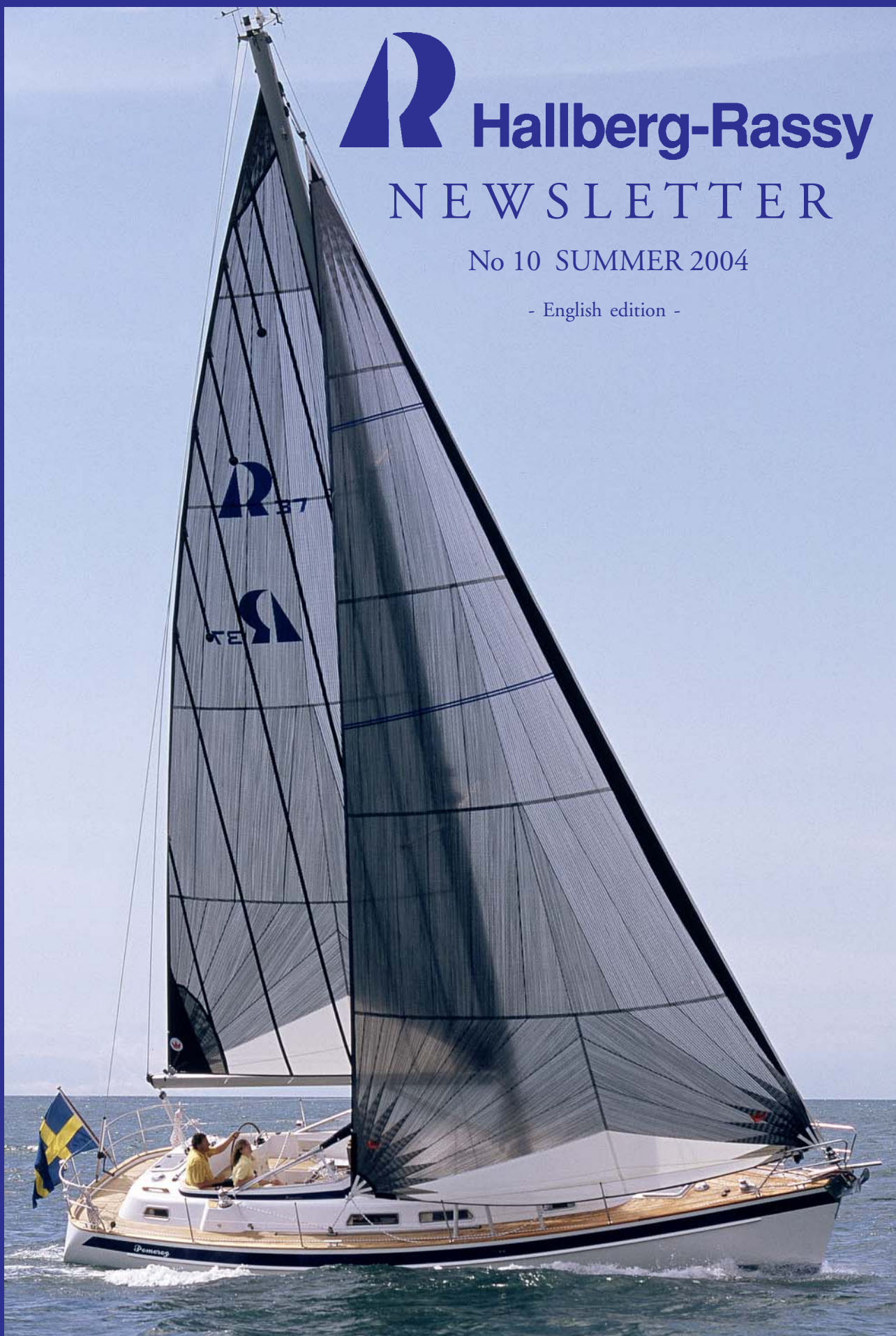


Hallberg-Rassy

NEWSLETTER

No 10 SUMMER 2004

- English edition -



The photos on pages 2-7 are from the Mediterranean HR Regatta 2004. Photo: Magnus Rassy, Mellie Rassy and Walter Civirani



HR Fun Regatta

19-21 August 2004

The fourth Baltic based Hallberg-Rassy regatta will take place 19-21 August 2004 and all Hallberg-Rassy sailors are hereby invited to participate.

Skills, other than sailing fast, are required

This year's event will, even more than previous events, focus on having fun together and meeting other Hallberg-Rassy sailors. It is not the most important thing to sail fast. Equally important is to have good knowledge in, for example, red wines. Important parts of the competition include, among other things, to guess which wine is which in a blind test. Those who guess badly, get extra minutes added to the sailed time. Those who sail badly but are highly skilled in the competitions will still have a fair chance to win overall. Anyhow, all participating boats will head home with a prize.

The base for the HR Fun Regatta is the Ancora Marina in Neustadt near Lübeck in Germany, on the Baltic Sea. This is a full service marina where Hallberg-Rassy's German sales office is also located.

The registration fee is 50 Euros and we kindly ask for your application to our German sales office before 6 August 2004. Late entries are possible at higher registration fee.

Applications to:
Hallberg-Rassy Deutschland GmbH
An der Wiek 7-15
DE-23730 Neustadt
Germany







First Mediterranean Hallberg-Rassy Regatta held

There are already Hallberg-Rassy Regattas in Germany, the UK, Holland, on the US West Coast and on the US East Coast. The first Mediterranean Hallberg-Rassy Regatta was held on 12-16 May 2004. It was organised by Hallberg-Rassy's Italian dealer Lions InT-Yachts and it started in Punta Ala, Toscana, Italy near the island of Elba.

