37,40,43
25 Oct-2 Nov	Hamburg	DE	31,34,37,40,43,46,53
31 Oct-3 Nov	Nishinomiya	JP	HR 31
1-9 nov	Bercelona	ES	HR 62
5-9 November	Stockholm	SE	HR 34, 37, 40
8-18 Jan 2004	London	UK	HR 37
16-25 Jan	Seattle, WA	USA	HR 40
17-25 Jan	Düsseldorf	DE	31,34,37,40,43,46,53
17-22 Feb	Amsterdam	NL	HR 37
21-29 Feb	Copenhagen	DK	HR 34, HR 37
9-12 April	Bruinisse	NL	31,34,37,40,43 and 53
April 2004	Oakland, CA	USA	Models not yet decided
7-9 May 2004	Aker Brygge	NO	34, 37, 40, 43
21-23 May '04	Neustadt	DE	31, 34, 37, 40, 43, 62
27-29 Aug '04	Open House	SE	All

Changes reserved. See www.hallberg-rassy.com for latest update

Two new at HR Parts

HR Parts is doing well. Since the last copy of the HR NewsLetter was printed, there have been two new members of staff; Berit Hartelius and Peter Carstensen. Annette Olsson is home on maternity leave. Berit started in April 2003 and takes care of bookkeeping and handles orders from the webshop www.hr-parts.com. Peter started in November 2002 and deals with spare part requirements. He previously worked at Hallberg-Rassy as a carpenter and mechanic. Peter was born in Hamburg, Germany and moved to Sweden six years ago. Peter speaks Swedish, English and German.

HR Parts shop in Ellös has increased the stock with ropes, blocks, books, charts, flags, outboard engines and dinghys. HR Parts advises all boat owners to check their boats during the autumn and place their orders then. Some items are already in stock but many need to be ordered specifically and a waiting period of 8-10 weeks for some parts is not unusual. Ordering early will save a lot of grief. Finding the right spare is a never ending chase, some items just disappear from the market, an example of such is the opening porthole on the HR 312, 352, 38, 382 and 42 Enderlein. It was impossible for many years to get hold of new ones, but it is now available again.

Communication at sea onboard HR 62 "Yaghan"

Communication for Blue Water sailors is getting more and more important. It is not only an excellent way to stay in contact with friends and family. It is also a safety feature. With good communication you are able to get weather forecasts and weather charts to the boat in remote areas. It is even possible to get in touch with your doctor if needed.

Mr Arne Mårtensson just took delivery of his new HR 62 that replaced his HR 46 which had served him for 5 years.

Mr Mårtensson is the chairman of the board for the bank Svenska Handelsbanken, with assignments on boards of many other leading companies. Just recently Mr Mårtensson took a place on the board of Ericsson, one of the leading companies in the world when it comes to communication. No doubt Mr Mårtensson's involvement and interest in the communication sector has been an important factor in his choice of equipment.

Mr Mårtensson said: *"Weather information and the possibility to always be On-Line was the major object when I configured the communication on my new boat. With 64 kbps I can access all weather information and business information as I were sitting at the office"*

Yaghan (www.yaghan.com) is equipped with state of the art communication and is a good example of how technology is moving forward and into the modern cruising boat. The following is a list of the communication equipment you will find on Yaghan.

GSM Phones

Two GSM phones, one dedicated to data traffic and one to normal calls. GSM is the technique that makes it possible to use the same phone in more than 120 countries in the world. The GSM technique is getting more and more common also in the USA. GPRS is a technique implemented in the GSM system for downloading data. Instead of paying for airtime you pay for the amount of data you are downloading. The speed is normally between 30-43 kbps. (This is the same speed as a normal modem.) The only disadvantage is the fact that it is a land-based system, and will not work offshore.

Iridium

A portable Iridium phone with an external antenna for use in the boat. Iridium is a satellite system with full coverage all over the world. The only restriction is that the antenna must have an outside location. This phone will not work inside the boat, without an external antenna. Iridium also offers a Data kit. The speed for accessing email is 2.4 kbps. With compression over an Iridium gateway you can reach up to 10 kbps. Browsing the Internet is possible but very slow and expensive due to the airtime. Downloading emails without attachments is no problem. The advantage with a portable Iridium phone is that you can take it with you and use it outside the boat. Often there is also a cost advantage in using the Iridium for long distance calls instead of local calling cards. An Iridium phone can be an important safety factor when travelling in remote areas.

