



Open House at Hallberg-Rassy the weekend of August 23-25, 1996

Hallberg-Rassy is the center of attention for sail enthusiasts everywhere the last weekend of August. You are invited to join us for this interesting weekend.

Not only the complete Hallberg-Rassy range will be showed in the water, but also several other sail- and powerboats from all over Scandinavia. About 35 boats will be in the harbour. There will also be a display of engines, sails, rigs, navigation aids and other equipment of interest to you.

Daytime activities

The complete range of HR yachts as well as around 40 yachts under construction will be on display between 10 am and 6 pm Friday through Sunday. Trial sails are not possible during the weekend, but after appointment on Monday the 26th.

Evening activities

Saturday evening at 7 o'clock we will serve food and after that a lecture with the acclaimed

Swedish Antarctic sailor Rolf Bjelke.

Since the number of seats are limited, we need to have a written application. Every previous year this event was early booked out, so we recommend you to applicate as soon as possible. The cost for appulating is SEK 60 per person which can be payed at arrival here. If you are a Swedish citizen, please applicate via the Swedish postgiro system.

Accomodation

For the accomodation over night, we recommend you the Hotel Sjögården, neighbours to the yard. Last year the hotel was early booked out, so please make sure to book also this as soon as possible. A special attractive HR price is available for this weekend at SEK 400 for a single room and SEK 600 for a double room including breakfast. Telephone number to Hotel Sjögården is +46-304-510 30.

Welcome to the Hallberg-Rassy Open House weekend!



First GRP boat in a museum a Hallberg-Rassy

After three and a half circumnavigation a Hallberg-Rassy boat now has been retired into a museum. The Swedish sailor Kurt Björklund's HR 31 Monsun "Golden Lady" has become an important attraction at a museum in Råå in southern Sweden.

"Golden Lady" will be the first GRP boat in Sweden to come to a museum. We at Hallberg-Rassy are of course very proud of this. Kurt Björklund is the first owner and took delivery of his boat here in Ellös 1974. Kurt knew that he wanted to do some serious sailing, but could never have imagined how far he would travel. In 1983 Kurt retired from work and went on his first solo Circumnavigation. The second one included the rounding of Cape Horn.

There has never been made any special strengthening of the boat to coop with harsh weather conditions during the three and a half trips around the world. Kurt built a hard top to have an even better protected cockpit.

Kurt donated the boat to the Råå museum. - I could have sold the boat for some SEK 300,000. But I could not stand the idea of not knowing where the boat was and how she was doing. I prefer sacrificing the money and have peace in my mind, Kurt says.

Kurt, 75 years old, now goes ashore and gives up sailing. The reason is his health condition. He has bought himself a small garden cottage, where he can watch the yachts sailing by. Don't even think for a moment that Kurt is interested in cultivating vegetables.

Hallberg-Rassy the most desirable yachts

In a survey by the noted Swedish business magazine "Månadens Affärer" 18.000 Swedes in the highest top income bracket were asked what yacht they found the most desirable. The answer was overwhelmingly Hallberg-Rassy.

The magazine also asked a group of trendsetting advertising executives what yacht was most in vogue. Hallberg-Rassy placed a creditable second.

At Hallberg-Rassy we prefer to call our boats timeless elegant rather than trendy.

HR 46 yacht of the year

In the renowned German magazine "Yacht" invited its readers to choose their favourite yacht among new models. In the big class over 40 ft the HR 46 was awarded the "Yacht of the Year" recognition. More than 37 000 readers cast their votes. Yet another indication that Hallberg-Rassy yachts are admired by many people.



HR 34 Sweden's best selling boat 1995

Everything is pointing upwards for Hallberg-Rassy in Sweden. For several years in a row there has been more and more HR-boats sold on the Swedish market.

Obviously the new generation of Hallberg-Rassy boats is reaching an even broader target than before. The new boats are improved in all aspects keeping with the Hallberg-Rassy tradition that has made our boats admired around the world. The most successful one is the HR 34, that turned out to be the best selling new sailboat in Sweden 1995. Of all new boats that were sold in Sweden last year, practically half of them were Hallberg-Rassy yachts.

Internationally our position is even more dominant. Hallberg-Rassy exports twice as many yachts as all other Swedish boatbuilders combined sales. A Hallberg-Rassy boat is wellknown to sailors all over the world. This is important to know when you buy a new boat. The day you choose to sell your boat, a used Hallberg-Rassy is very desirable and is easy to sell anywhere on the world market.

Photo competition

Join the HR-NewsLetter Photo competition. Send your best picture with a connection to Hallberg-Rassy and win a grand enlargement of the picture, size 70 x 100 cm or Fuji film.