It was a Hallberg-Rassy meeting and regatta with the aim of having more fun than competition, a great event that is scheduled to be repeated in the future. A series of regattas were sailed. The first race was sailed from Punta Ala to the picturesque little village of Marciana on the island of Elba. Next day the regatta sailed to Marina di Salivoli in very light airs. The third day there was a race course back to Punta Ala, where two islands had to be rounded. The fourth and last race was sailed just outside Punta Ala. Every evening there was a feast where the good Italian food and the famous red wine of Tuscany flowed in plentiful quantities.

Eighteen Hallberg-Rassy yachts participated. The overall winner was the Hallberg-Rassy 43 "Drake" owned by Mr Grandi from Italy.











Totto Brunvold from Norway won his class in the ARC in his HR 46 "Hike VII"

Totto class winner in ARC in a Hallberg-Rassy

Yet another Hallberg-Rassy yacht wins her class in the ARC. There is no doubt that Hallberg-Rassy are successful in the ARC, this is the sixth time a Hallberg-Rassy has won her class. This time the prizewinner is Totto Brunvold from Norway in his HR 46 "Hike VII". A fast and reliable yacht with a high average speed and an active crew gained victory.

Totto is planning a long trip with his HR 46; from the Caribbean he will continue to Honduras, the east coast of the USA, Canada, Newfoundland, Greenland, Iceland, Spitzbergen and back home to Oslo, before deciding what to do next. Totto says his HR 46 suits his needs perfectly. Things he values the most are comfort but the yacht should still be a joy to sail and be manageable for a minimum crew in any weather. My HR 46 fills this bill with ease, Totto says.

Many Hallberg-Rassys did well

Not only Totto's HR 46 did well in the latest ARC: Per Simbles HR 43 "Just Fine Too" took second place in her class. Previous class winners in the ARC in a Hallberg-Rassy include Peter Harrison in 1994 in his HR 53 "Russ Noire". Peter Harrison is today more well known as the British challenger for the latest America's Cup.

HR the most popular choice in the ARC

ARC stands for Atlantic Rally for Cruisers and is the world's biggest transoceanic event. 225 yachts participate. Out of these 21 were Hallberg-Rassys and the most prolific make in ARC 2003. ARC is sailed annually and the trip is 2700 nautical miles from Gran Canaria to St Lucia in the Caribbean. Yachts arrive just before Christmas.

Free Hallberg-Rassy support

Hallberg-Rassy also sends a special support team to the ARC start. The support includes a check and adjustments of the rig and other important systems. This service is free for Hallberg-Rassy sailors in the ARC. If you are interested in taking use of this offer, please email roland.olsson@hallberg-rassy.se, tel +46 304 54 803.

Freight free spare parts

Spare parts have also been arranged freight free if ordered no later than 4 October 2004.

HR Parts and Accessories AB will organise most spare parts freight free to the ARC start if ordered no later than 4 October 2004.

You may reach HR Parts on email info@hr-parts.com or telephone +46 304 54 990, www.hr-parts.com.



HR 40 voted Best Liveboard Cruising Boat

This is the 7th prestigious award in less than two years for Hallberg-Rassy. In the American Cruising World magazine, the HR 40 has won not only the **Best Liveboard Cruising Boat**, but also the even more honourable award **Overall Winner Cruising Boat of the Year 2004**.

HR 40 voted Best Overall Cruising Boat of the Year 2004

Thirty-one boats were nominated and judged by two independent panels, which evaluated and tested the boats. The HR 40 came out top. This is the 8th award for Hallberg-Rassy in two years. Judges called the Hallberg-Rassy 40 "A true sailor's boat". The jury also said: "The Hallberg-Rassy has maintained a lot of traditional types of quality while updating the underbody to produce a boat that sails and handles well. It met my desire for balance, comfort and safety with class. I would be proud to row away from this yacht."

In Cruising World's January issue 2004 covering its 10th annual Boat of the Year Awards, Executive Editor Tim Murphy further describes the highlights of the Hallberg-Rassy 40, noting the quality of its sandwich construction of fiberglass and Divinycell foam, light mahogany interior and ideal cockpit layout. "Through and



through, she's a vessel that was thought out for a couple who want to be underway comfortably," he writes.

The Hallberg-Rassy 40 has now won prestigious awards all over the globe: **Sailboat of the Show** in Stockholm, **European Boat of the Year** in the biggest category, and in the United States **Best Liveboard Cruiser** and **Best Overall Cruising Boat of the Year**.

For further info please visit
www.cruisingworld.com

HR 37 nominated European Yacht of the Year 2003

The Hallberg-Rassy 37 was nominated for European Yacht of the Year. There are different size categories and the winners are chosen by eleven major European yachting magazines. Last year the Hallberg-Rassy 40 won in the biggest category.

HR 37 nominated Sailboat of the Show

The Hallberg-Rassy 37 was nominated for Sailboat of the Show at the Stockholm Boat Show in November 2003. This is Scandinavia's largest indoor show for larger sailing yachts. Yachting journalists choose the winner. Last year the Hallberg-Rassy 40 won.



From left Mr Donscheidt, manager for the Düsseldorf fair, Magnus Rassy, Mr Abdul-Rahman Adib, project manager for boat Düsseldorf

Trophy boot Düsseldorf to Hallberg-Rassy

At the world's largest boat show, boot Düsseldorf, in January 2004, Hallberg-Rassy won yet another award, the "trophy boot-Düsseldorf". This is the 9th award in just 24 months. Hallberg-Rassy received the award for "Significant achievement within production cruising yachts". The trophy is a glass sculpture by the artist Dejan Saric.

