

## INTRODUCTION

ew things are as exhilarating in life as learning. When one can couple it with personal passions, such as sailing and travel, the exultation is all the greater. No wonder, then, that surveying the world's best sailboat yards throughout Europe and North America seemed to me like a series of strung-together Christmas mornings. The presents I found were all beautiful, most very creative, and some truly amazing and ingenious.

Vast changes have occurred to sailboats in the decade and a half since *Volume I* was published. Quality has soared. The technology has evolved so much that it often seems like a brand-new world. The designs have been refined—not just in hull shapes, underbodies, and their appendages, but also in the fastidiousness of details. The emphasis seems to be on 'comfort,' followed by 'ease of handling' and 'speed.'

You will find on these pages all the new boats—many dramatically different—of builders covered in the first book; I also warmly welcome the big group of 'new' builders. Some you will recognize as established names who have leapt to the forefront in both design and quality; others, more recent entries, but with

such fine achievements in a relatively short time that they not be overlooked.

One huge change, I'm rather sad to say, is size. Boat becoming forever larger, grander, infinitely more complex longer the little magic carpets that could whisk us away our accumulated burdens; instead, they seem to be the embodiment of the burdens we tried so hard to leave behi

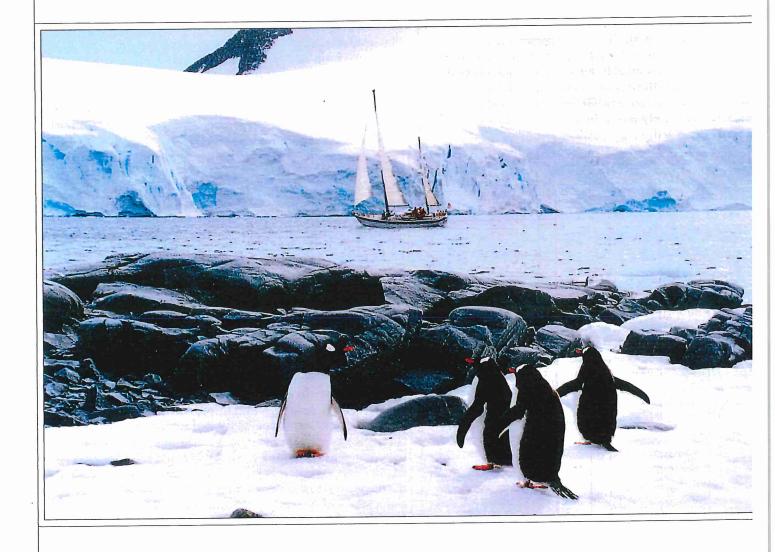
I tried, as before, to achieve a balance. Apart from the 1 moderns, I have included a few classics for the rome among us. But, as in *Volume I*, I chose only builders who have their hearts and souls in sailboats, who continue to tribute and invent, while never losing sight of practicality, ity, and beauty; their works are ones you could safely proudly pass down to your children.

But please remember that, just as *Volume I*, this book is shopping list, not a catalogue of a limited number of boats which to choose. It is, as best as I could make it, a book c *ideas*—a collection of ever-blossoming, ever-evolving d concepts and construction methods—all of them tried true—most of which you would do well to remember evaluating a sailboat of any kind, any make, any design.

Ferenc Máté, Tuscany,

REPRINTED FROM The world's best sailboats/volume ii by ferenc máté

## HALLBERG-RASSY



o say that Magnus Rassy has boatbuilding in his blood is about true as that statement can ever be. He grew up in the boatyarc father started in 1965 with what most agree was a visionary cring boat. Together they have built a line of one of the most successful cring boats of all time.

he changes that have occurred since 1965 have been in one sense cataclysmic; in another, few. Few because that same center-cockpit, fixed-windshield look is still there, and so is the sturdy construction; but cataclysmic because Germán Frers began designing the line in 1989, the same year Magnus came aboard. What had been functional, workmanlike designs, Frers de-bulked, and the boats are now sleeker, elegant, and fast.