One condition is that there should be a HR boat in some way on the picture. Prints are preferred but slides will also be accepted. Hallberg-Rassy reserve the right to freely use the pictures that we receive. The pictures will in most possible way be pasted on wood as a single piece of art to be shown at the Open House weekend and cannot be returned. Please make sure that we receive your entry by August the 15th, 1996. The jury's decision is final.

First prize is an enlargement of your picture, size 70x100 cm. Second and third prize is five rolls of Fuji Color Super G plus film.

Send your entries to Hallberg-Rassy Varvs AB, "Photo-competition", Hällavägen 6, SE-474 31 ELLÖS, Sweden. The competition closes on August 15th in Sweden.

New keel version for the HR 46

The standard version of the HR 46 has a keel that is rather shallow for a boat in this size. We can now offer a deep draft version. This keel has a draft of approximately 2.35 meters.

Summer holiday 1996

The yard is closed for holiday between July 15th and August 9th, 1996.



Push-button sailing from the pedestal of a HR 46

New layout of the HR 46

Our new design of the HR 46's forebody has become quite popular. The new plan was earlier only possible in larger models. With the new forebody layout you have fore of the mast two large separate double cabins, a fully equipped bathroom with a separate shower and a separate entrance to each cabin and to the toilet compartment.

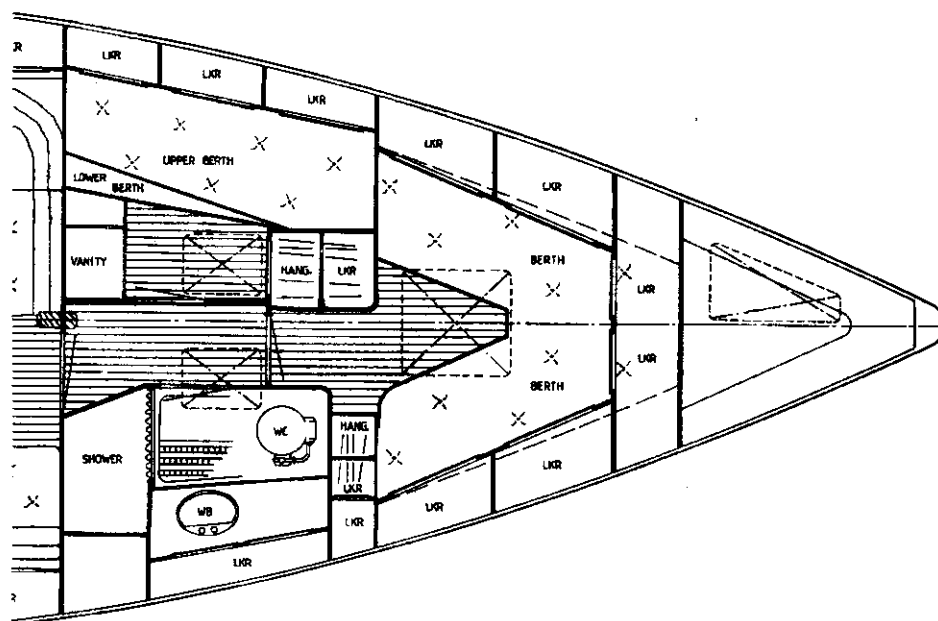
The new solution has turned out to be very successful and has already found buyers in Germany, Great Britain, Greece, Hungary (!), Italy, the Netherlands, Norway, Sweden, Switzerland, and the United States.

Push-button sailing

Sometimes it's difficult to find a reliable crew or you may prefer to sail alone.

Today push-button sailing is no longer a dream but practical reality. Genoa winches, furling head and main, reefing, backstay tensioner, boom vang, bow thruster, anchor and so on can be controlled with electrical or hydraulic power, thanks to the firms of Lewmar and Seldén.

Discover all the advantages of push-button handling - it's the way to avoid a large crew and it's the way to independence.



New layout for the HR 46



John Neal in Antarctica

HR 42 returns from Antarctica to Cape Horn

In February, 1996 a HR 42 rounded Cape Horn for the sixth time while returning from a five week expedition to Antarctica.