Eight million saw HR on German TV

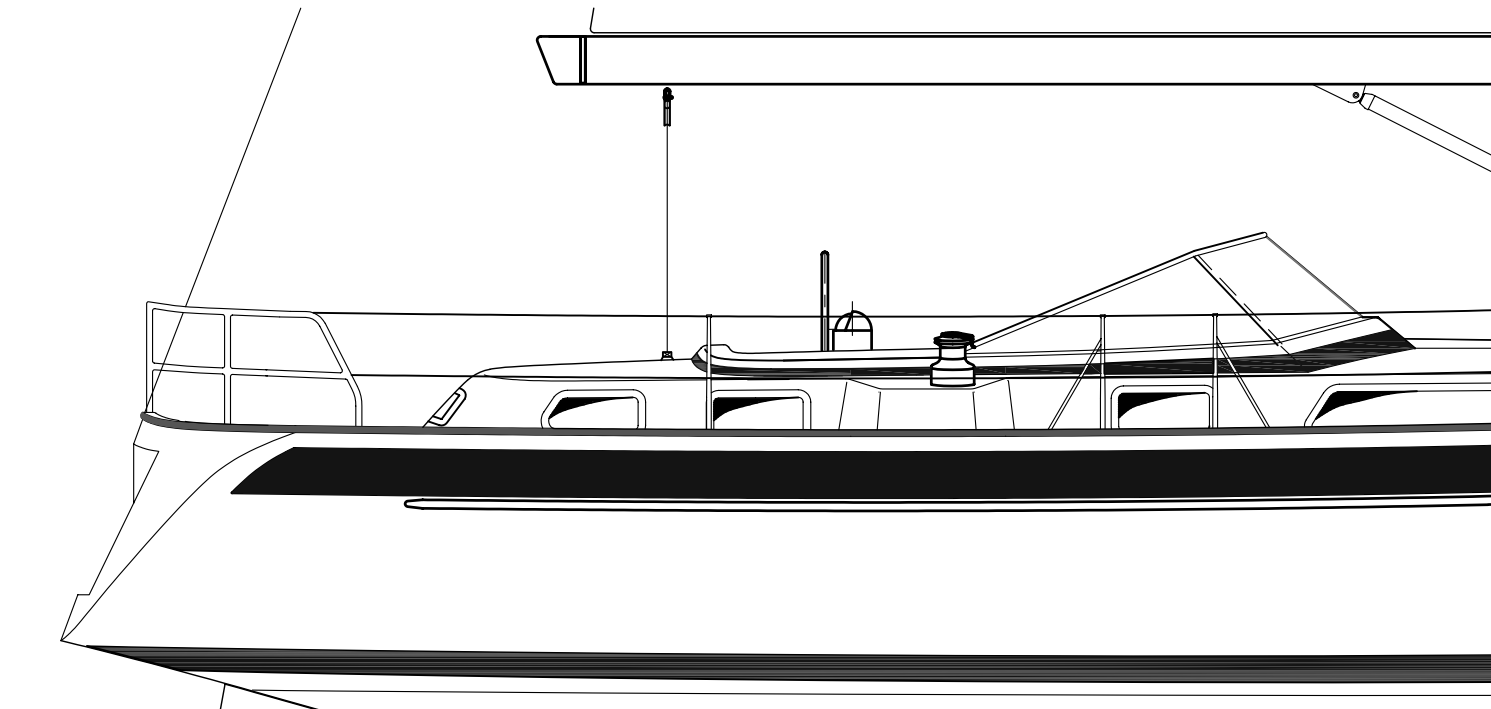
Sunday February 8th at 2015 on the popular German TV channel ZDF, the film "Begegnung am Meer" (Coincident meeting at the ocean) was broadcast. The film is a soap, taking place on the Swedish West Coast, recorded in the fall of 2003 with German actors. Many of the scenes were filmed at the Hallberg-Rassy yard and onboard Hallberg-Rassy yachts. Several well-known German actors participated and also a few people from the Hallberg-Rassy yard. Mr and Mrs Rassy had minor roles. The film lasted 1 h 30 and was uninterrupted by commercials. Eight million viewers saw the film, which showed a lot of the beautiful scenery the Swedish West Coast has to offer.

A horse named Saphier Hallberg-Rassy

We received an email from the Dutch Hallberg-Rassy dealer Nova Yachting saying:

We got a letter from a 19-year old girl who lives in the southern part of Holland. She told us this funny story. Since a couple of months she owns a beautiful dressage horse, named

Saphier Hallberg-Rassy!! Whenever she appears at a show everybody start to ask questions about the history of this remarkable name. As you may guess her father is an enthusiastic sailor, but unfortunately not with a Hallberg-Rassy. Each and every day he dreams about a Hallberg-Rassy 31. He is telling his daughter a hundred times a year that one day he will own a Hallberg-Rassy. When they bought her last horse, the father insisted on some influence regarding the name of the horse. The result was: Saphier Hallberg-Rassy, or a jewel of a Swedish sailing yacht. She asked Nova Yachting if there would be a possibility to sponsor her and her horse. We promised to arrange a winter cover for Saphier Hallberg-Rassy. Furthermore she asked us to tell Hallberg-Rassy in Sweden this story. She wants you to know that beside all the beautiful Hallberg-Rassy boats, there is also a Hallberg-Rassy who can galop and trot!



New Hallberg-Rassy model on

The new Hallberg-Rassy 48 is a comfortable long distance cruiser based on the same winning concept as her predecessor the HR 46 and incorporating fifteen more years of Frers and Hallberg-Rassy experience. The Hallberg-Rassy 48 is a brand new design, starting with a blank sheet of paper.