Above the water, the change is obvious: The waterlines have lengthened, yielding more slender hulls, and gone are the big flush decks that used to necessitate rather high topsides with portlights in the sheer stripes. They have been replaced by quick sheers and more rakish overhangs, topped by low trunk cabins with subtle tapers, soft curves, and artistic proportions. This is a major miracle in a center-cockpit boat. The sterns have changed drastically as well; they are all reversed, with those most practical swim platforms and steps, and are all pleasantly rounded with that unmistakably supple—and much-copied—Frers flare that blends the transom so well into the hull's sides. If it sounds like I'm overpraising Germán Frers, perhaps I am, but to me he is one of only two yacht designers in the world who are also truly gifted artists with flawless sensibilities.

Underwater, the HRs are unrecognizable with modern flatness, short bulb keels—the bulb beautifully Frers-ized—and ultra-deep foil rudders.



Magnus, who has his father's joviality, big-boned movements, and even some of his hand gestures, put the Frers' influence this way: 'Apart from the beauty of his designs, we think he's a master because he can combine those beautiful lines with very good sailing performance and good volume, which yields extremely livable, comfortable boats. Many designers excel at one of these, some at two, but very few excel at all three like Germán does. He has given us much more elegant boats. His underbodies are modern with much more speed. And the boats are stiffer with a lowered center of gravity so you can reef later and sail faster. The sterns are fuller for more power and more interior volume.

All in all, these are huge steps forward from the old long-ker internally ballasted boats we had before. We build eight mode from 31 to 62 feet, all Frers designs. We tend to keep our meels quite a long time, compared to most builders. I think a average model life is one of the longest in boatbuilding, an average of twelve years.

'Our boats are still built to be solid, reliable, and fast long-c tance cruisers. What we emphasize in designing a model is g ting the displacement right. It has to be designed to carry equ ment, big tankage, good loads for long cruises. It is of li value to design a dream displacement that you will never ke and end up loading down the boat until it sits well below waterline and no longer performs.

'As for our reputation for building a solid boat, we h improved on that. We have replaced the strengthening grid had in the topsides of the hull, and we now build a stronger l that combines woven roving with traditional chop strand: Divinycell foam core. Where structural parts are bonded to inner skin, we use a heavier, denser foam. To stiffen the be even more, we have added a grid floor structure with long dinals and transverse beams, all of hand-laid-up solid gl Apart from distributing the loads of the new short keel over hull, it also does the same in case of grounding—distributes impact over the whole bottom of the boat. The engine bed are part of this grid. In the bow, additional bulkheads are bo ed in under the berth to stiffen the whole forward section pounding into waves. To create a truly monolithic struct that does not rely on mechanical fasteners, we bond our h and decks together at deck level, with fiberglass laminates. feel it's the most solid, leakproof, and secure way. Above laminates, the hull-to-deck joints, at the top of the coami are filled with a mix of resin and particles of Divinycell.

'One thing my dad always stressed was that in a serious shore boat, everything, whether it's mechanical or structi should be accessible and repairable. We always keep tha mind. For example, we put the deck onto the hull as soon as bulkheads are in, so that all components—tanks, engine, ever thing—have to be brought into the boat through the hate you have to take them out the same way if there is a need to our wires we put into conduits so you can add or change we and the refrigerator cables are twisted to reduce radio interence. We stress big engine rooms on all models—very im tant—not only so you can work safely and securely arounce engine, which we feel results in much better engine main nance, but also to have everything in one place—pumps, fil and all the tools you might need, always well lit and access





instead of being buried in some locker or the bilge.

'Before coming here, I worked at a boatyard in Switzerland to learn German. They mostly serviced and maintained Hallberg-Rassys so I got a good idea of what was right with them and what wasn't. We think of a lot of little things, like the fine tube feeding from the lowest part of all our fuel tanks to a small manual pump in the engine room. This way, if you suspect any water in your fuel, or see some in your fuel filter settling bowl, you just pump until you get clean fuel. We have built more than 8,000 boats; we have a lot of good feedback from our owners, so we can keep improving.

'Our thinking in rigging has remained with a well-supported, stable mast, and we tend to do double spreaders—no runners—for stiffness and safety. The masts are all deck-stepped; we feel it's better to avoid leaks. A massive laminated-mahogany post transmits the compression down to the mast step. On boats over 45 feet, we have a cutter rig as standard, but it is also available,

if people want it, on the smaller boats.

'In the cockpit, I guess you could say we have actually developed backward. The first boats my dad built had solid windshields with rigid tops. Then, for years, we went to collapsible canvas tops; now, on the bigger boats, we are back to rigid tops. To me, they're wonderful in both hot and cold climates. So are the collapsible dodgers, soft tops, but if you talk to people who have them, they'll tell you the tops are almost never down. So why not make them permanent physically when they're permanently in use anyway? But one thing that's vital to us is that the center window in the fixed windshield can be opened for ventilation.