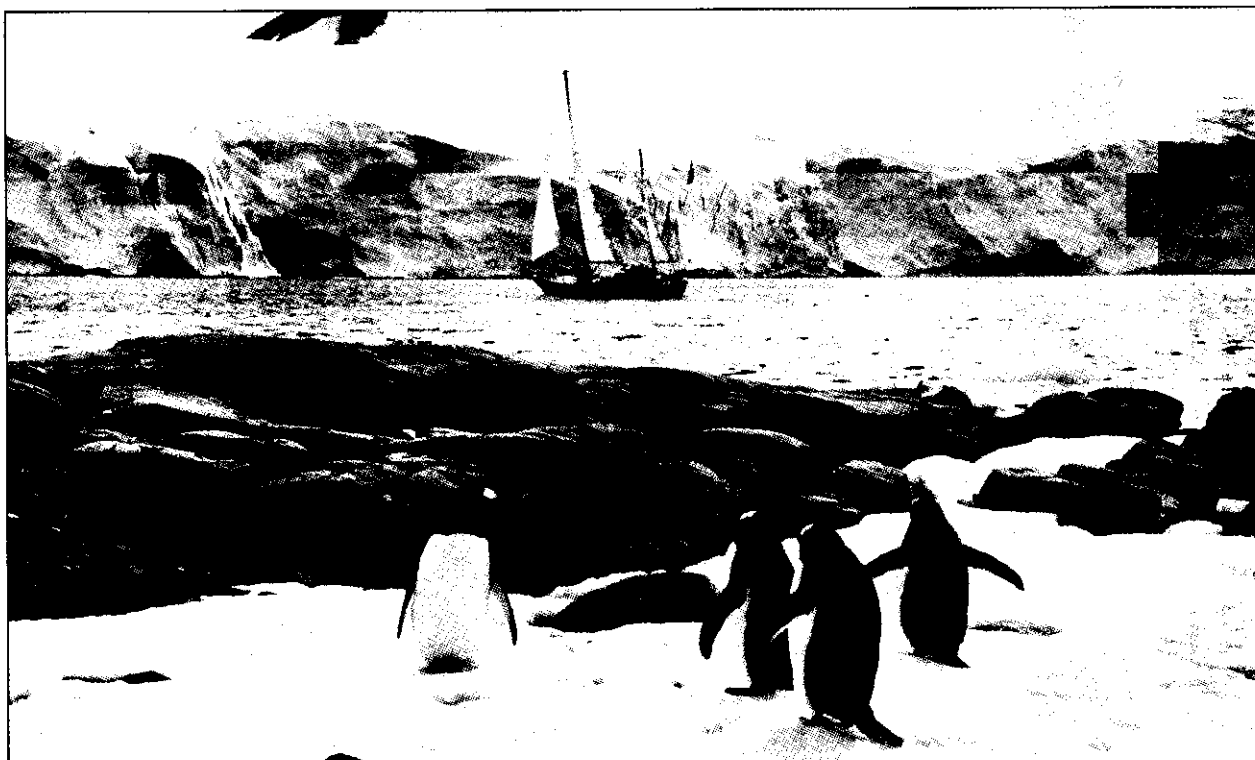
Mahina Tiare, a 1983 HR 42 has been owned by John Neal and operated as an adventure sail and navigation training boat in the Pacific since 1990, visiting such flare-flung destinations as Alaska, Hawaii, Tahiti and New Zealand before sailing to Chile in 1994. Since November 1994, John has been leading expeditions aboard Mahina Tiare in the ruggedly beautiful waters of Patagonia and Cape Horn.

Sailing to Antarctica had long been a dream of Neal and his first mate, New Zealander and ex-Whitbread sailor, Amanda Swan. They had no difficulty locating four hardy sailors eager to share the challenge at the extreme conditions of the 600 mile crossing of the Drake Channel and exploration of the Antarctic Peninsula.

The five week expedition started in Ushuaia, Argentina, sailed to Puerto Williams, Chile where Mahina Tiare's Crew waited out a cold front with 60 knot winds that battered the Beagle Channel, then sailed close past Cape Horn and into the infamous Drake Passage. Using customised weather forecasts received by telex over a Trimble INMARSAT-C sat-com and weatherfax charts received twice daily from the Chilean Navy, Mahina Tiare was able to time their departure so they experienced winds of less than 20 knots while crossing the Drake

During her visit in Antarctica, Mahina-Tiare's crew met scientists and support personnel at Argentine, British, Ukraine, American and Chilean research stations. Weather and ice movement presented the most difficult challenges. Several times at anchor crew had to defend icebergs with two 4 meter long carbon fibre "bergy poles" and the first time they tried to sail through the LeMaire Straits they found the Channel totally blocked by huge icebergs driven by gale-force winds. Ashore at times they were surrounded by hundreds of penguins, dive-bombing skuas and awesome beauty. At sea and at anchor