More living space and improved performance

The hull is just 21 cm longer but offers more living space inside, thanks to better use of the hull length. The waterline is no less than 135 cm longer. The sailing performance is totally up to date. Hull, rig, rudder and keel profiles include Frers latest experience. Keeping the Hallberg-Rassy typical pleasant motion at sea is of highest priority.

Brighter interior

With larger side windows, the interior is brighter. These also give greater window area and a better outer view. The aft cabin is wider and more generous. The berths are wider and longer and it

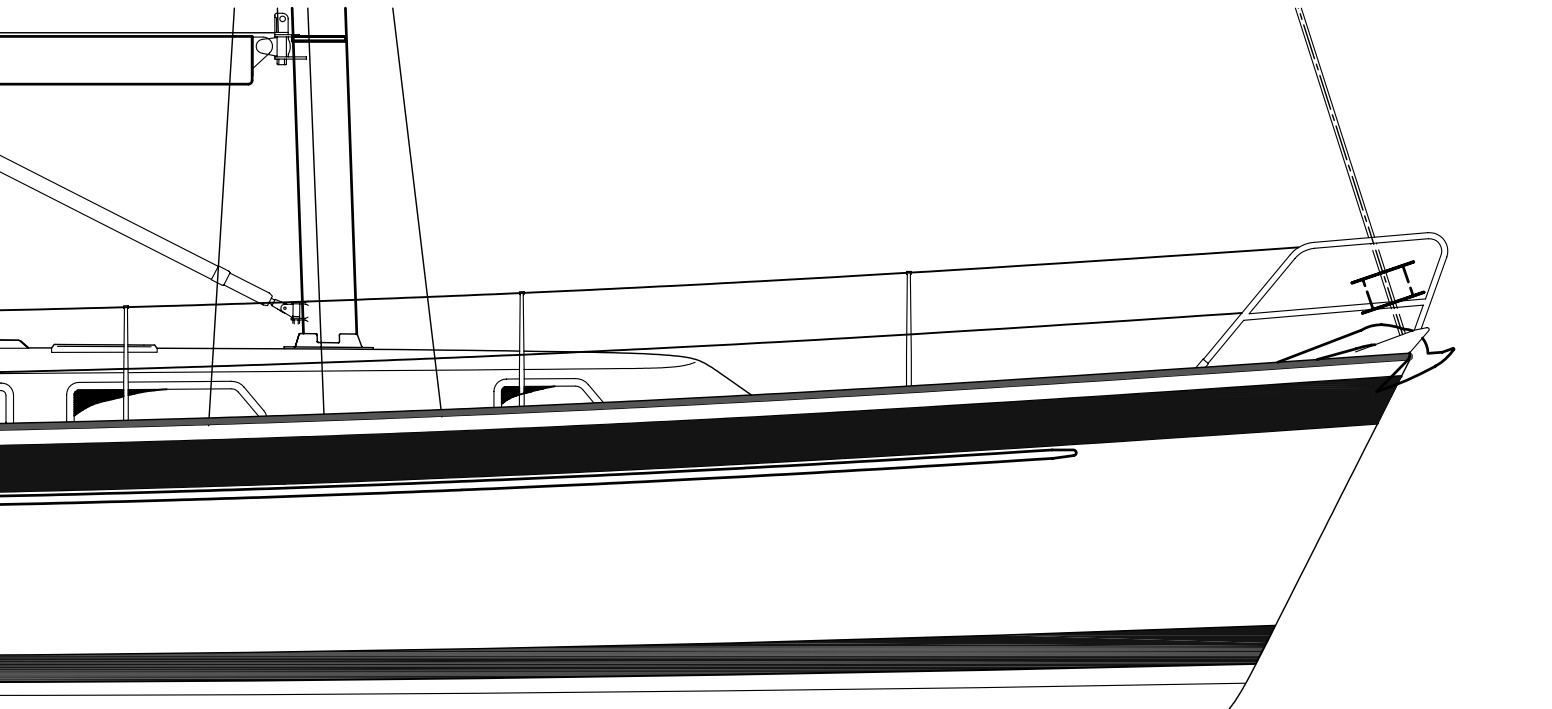
is now possible to order a centre line berth with a seat on each side and a make up table to starboard.

The interior design is softened up with panel locker doors with profile milled wide solid frames and rounded corners. The lockers are well ventilated with special grids on top.

The straight sofa in the saloon is 14 cm longer. The galley is 6 cm longer. There is 53 cm more hanging locker length.

The V cabin berth is longer and 15 cm lower, to make it easier to enter the bed. The cabin between the V cabin and the saloon is 7 cm longer and more airy.

The aft cabin hatch is elegantly flush mounted. The cockpit is longer. The cockpit coaming is higher, giving improved protection. There is better seating comfort in the cockpit, due to the ergonomic angle of the backrest. The blue stripe around the cockpit is gelcoat. The genoa sheet



Open House in August: HR 48

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. If electric winches are ordered, these will not disturb the headroom in the walk through.

Powerful engine

The engine is the latest development from Volvo Penta. It is an efficient 5-cylinder diesel with common rail technology, intercooler, DOHC and 20 valves. The Volvo Penta D3-110 develops 81 kW/110 HP at crank shaft. Maximum torque is an incredible 342 Nm at just 2000 RPM. The fuel tank capacity is improved by as much as 140 litres to 800 litres. The range is 1 060 Nautical Miles, that's roughly from Hamburg in Germany to Iceland, motoring non-stop in calm waters!

Extensive standard equipment

The standard equipment list is more extensive than on the HR 46. For example Raymarine ST 60 Speed, Depth and Wind as well as two holding tanks are included in the HR 48. Items such as teak on deck and coachroof, electric

windlass, twin heaters, fridge compressor, antifouling, high gloss varnished teak table on steering pedestal, mainsail and furling jib are also standard.