'Comfort is so important on a long-distance cruiser. You can stand discomfort on a weekend boat because you'll be home soon, but when you're circumnavigating or on an extended cruise, you are home. In the last ten years, people have been asking us for more and more equipment—electric winches, electric windlasses, and in-mast furling. People just expect a boat to be more easily managed. I think I can safely say that over 45 feet, people expect to have push-button sailing. And it's not that people are getting older; for us, it's the opposite. Fifteen years ago, almost all our clients were over fifty-five; now many of them are in their thirties. And they love comfort; we are often asked for full-spring mattresses, just like at home, so on the 53 and bigger it's standard. With us room and comfort were always at the front of our thoughts.

'As for who our competitors are, it's hard to say; there are all kinds—other boats, the house, even the spouse. I'm not joking. Once a husband and wife came to the yard to look at the boats,

and the husband was very serious in wanting a new bost the wife wasn't. At the end of the day, the wife said, No have to choose—either a new boat or me. Two years lat came back and picked up his new boat, with a new wife.

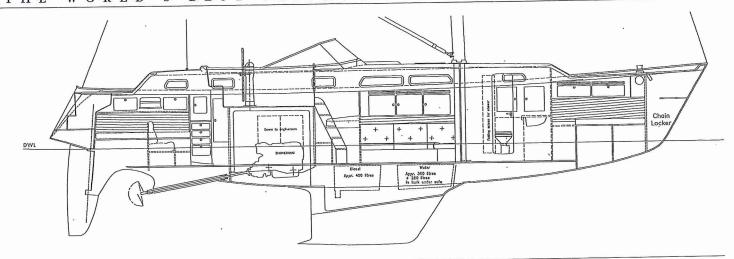
There are a lot of temptations on the HR boats to mak think twice about the future. In fact, their boats are full kinds of thoughtful details you'd expect to find only on that someone has lived aboard for a long time. On the ex two small steps molded into the transom also have teak on for safety. The stem fitting that holds the anchor rollers c ues down past the sheer so the plates act as chafe guards a anchor flukes. Then there are the brass strips where you s the teak caprail, to cut down on wear. Similar strips are chafe guards on the caprail under both dock and anchor The windshield has two giant handles to help get you onto the side deck. And the bow pulpit incorporates a lo forward portion with a step, for easy access to shore who tie bow-to.

The interior is no less full of pleasant surprises. A n bilge pump is intelligently located at the navigation stat that in case of a holing, you can sit calmly on the napumping away relaxed with one hand, while with the oth can work the microphone of your VHF yelling, 'Ma Mamma! Get me outta here!'

Even on boats as small as 36 feet, the whole side of the compartment opens up so you can get to every part of the engine. And the space dedicated to the engines qualif many of their boats, to be called 'engine room.' In them is of course an automatically activated light—as soon door opens, a light goes on. And natural-flow air ducts br into and out of the engine room. For additional comfort motoring, a sheet of rubber is laminated right into the c the engine-room area so that no sound is transmitted th out the hull. To make life easier for those of us whose m is no longer quite encyclopedic, all hoses, filters, seacocl pumps are labeled. And the wrench for cleaning your lives in a little bracket right beside the filter. It is tied their a lanyard, so you don't have to empty every locker abe find it.

All locker doors are louvered for ventilation, and the is open, top and bottom, for air circulation, so no milds settle in. A nice European touch: strips of wood in the ov panels to reduce the sense of plastic. The cabinet fronts a solid faces, and they use solid mahogany even for the sthe drawers. Inside the lockers is a careful detail—all that passes through here is protected with a rigid casing