Continued



HR 42 Mahina Tiare cruises between the icebergs

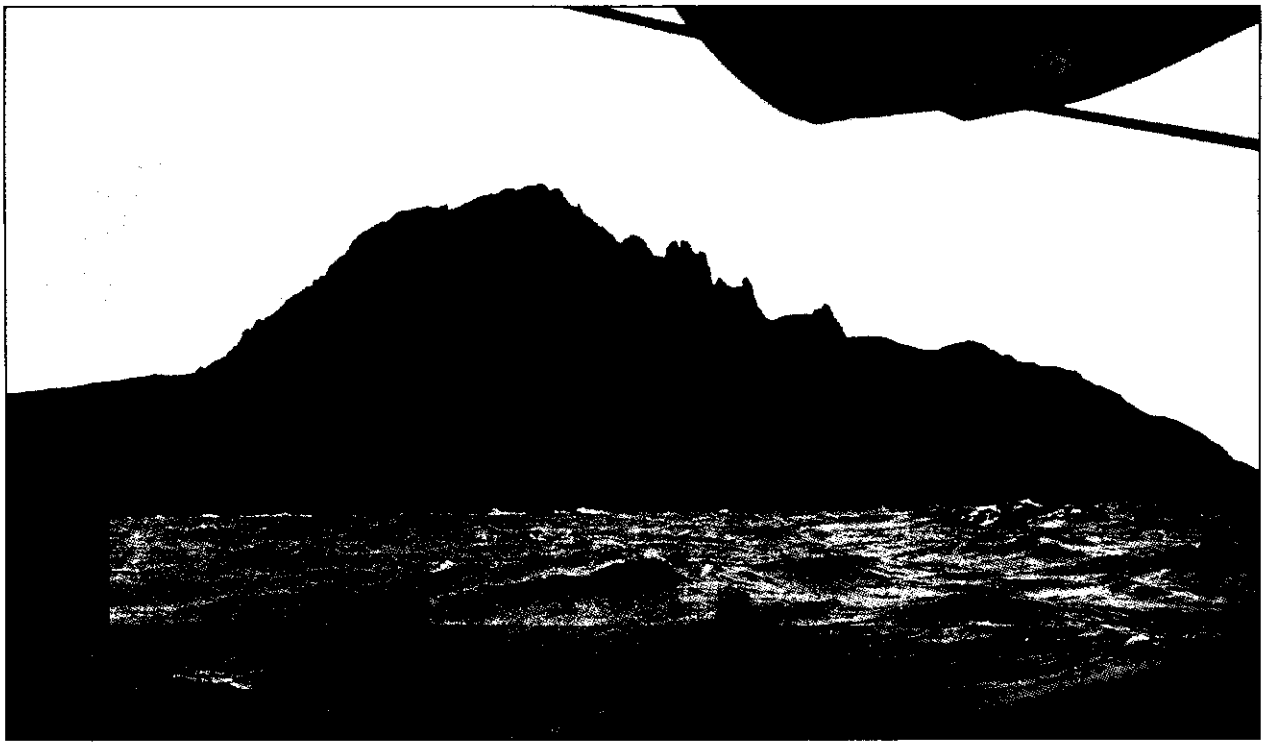
they encountered leopard seals, humpback whales and inquisitive seals.

After a fast 3.5 day return crossing of the Drake, Mahina Tiares' crew were delighted to find a rare, picture-perfect day at Cape Horn, with seas calm enough for a crew to launch the inflatable for pictures. This calm, sunny weather meant that they had no difficulty in securing Mahina Tiare to the mooring buoy and going ashore on Cape Horn Island, where they spent several hours hiking, taking photos and visiting with the Chilean Naval lighthouse keepers.

John Neal is selling Mahina Tiare to former students who will be starting a world circumnavigation with the Pacifica '97 Rally. After visiting the Hallberg-Rassy yard this past summer, he has ordered a new HR 46 which will be completed in October, 1996. John looked literary around the world to find his next boat, one which would stand

up to 10,000 miles at sea per year in sometimes challenging conditions, and settled on the Frers-designed HR 46 as being the best available boat. The HR 46 will be John's third Hallberg-Rassy yacht. From 1979 to 1989 he owned a HR 31 Monsun which he sailed 47,000 miles, mostly in the South Pacific.