Inmarsat C

Inmarsat C is a satellite system for text messages. You can send a text message to a fax or email address. No attachments or pictures are possible. You can also receive text messages, normally sent from an email address. An Inmarsat C transceiver can also be part of the GMDSS system. You can send an emergency message. By just pressing one button you transmit identity, position and time. The advantage with the Inmarsat C system is that it is very reliable. There is no fixed cost. You pay when you are transmitting or receiving messages. The disadvantage is that it is not easy for someone on shore to send emails to the boat, as there is no easy way of paying for the service. You will end up approving some email addresses with your service provider, which means you pick up the bill for the incoming messages. The transmitting speed is 600 bps. Another feature with Inmarsat C is that you can receive Navtex messages.

Fleet 77

The Fleet 77 is a new **Inmarsat** satellite system for voice and Internet access. With the **Fleet 77** you can access the Internet with 64 kbps and make telephone calls wherever you are sailing. Also with the Fleet 77 you can choose to pay for the amount of information (MPDS). The antenna is quite large (850 x 850 mm), but smaller units will be launched shortly. **Fleet 55** has just been



Hallberg-Rassy 62 "Yaghan". The big antenna aft to port is a Fleet 77

launched and Fleet 33 is in the pipeline. These have a smaller antenna with less coverage, but still cover where most cruising boats sail. The speed is the same for Fleet 55 as for Fleet 77. The speed of the Fleet 33 will be slower but it is still possible to surf the Internet and download weather charts etc.

SSB

Single sideband is still used on many yachts. Today it is used more for social contact boat to boat when you are outside VHF coverage. Emails are possible with a modem. Transmitting speed is 600/1200 bps. Slow, but inexpensive.

Navtex receiver

Navtex is a system that receives forecasts, navigational and meteorological warnings as a text message on 518 kHz and 490 kHz. The range is about 200-300 Nm from the sender. No cost for using the system.

Weather fax

Weather fax receives a weather chart with isobars between 80 kHz to 25 MHz. The frequency range makes it possible to receive charts also in the middle of the ocean.

VHF

Today most VHF delivered are equipped with GMDSS system, DSC class D.

This year's Saturday night lecture at our Open House weekend will be on communication on board. See last page for application details.

40 years with GRP hulls at Hallberg-Rassy

It is now 40 years since the first GRP hull was laminated at what today is called Hallberg-Rassy. Then the yard name was Hallberg. In 1963 the first P 28 with a GRP hull was laminated. The P 28 was the bestseller at that time. Because many buyers were suspicious of GRP hulls, both GRP and wooden hulls were built side by side for several years. The customer could choose. The superstructure, however, was always high gloss varnished mahogany.

You may read more about all previous Hallberg-Rassy models at www.hallberg-rassy.com.

Lots of investments

Last year a new workshop with five more production slots was opened. This year yet another hall has been built. This is a stock department, which replaces an old one from the early 60s. In the new building where stocks for the boat production are kept, it is also possible to park a travellift containing a HR 62.

Furthermore, a new modern CNC milling machine has been bought. The oldest CNC milling machine at Hallberg-Rassy dated from 1987 and this has now been replaced with a bigger, more modern and faster unit.



Hallberg-Rassys well kept by thieves

Some time between the 2nd and 4th of October 2000 a HR 31 was stolen on the Swedish West Coast. Until summer 2002 there was no trace of the boat anywhere, but a Hallberg-Rassy is always unique in one way or the other. You can't hide a boat like this for ever. There are many committed and well-informed Hallberg-Rassy ambassadors around the world and sooner or later stolen HR yachts will reappear.

In the summer of 2002 it was just one of these committed HR owner's observations that led to the vital breakthrough. Let us call this man "Mr A"

Mr A was himself a former HR 31 owner and had heard that one had been stolen, he also knew that this particular boat was equipped with wheel steering that was fitted after wards. On the HR 31s where the wheel is fitted at build, the backstay is designed differently, it has a crowfoot (Y shaped) to make more room for the helmsman. He could see this was not the case on the backstay. There were a few other things that made the yard and the insurance company a little more interested in Mr A's tips.