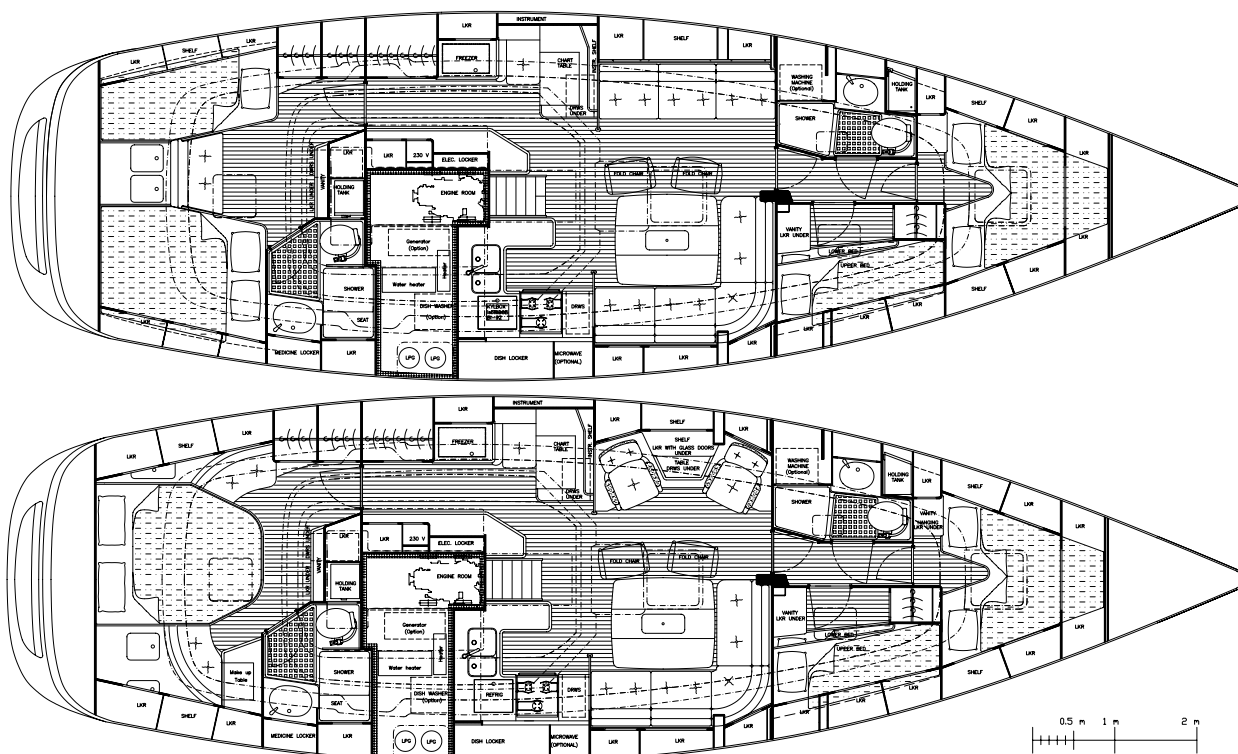
World premiere in August 2004

Photos will be available by August 2004 on www.hallberg-rassy.com The World premiere for the HR 48 will be at the Hallberg-Rassy Open House Weekend 27-29 August 2004.

A success from the start

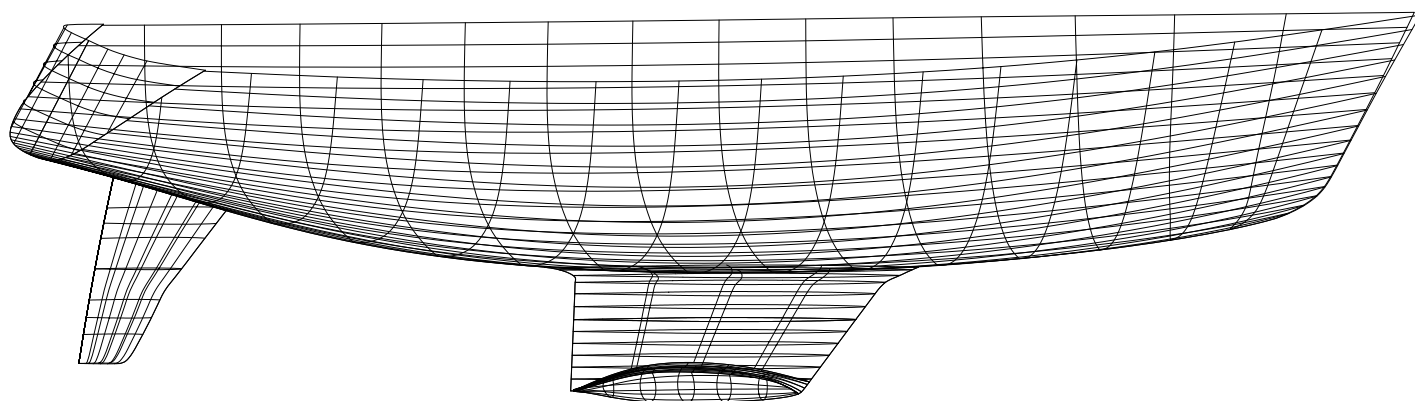
Only a few days after the first drawings were shown on our web site, without anybody seeing the boat, several new firm orders were taken.

All in all, the new HR 48 improves on a winning formula. We have a new product that we are very proud of and believe will be very successful for many years to come.