If you have dreamed of sailing to the exotic islands of the South Pacific but don't have the several years necessary to do so on your own boat, John Neal invites you to join him aboard his new HR 46, Mahina Tiare III. The sailing trips in 1997 include visits to Tahiti, Moorea, Bora Bora, the Cook Islands, Tonga, Samoa, Fiji and New Zealand. On these 2-3 weeks expeditions everyone takes turn navigating, steering, setting sails, etc. This will be John's 23rd year of sailing the South Pacific, so he is well prepared to show you the best of these exciting islands. Future expeditions will include more of the South Pacific plus Ha-



The Cape Horn

waii, Alaska, British Columbia, Panama, Caribbean, Scotland, Ireland, Sweden, Norway, Cape Horn and Antarctica.

For information contact: Mahina Tiare Sailing expeditions, Fax USA 360-378-6331 or write: P O Box 1596, Friday Harbor, WA 98250 USA.



Press clips

Båtnytt, Sweden, No 11/93 about the HR 31: Extremely spacious, light and inviting interior. The sailing and sea-going qualities are in a class of its own. Being a cruiser, the speed through water and the angle towards the wind is quite amazing. A modern, safe cruiser that gives its owner great satisfaction.

Båtnytt, Sweden No 12/92 about the HR 34: The carpentry is excellent with well-made laminated wood edgings and counters, fine doors and louvered cupboard fronts. Also the choice of material - light, smooth mahogany - score points. The engine installation has good air intake and is well sound insulated. The manoeuvring ability is excellent, as well as the sailing qualities. HR 34 has the touch of a racing boat, heels, speeds up with a comfortable weather helm and has a good response on trimming. A splendid boat for modern cruising sailors.

Seglarbladet, Sweden about HR 36: It's difficult to find anything negative to say on such a well wrought- and thought through boat.

Cruising World, USA, November 1995 about HR 39:.....this yacht has the *proper* makings of an offshore cruising yacht. Below, the mahogany interior is flawlessly joined and meticulously finished, a hallmark of Hallberg-Rassy yachts... Not readily visible are the telltale signs of Hallberg-Rassy's above-average engineering and building methods, lurking unseen behind the fine joinery below. The builder's reputation for excellence translates into good resale value.... My experience with Hallberg-Rassy has convinced me that sailboats can make beautiful, safe homes. If comfortable passages, solid construction, elegance and attention to detail make sense, then so does the Hallberg-Rassy 39.

På Kryss & Till Rors, Sweden about the HR 42: Exquisite finish and every detail is well thought out. This boat elicits your confidence from the pervading grid structure at floor level, the lamination of hull and deck, rig, how the keel and rudder is secured to the least little detail on deck as well as inside. Behind each HR boat stands a

craftsman, who personally tests every piece of equipment on extended trial-cruises, before taken in to production. Such attention to detail is unusual in boat building, but it shows. We keep looking but there is nothing to criticise..... Our conclusion is, that designer Germán Frers' entry to Ellös has resulted in boats that combine the best from two different worlds. The irreplaceable "Orust" feeling, the unbeatable living standard aboard is still there, as well as the secure feeling of a full-keeled boat with excellent sea-going qualities, especially in rough weather. We have found a whole new idea of cruising yachts realised in this boat... The Hallberg-Rassy 42 makes you feel safe and secure. You may feel like sailing anywhere, anytime, in any weather.