There was a build number on the boat in question. The owner of this suspected boat, let us call him "person B", said in conversation that the boat was bought from a man in the South of Sweden.

The thing was that the build number he gave was not for a boat sold in Sweden but for a boat sold in Germany. The German owner had already sold his boat and had ordered a new HR. He could provide the name of the new owner who kept his boat in the Mediterranean. The boat had no wheel steering and the owner had

just been out sailing with the boat and was sure it was not stolen. So the suspicion of B not playing with all his cards on the table was getting stronger. Also the serial number of the boat had been changed in a remarkably clumsy way. Person B was not aware he had been arrested in his absence for boat theft. When B, at the end of August, arrived in Lofthammar and the boat, for a couple of relaxing days at sea he found the boat on land, clamped and cordoned with police blue and white striped tape. He contacted the police wondering what was going on. Person B, a 60 year old man from eastern Sweden was then taken into custody.

B was suspected of several boat thefts. Besides the HR 31 worth 120 000 Euros, a smaller motorboat worth 11 000 Euros had been stolen in 1998. Another motorboat worth 35 000 Euros had been stolen in 1999. Both these boats could be tied to Person B and were found at two different lakes in Sweden and had been frequently used by B himself during the summers. In October 2002 B was sent to prison for 2.5 years. The city court couldn't however, establish that B himself had stolen the HR 31, so on that point they chose to find him guilty of receiving stolen goods which is looked upon as a serious crime. It was proven he had stolen the other two boats. He was found guilty of theft and severe theft. He was also convicted of unlawful threat and fraud. The fraud was regarding insurances. The case had only two days to go before it was due to be statute-barred! In 1997 Person B had claimed 8 000 Euros from an insurance company after arranging a burglary from his own garage. The period of limitation for a crime like this is 5 years. Person B had also stolen a valuable terrain mower and a boat trailer to enable him to transport the stolen motorboats.

A Hallberg-Rassy owner can feel safe in the knowledge that stolen HR boats sooner or later are found and therefore are less desirable to boat thieves. It is also very difficult to sell a stolen HR boat since you tend to be revealed wherever you are. To anyone fond of Hallberg-Rassy boats it is probably nice to know that the HR 31 mentioned above, like other Hallberg-Rassy boats that have been stolen, was in an immaculate condition. A Hallberg-Rassy boat is well-kept even by a thief!

HR 36 and its crew honorary member of wine and truffle order

We received the following letter from one of our clients:

"We hereby have the pleasure to inform you that we are the owners of the first Hallberg-Rassy that together with its crew have been honorary members in the wine and truffle order in Piemonte in Italy.

The reason for this is that we named our Hallberg-Rassy 36 to "Barolo", which is the most exclusive wine in Piemonte. For us Hallberg-Rassy and Barolo stand for high class, quality and style. This was the reason for our choice of name.

Someone had informed the wine producers in Piemonte that there is a Hallberg-Rassy with the name Barolo. This made the wine producers enthusiastic and they wanted to honour our boat and us with this appointment. Saturday December 15th we were at the castle Grinzane outside the town Alba, where the high quarters of the order is located, to receive our appointment at their annual gala banquet.

We thought it might be fun for you to hear this and we finally wish you and your family a nice new sailing season."

Best regards

Tommy and Kaisa Sallstedt

New generation at the Hallberg-Rassy helm

Monday 14 April 2003 Magnus Rassy took over as Managing Director of Hallberg-Rassy Varvs AB. –*This is a demanding job that I am proud to have been appointed to. I will give all my enthusiasm and skill,* says Magnus Rassy.

HR 34 overall winner of Italian IMS regatta

Italian HR 34 "El Nino" skippered by owner Daniele Fogli has won an important IMS regatta with 36 participating boats. Other participating boats were famous racing boats and this win is greater proof of the excellent sailing capabilities of the Hallberg-Rassy 34.