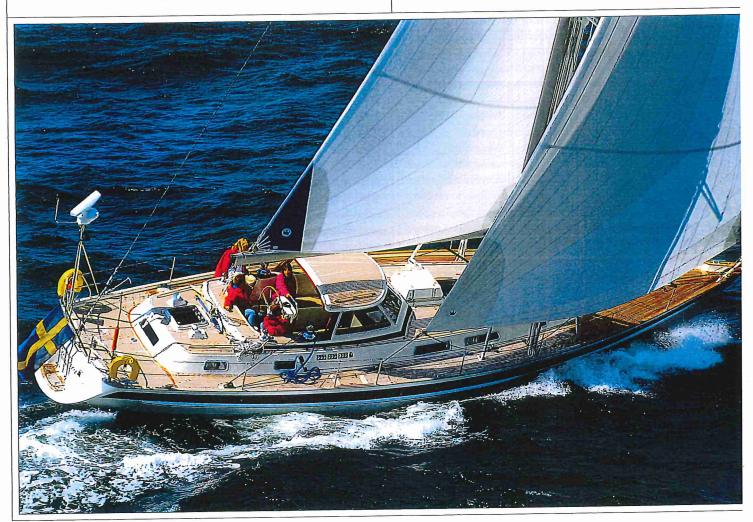
tect it from sharp or heavy objects that may, in rough seas, damage it. The companionway steps are laminated from layers of solid wood, allowing for upward curves outboard so you have safe footing on any heel. The nonskid in the ladder is eternal—eight V-shaped grooves routed an eighth of an inch deep into the steps. The dishrack in a galley locker has little movable baffles to fit whatever odd dishes you may have. The berth bottoms have myriad of 1-inch-diameter routed holes to promote air circulation and prevent condensation. They are neither painted nor varnished, because the Rassys have found that raw, untreated wood promotes condensation the least. The heads have ceramic or Corian sinks, and recessed curtain rods and curtains are standard on every boat, so you don't have to tape your place mats and T-shirts to the portlights for privacy, as we do on ours.

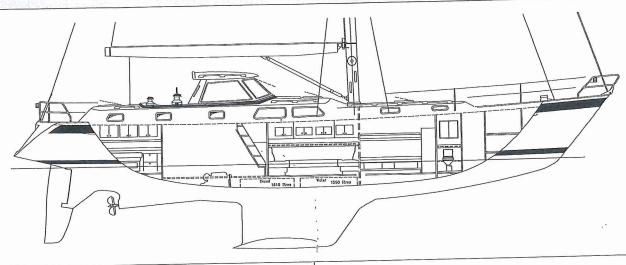
When I complemented Magnus on the innumerable intellig details, and asked him how they came up with them all, smiled shyly: 'After 8,000 boats, sooner or later, we figure thi out.'

'Are there any new things left to learn?' I asked. He laugh 'Every day.'

They have even learned to put a secondary trap filter un the drain screen in the shower to catch hair so it does not foul dedicated shower sump pump. I asked Magnus how often have to clean that out, and he chuckled as he stroked his i Scandinavian hair: 'That depends on how fast you're going ba

The yard itself is a lesson in modern boat-production te nology. A computer-controlled routing machine, the size of truck, cuts all plywood parts to perfection. No tear-outs,





slips; a vacuum holds the sheet of plywood firmly in place. One person runs the machine. There is virtually no waste. A rotating brush cleans up the plywood and sucks up the dust. The only manual work is the numbering of parts once they are cut.

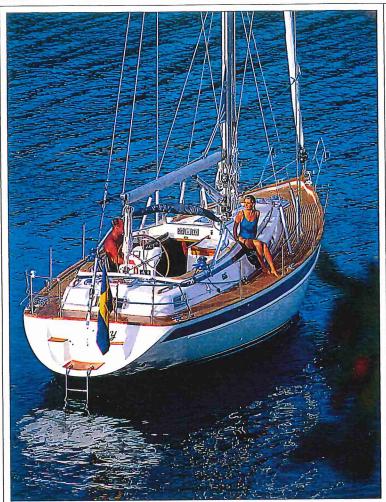
In the old days, they used to varnish the cabinetry inside the boat after all the installing was done. But in an enclosed space, some dust always lingered, so it was difficult to get the perfect finish. Now, they prevarnish even the smallest piece outside the boat with a fully automatic machine that's completely dust-free and about half a city block long. It sands, removes dust, then sprays and at the end dries. Whatever the shape of the wooden part, the machine accesses every corner. Sensors detect the pieces coming through and spray only right at the piece so there is no wasted varnish. They build up six coats. No dust, no

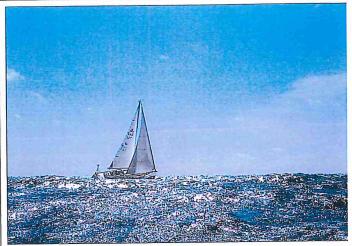
fumes, completely people- and environment- friendly.