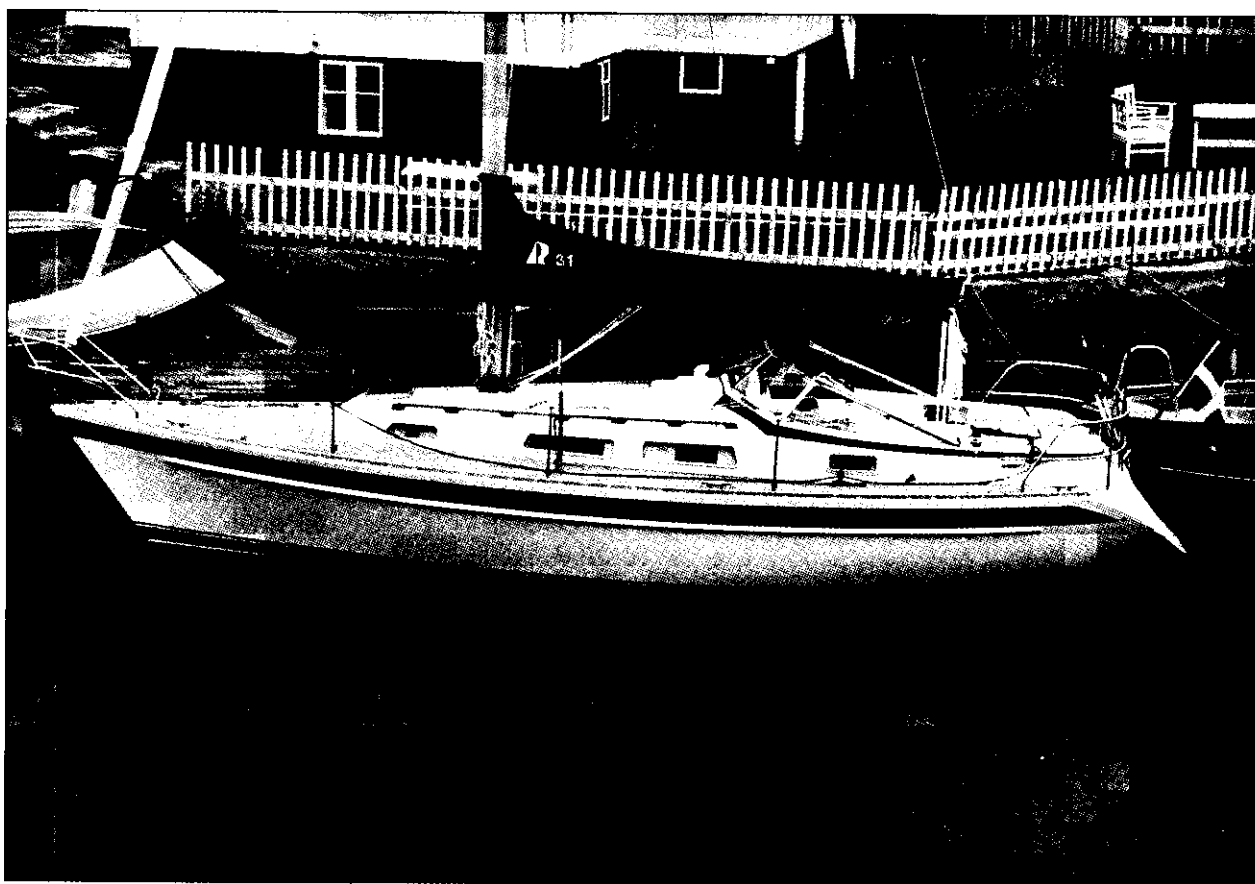
Yachting World, England, March 1996 about HR 46:....The armchairs must be about the most comfortable seats I have encountered on a yacht; after a longish day at the Boat Show it took some time to prise me away.... Taking everything into consideration the HR 46 got my vote as the boat best-designed and equipped to sail long distances comfortably.

Yachting World, England, April 1996 about HR 46: Swedish builders Hallberg-Rassy have a global reputation when it comes to setting standards for blue water cruising..... Apart from their good manners under sail and power, much of the yachts' reputation is based on the solid build and high quality standard specification - considered by many to be the cruising icon.

Yacht, Germany, March 1996, Test-headline about the HR 46: Ein Schiff mit dem Zeug zum Klassiker (A boat with the genes to become a classic.)

Yacht, Germany, April 1994, Test headline about the HR 53: Weltklasse (worldclass).

Yachting World, February 1994 sum up like this: Overall the HR 53 is a genuine go-anywhere boat which could be lived on for extended periods of time or even permanently. With these purposes in mind, she is a difficult boat to beat.



The famous Hallberg-Rassy 31

Will you be the owner of the 1000th Frers Hallberg-Rassy?

Since that Germán Frers was introduced as designer with the HR 45 in 1989 we have sold almost 1,000 Frers designed Hallberg-Rassys. Are you going to be the 1000th owner?

Detail improvements

The portholes in the superstructure on the HR 53, 46 and 42 now comes from Lewmar. The frames have the same size regardless if the porthole can be opened or not. This gives an even more uniform appearance. To further match the harmonic lines of the yacht each window is, as before, tailor made in the shape to suit each individual model. The opening windows opens inwards, which prevents the sheets from catching the glass.

The antifouling is painted blue, to harmonize with the colours of the boat.

The doors in the toilet compartment are white lacquered, to match the china and the white water resistant laminated surfaces in this space.

Since one year all yachts have been equipped with the elegant curtain system that was first introduced on the HR 53.

The chart-table lid now has a practical holder for opening position.

The HR 46 has had the genoa sheet system renewed, it is now the same kind as on the HR 53, with two traveller cars on each side. This makes it much easier when you are sailing with a cutterstay sail. One traveller for the genoa sheet and one for the cutterstay sail. All HR boats have Lewmars elegant tracksystem without visible screw heads. The genoa traveller is adjustable from the cockpit. This is very helpful when sailing with furling genoa/-jib.

The Danish Elvström sails are now in Offshore design, with even more care put on details. Look at the detailed pictures on the next page.