Result list

	Boat name	Skipper	Boat type
1	EL NINO	FOGLI DANIELE	HR 34
2	X LADY	RAVAIONI P	X-332 SPORT
3	GINGER T	ZAMORANI D	TRIPP 33
4	X-SMALL	BUSSETTI G	X-302
5	CAPITANI C	FELCINI	IMX 40
6	BABAU	CARLO ARSI	SUN FAST 32
7	SHAMU'	BONETTO P	FIRST 40.7
8	SEA WHIPPET	D'ALBERTAS	X-362 SPORT
9	C.CO.C.	CICCONETTI	FIRST 36.7
10	NASO DI F	POSTANI M	FIRST 33.7
11	FISHBONE	FERRO CRISTIAN	FIRST 40.7
12	KIMA	GORZIGLIA E	GRAND SOLEIL 45
13	PULCINELLA	CICERI MASSIMO	BALTIC 40
14	BEL REBEL.	BRIZZI SERGIO	GRAND SOLEIL 40
15	RAGION P.	VALENTI PIETRO	FIRST 40.7
16	ABI	MARCOLINI	FIRST 33.7
17	ROMOLA	MERIGGI MANLIO	RUSH
18	BLACK AN.	DI LIBERTO S	IMX 38 C
19	GANDALF	TAMBUSCIO R	ZIGGURAT
20	SPAVENTAP.	DI CAGNO M	J/24
21	JOLICOEUR	PRESTA	IOR 1/4 TON
22	MONELLA	LOGLIO G	SUN FAST 39
23	MARY ROSE	REDIVO FULVIO	SUN ODYSSEY 40
24	MIZAR I	EVANGELISTI M	SHOW 32
25	PICCOLA G.	PISAPIA G	BLU SAIL 24
26	JUMBO	SOLARI G	J/24
27	SEAQUA	CANGIANO F	X-332
28	DAVINCIX	TRIFIRO' S	X-412 MK3
29	ROSMARINA	BENVENUTO U	FIRST 40.7
30	ARCOBAL.	ALBASSER F	STAG 29 PROTO
31	APPRENDIS.	PELLEGRINI M	J/24
32	YEMAYA'	LANDOLFI M	GIB SEA 304 PLUS
33	AVE MARIA II	BOLLERO E	IOR 1/2 TON
34	ORLANDA	PIRERA A	IMX 40
35	STORM S.	LORO PIANA F	MUMM 30
36	RROSE	BONADEO R	FARR 40

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Open House Weekend at Hallberg-Rassy

22-24 August 2003

As a tradition, each year Hallberg-Rassy has hosted an Open House for sailing enthusiasts from all over the world. This year the event will be held on the weekend of August 22nd through 24th. The Open House Weekend in 2002 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 2003 will be at least as successful.

Daytime activities: HR 37 premiere

World premiere for the new Hallberg-Rassy 37. Between 1000 and 1800 Friday to Sunday the Hallberg-Rassy 31, 34, 37, 40, 43, 46, 53 and 62 will be shown on the water, as well as 49 Hallberg-Rassys under construction. We have also invited our competitors and suppliers to join us so there will be 105 new boats and 75 suppliers. There will be both power and sailboats from 31 up to 62 ft from ten different countries. 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.

Interesting evening lecture

Saturday evening at 7 o'clock we will serve an informal dinner followed by a lecture on communication on board. The lecture will be held by Leon Schulz, an enthusiastic HR 40 sailor and

marine marketing consultant with many years of experience in marine communication. The lecture will be in English. 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 booking fee for the dinner and the lecture is 120 SEK per person, which can be paid by Visa or Eurocard. Please give us your card number, expiry date, postal address and your OK to charge the above amount. 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: Hotel Ellös Brygga, tel +46 304 50993. Mollösunds Wärdshus +46 304 21108. Nösunds Wärdshus +46 304 209 25. Quality Hotel Stenungsbaden +46 303 83100. Hotel Carlia, Uddevalla +46 522 14140. Hotel Reis, Stenungsund +46 303 77 00 11. Fars Hatt, Kungälv, +46 303 109 70. Lökeberga, near Marstrand, +46-30322 71 90, Ljungkile Turisthotell, +46 522 20 039, Bergabo, Rönning, +46 304 677 080.

Welcome to the HR Open House Weekend

R Hallberg-Rassy