Interior layouts of the new Hallberg-Rassy 48

	HR 46	HR 48	Difference
Hull length	14.78 m	14.99 m	+ 21 cm
Length waterline	11.90 m	13.25 m	+ 1.35 m
Beam	4.35 m	4.50 m	+ 0.15 m
Beam at transom	2.83 m	3.30 m	+ 47 cm
Displacement	16.5 t	18.5 t	+ 2 t
Lead keel	6.6 t	7.75 t	+ 1.15 t
Sail area with working jib	100.0 m ²	123.4 m ²	+ 23.4 m ²
Sail area with furling genoa	112.0 m ²	138.9 m ²	+ 26.9 m ²
Mast over water	19.4 m	21.75 m	+ 2.35 m
Water	920 litres	910 litres	-10 litres
Diesel fuel	660 litres	800 litres	+ 140 litres
Number of cylinders	4	5	+ 1 cylinder
Power	74 kW/100 hp	81 kW/110 hp	+ 7 kW/10 hp
Max torque at crank shaft	284 Nm	347 Nm	+ 63 Nm
Cockpit length	218 cm	220 cm	+ 2 cm
V cabin, berth length	207 cm	210 cm	+ 3 cm
V cabin, footend	70 cm	75 cm	+ 5 cm
V cabin, height	90 cm	75 cm	- 15 cm
Cabin between V cabin and saloon	199 cm	206 cm	+ 7 cm
Forward shower length	54 cm	70 cm	+ 16 cm
Length L sofa saloon	221 cm	221 cm	0 cm
Length straight sofa saloon	201 cm	215 cm	+ 14 cm
Saloon table, length / width	115 x 120 cm	115 x 128 cm	0 x + 8 cm
Galley length	157 cm	163 cm	+ 6 cm
Chart table, length / width	67 x 96 cm	70 x 112 cm	+ 3 x + 16 cm
Hanging lockers, total length	162 cm	215 cm	+ 53 cm
Headroom saloon	194 cm	199 cm	+ 5 cm
Headroom walkthrough	191 cm	191 cm	0 cm
Cockpit locker length	80 cm	94 cm	+ 14 cm
Cockpit locker width	170 cm	181 cm	+ 11 cm
Aft deck locker width	270 cm	330 cm	+ 60 cm
Aft deck locker openings, each	60 x 78 cm	68 x 97 cm	+ 8 x + 19 cm



3-d view of the hull of the Hallberg-Rassy 48

Detail improvements

Hallberg-Rassy yachts are continuously developed and improved. Here are some examples of what will be improved for 2005:

- The clutches for the HR 31 and HR 34 will be upgraded to a better and more powerful model.
- On HR 31 up to HR 40 the optional electric windlass has been upgraded to one in stainless steel.
- On the HR 34, 40, 43, 53 and 62: The forward navigation lights for port and starboard side will be mounted in such a way that they will not be so exposed to damage. This arrangement has been used from the beginning on the HR 37. The Hallberg-Rassy 31 has a different solution where the navigation light is mounted in the middle.
- For the European Shore power cable, included in the optional shore power package, a new type of plug will be used, it is a CEE plug, blue with three pins. This kind of socket is becoming more and more common in marinas.
- On all models the toilet installation has been improved in such a way that a HR vented loop is fitted. This further reduces the risk for siphon flooding. There have already been manual valves to prevent this, the HR vented loop further reduces the risk.
- The holding tank volume in the HR 40 will be increased.
- HR 37 and HR 40s delivered from spring 2005 will be fitted with a new engine, see separate note on page 18.
- The Hallberg-Rassy 43 will have a new and larger engine as standard for new orders. The new engine is the Volvo Penta D2-75, 55 kW/ 75 HP, with larger alternator, 12 V 115 A, and hydraulic transmission. For orders already signed with the D2-55 engine, it is possible to upgrade to the new and larger engine.
- On the HR 40 and HR 43 the interior locker doors will be upgraded, in the same style that has been so successful on the HR 37, and will also be found on the new HR 48. The comparative difference is that there is a wide solid frame that is profile milled on both the outside and the inside, with rounded edges.
- The HR 40 and the HR 43 will be fitted with Traction batteries, as fitted to the HR 37 from the beginning. With Traction batteries, you can use more of your batteries capacity without damaging them, compared to traditional batteries.
- Electric winches will have a new soft start. Previously an electric winch always started at full rotation, which was considered by many as a disadvantage when fine tuning the sails. Previously only hydraulic winches had a soft start.
- On the HR 62 the winches are now electric and not hydraulic, for reasons stated above. Furthermore, a hydraulic power pack has a certain capacity. When more than one function is used simultaneously, the capacity is divided between the functions so that there is only half speed when, for example, a genoa is furled out and is sheeted at the same time.
- On the Hallberg-Rassy 46, 53 and 62, the exhaust through hull fitting will be upgraded to a stainless version.





From circumnavigation to lectureholders at Open House Weekend

As the tradition dictates, this year there will also be an lecture at the Hallberg-Rassy Open House weekend. On Saturday evening 28 August at 1900 there will be an interesting lecture in English with the theme *"To fulfil a dream"*, held by Elisabeth and Joh Fredén, who have sailed around the globe in their Hallberg-Rassy 39 "Sefir".

Elisabeth and Joh come from Skanör in the South of Sweden. They report: *"We started our trip around the world the 1st of July 2000. We sailed daytrips down along Europe's coastline to Lisbon. From Lisbon further to Madeira. From there to the Canary isles, where we participated in the ARC over the Atlantic in November 2000. Then we cruised the Caribbean a couple of months and went further to Trinidad. We continued along the coast of Venezuela to Bonaire, Curacao and to Cartagena in Colombia. From there we cruised to San Blas and further through the Panama canal. Easter 2002 we were at the Pearl Islands, outside Panama. From there to Galapagos and crossed the Pacific Ocean to Marquesas in French Polynesia. We continued through Tuamotos down to Tahiti and visited the other Friendship Islands. From there further to Suvarrow and Samoa. We continued to the French islands Wallis and Futuna before we came to Fiji. Here we stopped a couple of months before*

it was time to sail down to New Zealand. There we stayed for six months before cruising up to New Caledonia and further to Vanuatu. From Vanuatu our trip went to the Luciades in Papua New Guinea. Then we sailed to Thursday Island in northern Australia. We continued the northern coast line of Australia to Darwin and from Darwin we sailed west to Cocos Keeling. Then further to Mauritius, Reunion and South Africa, where we are writing this. (December 2003). We will be home in Sweden again in June 2004.