Anyone working near solvents wears a breathing appa Vacuums are everywhere to keep the workplace dus People and the environment count for a lot in Sweden. It wonder, then, that most workers stay for many years. than forty people have been with them for more than to five years, and one has been there for forty-seven. Whe feel so protected and so appreciated, it's easy to put your and soul into building one of the world's best boats.

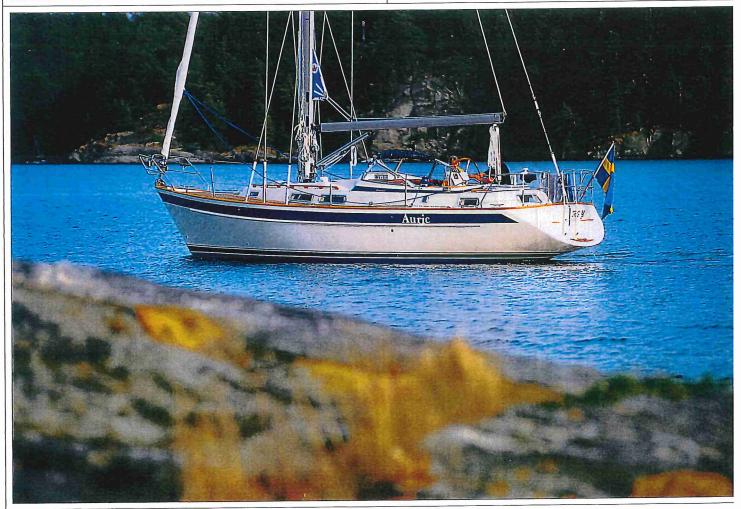
Oh, yes, one last thing. They have a large saltwater tail back into which every boat is launched before it is shipped engine is started up; all fittings, gear, and are systems chathen all sails are hoisted and it is test-sailed, often in sever ditions. The tank is called the North Sea.







hese are the new-generation Hallberg-Rassys—sleek more powerful, and beautifully detailed. The gre leaps are due to the genius of Germán Frers, who h redesigned the whole line, which now goes from 31 to a feet—most with all-furling sails. New are the low-profile tru cabins—replacing the big flush decks—with resultant low freeboard. What has remained are the ample safe decks; the big, comfortable center cockpits; and that most valuable cc

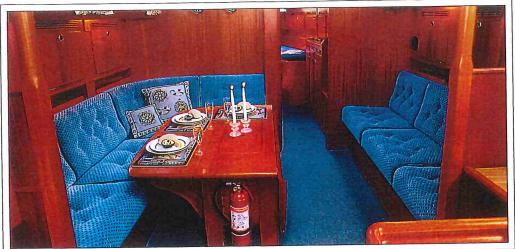




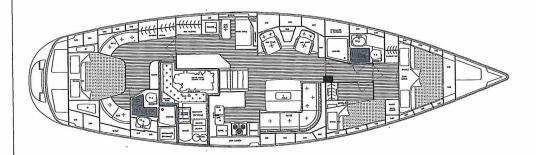
cept, the fixed windshield with opening center portion. Their slogan is 'There's no need to be soaking wet from head to toe to enjoy sailing.' Some of their boats even come with something all designers should consider nowadays, a fixed hard top over the cockpit—see page 48. The two photos on this page are of the 43, their newest design. Note the hollowed-out, fixed-stepped transom and the easily driven hull, with the beam carried well aft to form the broad, powerful stern. A close look will

reveal those perfect Frers curves in the transom, on the had corners, and the cockpit coamings. On the left page is the sweet 36 of the same excellent proportions. What are invision these pages are the new underbodies—all fin keel will very deep foil rudder with a good-sized skeg for support.