Hallberg-Rassy has for many years equipped the boats with sails from Elvström Sails in Denmark. There are good reasons why. The special Offshore-design has been developed especially for and together with Hallberg-Rassy. Many years of experience has given a great amount of new exquisite solutions as a result.

The Elvström Offshore-design meets the top level demands, from circumnavigators and cruising sailors to participants in the ARC over the Atlantic.

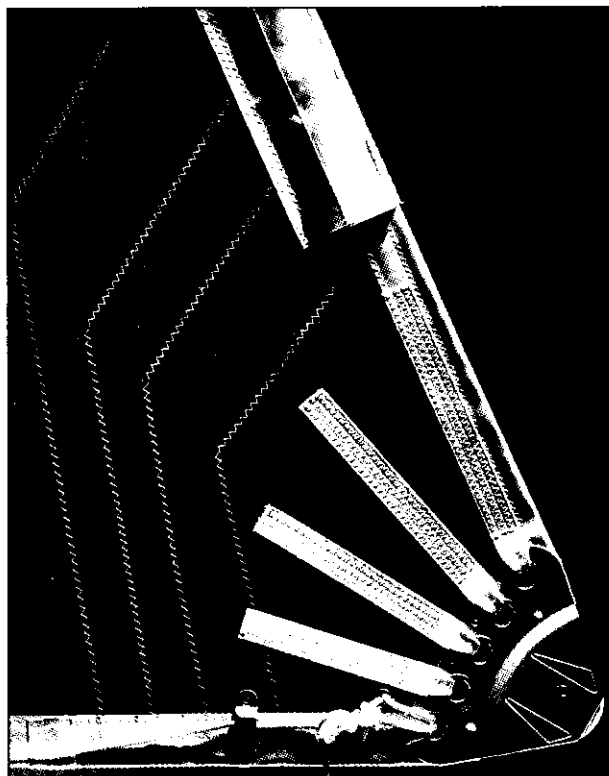
The special detail-work Elvström does is thoroughly carried out. There are extra seems at the reinforcements, the webs are sewed on by hand, leather-reinforcements at the hooks, an extra strap sewed in at the headboard and leather at the edges.

The latest development in sailcloth, Sealar (optional) makes the Offshore-sail especially long-lasting. Sealar is a woven cloth of polyester and Dyneemafibres. Sealar has both the laminated cloths performance and the polyester cloths long service life. This is noticeable in strong sunlight, stormy weather, light breeze with old swell, climate changes or constant use when circumnavigating or long distance racing.

The Offshore-series from Elvström combines performance demand of a racingsail and the long service life of a really good crusingail.



Detail picture from the tack strap of a furling mainsail

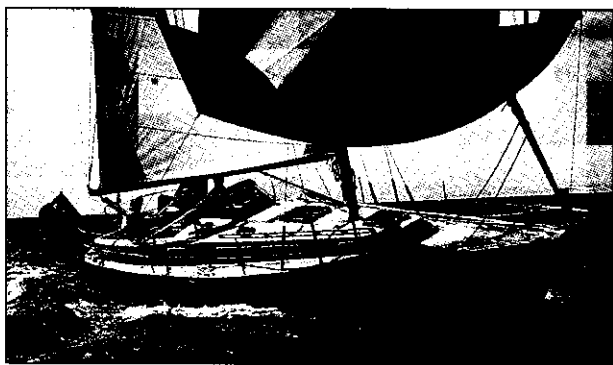


Detail picture of the leading block in a furling mainsail

The integrated leading block comes as standard on all Hallberg-Rassy's Offshore in-mast furling mainsails. This allows several inches of additional sail area along the whole leech and foot. Compare to a sail where the block is attached to a ring in the sail. The special arrangement with the sewed on webs distribute the tensions that can appear when using hydraulic in-mast furling systems. The end piece of the in-mast mainsail is specially UV-protected. The clamcleats for the bolt rope are placed close to the leading block. The sails are rolled tightly to the mast and are hereby protected, and it's easy to adjust the leach line.

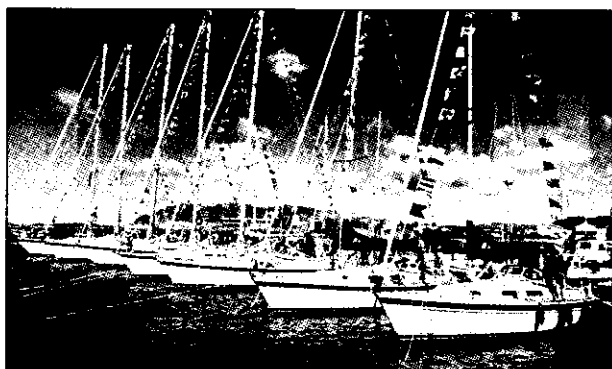
The Hallberg-Rassy in-mast furling mainsail has a reinforcement in leather on the strap going through the tack, as well as the edges. The two leather reinforcements counteract wear and friction when rolling in and out.