Joh has sailed since he was 12 years old in the Stockholm archipelago, along the whole coastline of Sweden, a part of Finland's, and most of the Danish, Norwegian coastline up to Bergen. The Färö islands, Scotland, Ireland, has crossed the Atlantic three times, two ARC (1993 and 1998). Class victory 1993 and 1998. 1994 home to Sweden from the Caribbean via the Azores.

Elisabeth started to sail a little later, but has cruised Denmark, Southern Norway, Scotland, Ireland and southern Sweden.

- We count on rounding South Africa at New Year and to go up to Cape Town. Our plan is to reach our home port in Skanör at the end of June 2004, say Elisabeth and Joh in an email from aboard their HR 39.

On the last page there are instructions on how to apply to attend the lecture.

New engine in the HR 37 and HR 40

After thorough tests, there will be a change of engine in the HR 37 and HR 40. The new choice is the Yanmar 4JH4E.

Both engines have many similarities: 4 cylinders and a volume of 2.2 litres, similar power, service side to starboard and a high torque at low revs.

The Yanmar engine runs very quietly and with little vibration. The Yanmar 4JH4E engine has improved performance:

Increased torque, 159 Nm at 1800 RPM, compared to 135 Nm at 2200 RPM with the old engine choice. A good torque range is especially important on a sailboat, as you in reality don't use the horsepower but the torque. The fact that the maximum torque comes at so low revs is of great benefit particularly when manoeuvring in harbour. The combination of Yanmar's own transmission, with a cone instead of a disc clutch provides a quieter operation.

It is also possible to upgrade the engine's charging circuit with an extra 12V, 140A alternator. In this case the normal standard 12V, 60A alternator is still in place, isolated to charging the engine start battery. Also included in this upgrade package is an "emergency switch". This provides two functions: (1) You may use the service batteries to start the engine in an emergency. (2) In the event that the extra alternator fails, both the service batteries and the start battery can be charged via the smaller alternator. The extra alternator is also equipped with an external regulator with an optimized charging curve – this allows optimal battery charging without the risk of over charging. The regulator may also be re-programmed enabling it to charge various different battery types.

If your boat has been ordered with additional batteries we strongly recommend you to upgrade with the extra 140A alternator.

Jubilee issue

This is the 10th issue of the Hallberg-Rassy NewsLetter. The NewsLetter is published once every summer, every year. If you don't receive an issue automatically, please send us an email with your postal address. You will find our email address on our web site www.hallberg-rassy.com



In service for HR 1954-2004

Mats Olsson started in the company in 1954 at the age of 15. Today this would be called child labour, but at that time this was normal. Mats went directly from school to Hallberg's Yard which is what the yard was called at that time. Now, in 2004, Mats has retired after 50 years of service in the same company. The roller Mats used for the last 26 years has been framed as a gimmick. The roller still doesn't seem to be more than half a year old. You may see the framed roller at the Hallberg-Rassy reception.

See Hallberg-Rassy at the boat shows

Dates	Show	Country	Exhibited models
19-22 Aug	Helsinki	FI	HR 37 and HR 40
19-22 Aug	Kolding	DK	HR 34, 37 and 40
27-29 Aug	Open House	SE	31,34,37,40,43,48,53,62
31 Aug-5 Sept	Ijmuiden	NL	31, 34, 37, 40, 43, 48
4-7 Sept	Oslo	NO	HR 34, 37, 43
15-19 Sept	Seattle, WA	USA	HR 43, HR 53
11-14 Sept	Newport, RI	USA	HR 40
10-19 Sept	Southampton	UK	HR 34, 37, 48
18-26 Sept	Friedrichshafen	DE	HR 37, 40 and 43
7-11 Oct	Annapolis, MD	USA	Models not yet decided
9-17 Oct	Rapallo	IT	HR 37, 40, 43 och 53
23-31 Oct	Hamburg	DE	HR 34, 37, 40, 43, 48
15-17 Oct	Nishinomiya	JP	Models not yet decided
6-14 Nov	Bercelona	ES	Model not yet decided
10-14 Nov	Stockholm	SE	HR 37, HR 40, HR 43
6-16 Jan 2005	London	UK	Model not yet decided
14-23 Jan	Seattle, WA	USA	HR 43
15-23 Jan	Düsseldorf	DE	31,34,37,40,43,48,53
1-6 Feb	Amsterdam	NL	HR 37, HR 40
Feb-March	Fredericia	DK	HR 34, HR 37
25-28 March	Bruinisse	NL	31, 34, 37, 40 och 43
20-22 May	Neustadt	DE	31, 34, 37, 40, 43, 48
May 2005	Leangbukta	NO	Models not yet decided
28 July-2 Aug	Sydney	AU	HR 43
26-28 Aug '05	Open House	SE	Models not yet decided

We reserve the right for changes. See www.hallberg-rassy.com for latest update.