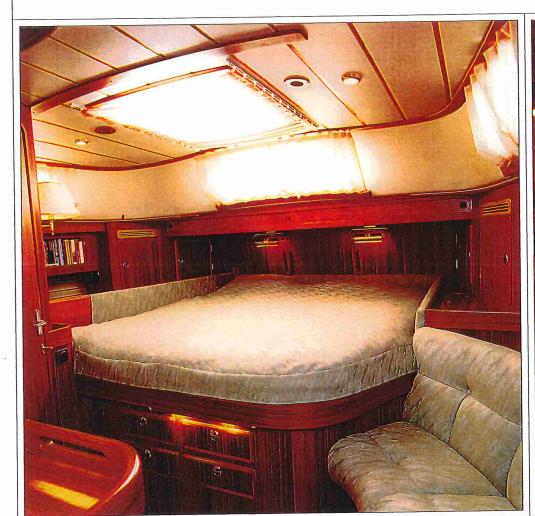


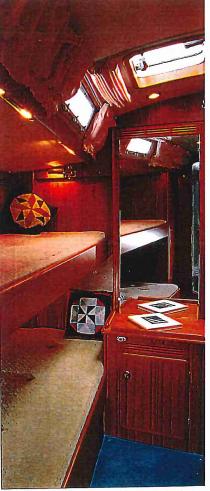




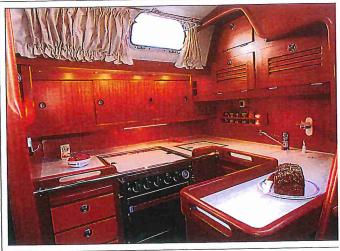


allberg-Rassys have remc able interiors; with their ce ter cockpits, the volur down below is nearly inexhaustible. T drawing is of the 53. Note its likal two-tiered berth cabin forward, ide for kids (photo below); the great cabin with the huge berth (below, le





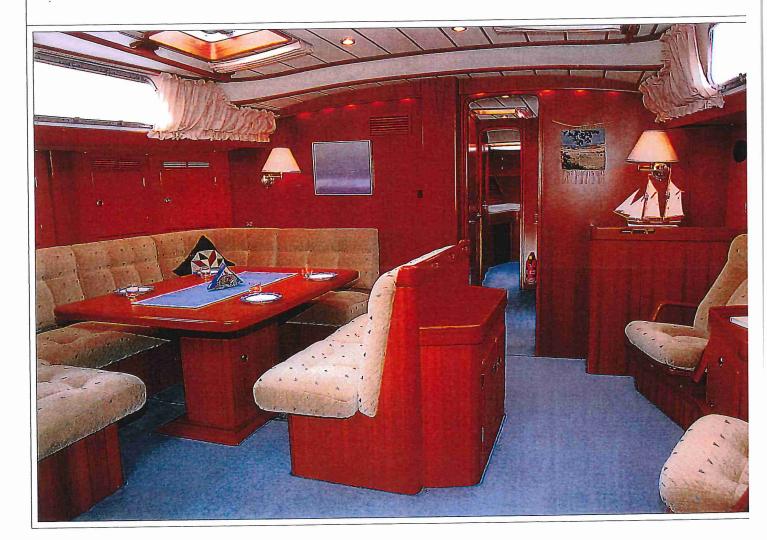


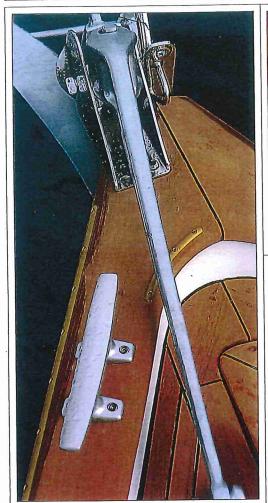


the drawing-room-like navigation area-cum-passageway with acres of bookshelves (left page, top right); the most comfortable saloon chairs, complete with a glass-fronted cabinet (above); the perfect G-shaped galley with countless handholds and safety bar (above, right). All these things

make spending time below something to be looked forward to. The saloon (below) is of the 62. It shows the beautifully wood-trimmed overhead, nicely rounded molded searalls and corners, and elegant recessed lights. In the same vein, note also the nicely recessed light at the foot of the bed of

the 53 in bottom left photo. Hallb Rassy has even thought to put curl under the skylights to keep out the I of the sun. And some of their mattle es have real coiled springs, just your favorite bed at home. Plea dreams.