Hallberg-Rassy's product development team on the sailside Jesper Bank, Christoph Rassy, Paul Elvström and Flemming Christensen wish all of you HR-sailors and Elvström users exiting and untroubled days of sailing.



HR 34 too fast?

The HR 34 has done it again. She won her class in the Round Orust race, for the third year in a row. After several racing successes for the HR 34, many of the competitors now claim the boats racing handicap to be adjusted at least one unit "The boat can't possibly be that fast", "a wolf in sheep's clothing!" are some of the things being said. The HR 34 has for example been overall winner at the Orust Runt Race two years in a row, and class winner in the Fyn Rundt race. The boats were normal cruising equipped HR 34s.



See us at the shows

Date	show	country	exhibited boats
23-25 Aug '96	Open House	S	HR 31 to 53
3-8 Sept	Amsterdam	NL	HR 31 to 46
5-8 Sept	Oslo	N	Not yet decided
5-8 Sept	Copenhagen	DK	Not yet decided
10-14 Sept	Annapolis	USA	HR 39
12-16 Sept	Cannes	F	HR 39
14-22 Sept	Southampton	GB	Not yet decided
18-23 Sept	La Rochelle	F	HR 36
21-29 Sept	Friedrichshafen	D	HR 31, 34, 36, 42
12-20 Oct	Rapallo	I	HR 36, 46, 53
26 Oct-3 Nov	Hamburg	D	HR 31 to 53
1-4 Nov	Nishinomiya	J	Not yet decided
29 Nov-9 Dec	Paris	F	Not yet decided
January '97	London	GB	Not yet decided
18-26 Jan '97	Düsseldorf	D	HR 31 to 53
January '97	Seattle	USA	HR 46
Mar 28-31	Bruinisse	NL	HR 31 to 46

Hallberg-Rassy defeated Intrum in match race final

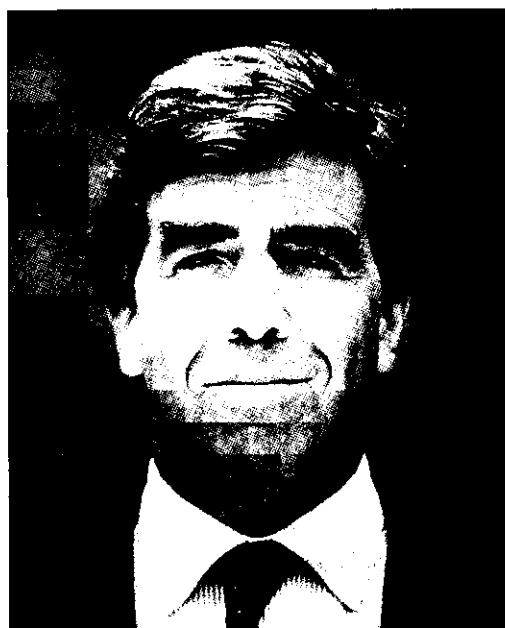
Hallberg-Rassy does now not only build particularly well performing sailboats. It has proved to be a team of excellent sailors too. Hallberg-Rassy won a nationwide corporate competition in match race which intitles the best company to call itself "Corporate Match Race Champions of Sweden".

The final stood between Intrum Finans, with the wellknown Whitbreadskipper Roger Nilson on board, versus the Hallberg-Rassy team consisting of HR-employees: Magnus Lundgren, Roland Olsson, Urban Lagnéus and Göran Löwbeer.

Match race is a popular raceform where two boats race each other to advance in the tournament. Altogether 50 companies entered the competition where the whole team had to be employees of the company they raced for. Hallberg-Rassy went undefeated through the event by winning 11 consecutive wins.



B



Germán Frers, designer

The HR designer

When as a teenager Argentinean designer Germán Frers drew his first yacht, he could hardly have imagined that, 1000 designs later, he would draw for Hallberg-Rassy in Sweden.

Today Germán Frers is our designer. He creates elegant high performance cruising yachts. He brings the experience of successes in the Whitbread and in America's Cup and combines this with the fine traditions that have made Hallberg-Rassy a world famous yacht builder. And despite his reputation being built on racing boats, it is sailing for its own sake that appeals to him.

Why not try one of his creations yourself?

 **Hallberg-Rassy**