HR 53 wins Bermuda Cup

Solstice, Hallberg-Rassy 53, number 59, owned by RogueWave Yacht Sales - Bernie Jakits and Kate Christensen of Annapolis, Maryland, USA won the 2003 West Marine Bermuda Cup. With a very fast time of 3 days, 13 hours, and 30 minutes for the 650 mile run from Norfolk, Virginia to St. Georges Harbor, Bermuda, she took First to Finish, Line Honours, and Class 1 winner's trophies.

On the beat to the finish past North East Breakers and Kitchen Shoals in the last 30 miles, Solstice was able to carry more sail and point higher than the fleet of very respectable competition. Her helm balanced with ease in 20-25 knot SW winds with large surfing seas that moved her quickly toward Bermuda. She maintained 9 to 10 knots for over 26 hours on a close reach, and showed her clean transom to the rest of the fleet.

Bernie and Kate say: *"While we have owned numerous high-quality sailing vessels for 30 years, none were finer than our HR 53. We lived comfortably under sail and at anchor, never once doubting her abilities. All systems aboard worked perfectly. Oh, with one exception; the anchor light bulb burned out."*

Once over the finish line, we happily entertained 36 sailors of the remaining fleet of 11 yachts that were entered in the Rally, very comfortably aboard Solstice while swaying at anchor in front of the St. Georges Dinghy and Sports Club. Everyone who came aboard Solstice was in awe of her beauty, strength, and craftsmanship. For us, there is no finer or even comparable sailing yacht under 60 feet available on today's market. We are very happy and proud to own Solstice HR53 #59 and are preparing her for her next adventure."

Double victory for Hallberg-Rassy in Italian IMS regatta

The Italian HR 53 "Mahé 3" has won an important IMS race. The race was sailed off northern Sardinia in Italy and was organised by Yacht Club Costa Smeralda. Thirty one yachts participated, of these most were performance oriented boats. The race was 25 nautical miles long and the wind 20-22 knots. Of the 31 boats 23 participated in the same class as the HR 53. Second came a Hallberg-Rassy 34. The HR 53 not only won on calculated time, it also got line honours as fastest boat on actually sailed time. Already in 1996 "Mahé 2", this owner's previous boat, also a HR 53, won this race. The HR 53 "Mahé 3" sets another record: it is the third HR 53 that Hallberg-Rassy has delivered to the same owner!

Result list

	Boatname	Boat type	Sailed time	Calculated time
1	Mahé 3	HR 53	3.01.44	1.39.29
2	El Nino	HR 34	3.37.34	1.40.32
3	La Tartaruga	Comet 1050	3.30.26	1.41.37
4	Black Angel	IMX-38	3.02.33	1.49.03
5	Xantorilla	First 40.7	3.02.12	1.50.27
6	Chestress	J/109	3.05.55	1.52.02
7	Out of the Blue	Fun	3.44.43	1.52.43
8	Loreli III	Gr. Soleil 46	3.11.19	1.57.24
9	Vaitiara	Swan 371	3.34.21	1.59.09
10	Mon Ami	Gr. Soleil 42	3.16.53	1.59.13
11	X-Live	X-412	3.12.52	2.02.29
12	Tachi	Gr. Soleil 39	3.29.13	2.02.35
13	Tawali	Sun Od.45.2	3.26.31	2.04.47
14	Mio Capitano	Sun Od.52.2	3.17.10	2.06.34
15	Vamp II	Gr. Soleil 43	3.28.47	2.09.41
16	Ops 3	Baltic 52	3.07.23	2.12.49
17	Solenia 2	Swan 48	3.09.31	2.13.16
18	Prof. BLnzone	Balanzone	4.21.47	2.22.07
19	Boccon di Mare	First 31.7	4.20.30	2.37.04
20	Alisei 2	First 210	DNF	
21	Eleuca 2	Genesis 43 P	DNF	
22	Famalu	Cutter	RET	
23	Pulce	Furia	RET	

Please feel free to quote Hallberg-Rassy NewsLetter, provided that you state the source. Hallberg-Rassy NewsLetter is released in an English, German and a Swedish edition once annually and next edition is planned for summer 2005. HR NewsLetter is for promotional use only and cannot form part of any offer, specification or contract. Concept and production: Magnus Rassy, Hallberg-Rassy Varvs AB 2004.



Open House weekend at Hallberg-Rassy 27-29 August 2004

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 27th through 29th. The Open House Weekend in 2003 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 2004 will be just as successful.

Daytime activities

World premiere for the new HR 48. Between 1000 and 1800 Friday to Sunday the HR 31, 34, 37, 40, 43, 48, 53 and 62 will be shown on the water, as well as 48 Hallberg-Rassys under construction. It will be possible to walk around the yard from 1500 on Friday afternoon. We have also invited our competitors and suppliers to join us so there will be 105 new boats and 77 suppliers. There will be both power and sailboats 31 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.

Evening activities

Saturday evening at 7 o'clock we will serve an informal dinner followed by a lecture in English

on long distance cruising on the theme "*To fulfil a dream*" by Elisabeth and Joh Fredén, who have sailed around the world in their HR 39. See more on pages 16-17. Since there are only a limited number of seats, we would ask you to make your reservations in writing together with the participation fee at your earliest convenience. In previous years this event has been fully booked. The fee for the dinner and the lecture is 150 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: Quality Hotel Stenungsbaden tel. +46 303 83100. Hotel Ellös Brygga tel +46 304 50993. Mollösunds Vårdshus tel. +46 304 21108. Nösunds Vårdshus tel. +46 304 20925. Hotel Sjögården, tel +46 304 51030. Hotel Carlia, Uddevalla tel +46 522 14140. Hotel Gyldenlöwe, Uddevalla tel +46 522 14610. Hotel Reis, Stenungsund tel +46 303 770011. Hotell Viking, Uddevalla, tel +46 522 998 00.



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