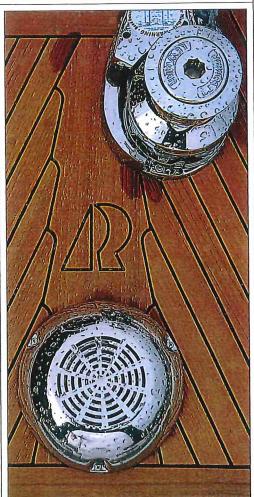


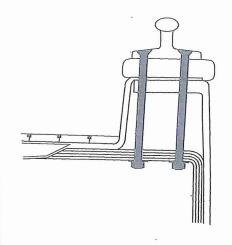


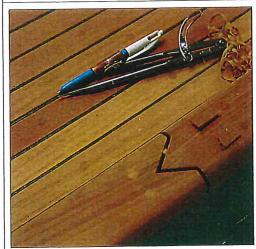


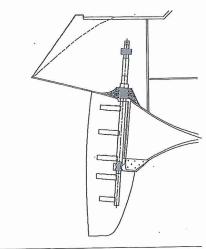
t Hallberg-Rassy, the thoughtful details are everywhere. Top
left corner—a long brass strip
outboard of the mooring cleats protects the teak caprail from dockline
chafe; another—nicely curved,
inboard—protects against anchor
nicks. In the photo above, the laminat-

ed, curved companionway steps of secure footing when heeled, and you have to look closely—their forway portions have five deeply routing grooves to offer excellent ridges nonskids. In the same photo, note to omnipresent hand-loops. In the sm photo at top, right page, care for the secure of the s

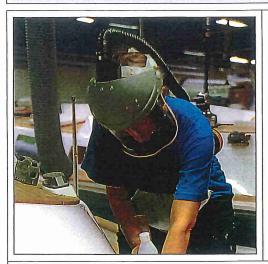


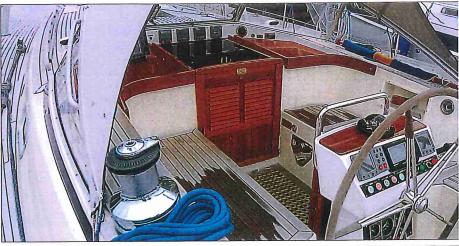






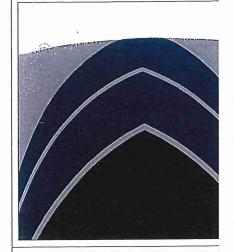


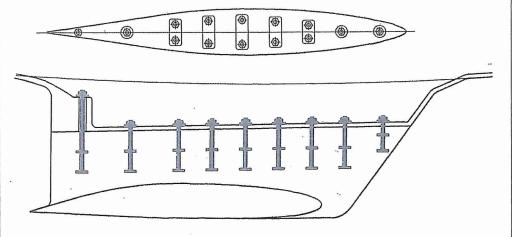




workers is extreme. In cockpit photo, note solid grabrail on outside of fixed windshield. I very much like all the untreated teak, the world's best nonskid, where it's really useful—on coachroof edges, cockpit coamings, and cockpit seats. Below left, opposite, the best caprail joint; next to it, perforated,

'breathing' bunkboards; next to that, propane-tank locker in side deck, right over galley stove, keeping the vulnerable tubing to a minimum, Then there is the first-class landing deck with nonskid steps; and last, the beautifully sculpted foil rudder with small skeg.











n the way back to the mainland, you drive through the fields ar woods of the island of Orust. To slow down what few cars there a on the silent back roads, the Swedes don't put up speed bumps or sign Instead, at the driveway of each house, placed right on the road, is wooden half-barrel teeming with blazing flowers. A beautiful remind that there are people here. It's a very human place.



## THE WORLD'S BEST SAILBOATS VOLUME II

This is the companion volume to *The World's Best Sailboats Volume I*, which, with 100,000 copies in print, is an all-time nautical bestseller. With 535 color photos by the world's most respected marine photographers, and Mr. Máté's commentary, this new volume is the ultimate combination of beauty and practicality. Mr. Máté visited the leading boatbuilders of the world—from Finland to England, from Canada to California—and he surveys and evaluates the sail-boats of the eighteen best yards. The text is full of technical information regarding the latest design and construction methods, while the magnificent color photos celebrate the beauty of sailboats and fine craftsmanship. His writing, as always, is both thoughtful and entertaining.



FERENC MÁTÉ is one of the most widely read and respected of sailing authors. His books From a Bare Hull, The Finely Fitted Yacht, Best Boats, Shipshape and The World's Best Sailboats Volume I are all nautical classics. He is also the author of the critically acclaimed A Reasonable Life and the international bestseller The Hills of Tuscany. He lives with his wife and son in a thirteenth-century farmhouse in the Tuscan hills. They spend their summers cruising aboard their Bruce King-designed cold-molded ketch.