



R Hallberg-Rassy NEWSLETTER

Summer 2007

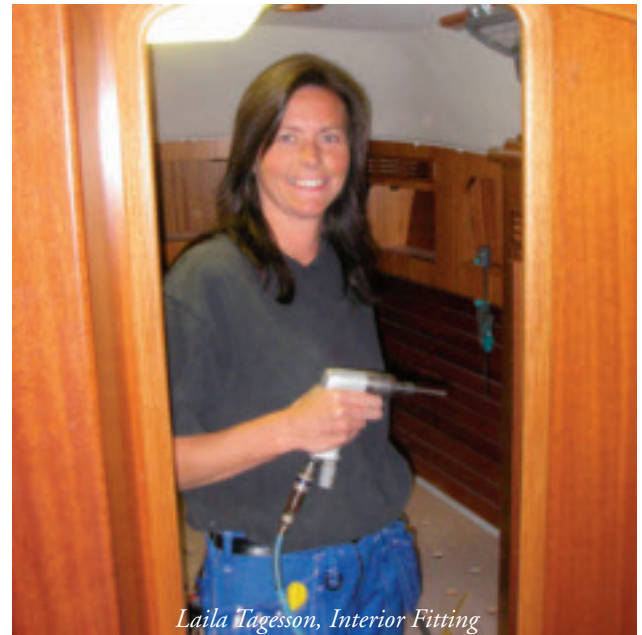
13th issue - English edition

Some of the contents:

- A well worn Hallberg-Rassy
- Free HR Support at the ARC
- Premiere in August: The new HR 43 Mk II
- White Christmas and New Year in Antarctica
- HR 31 Mk II test winner • Female Boatbuilders
- Ten HR 342 delivered to one buyer • Results from the HR Fun Cup
- Continuous Improvements • Open House weekend 24-26 August 2007



Louise Nilsson, Machine Carpenter



Laila Tagesson, Interior Fitting

Who said women can't build boats?



Maja Kirchner, Finishing



Linda Börjesson, Interior Fitting



Caroline Larsson, Exterior Carpenter

Most people think that boatbuilding is only done by men, but at Hallberg-Rassy there are many highly skilled boatbuilding ladies. “Traditionally there have only been men building boats. Now we have deliberately aimed to find women for these craftsmen's work. This has proved very successful, creating a better working climate and improved motivation. We will continue to hire female boat-builders, both from our internal workforce and externally. In our cooperation with boatbuilding schools we also encourage girls to become boatbuilders” says Stellan Beckman, Production Manager at Hallberg-Rassy.



Lewmar has supplied deck equipment to Hallberg-Rassy since 1967. This photo shows one of the workshops in the early 1970s

Lewmar celebrates 40 year partnership with Hallberg-Rassy

In anyone's view a 40 year partnership, whether in a marriage or business, is something to be justly proud of.

So, close understanding, good communications and a common purpose have been the mainstay of Lewmar's business relationship with Hallberg-Rassy over the last 40 years. Hendrik van der Linde of Lewmar says: *"Hallberg-Rassy was not always an easy partner to please however! The team at Hallberg-Rassy constantly challenge Lewmar for innovative solutions and new developments suitable for blue water sailing. The team have been instrumental in driving sailing hardware and equipment into new areas of ease and functionality for its customers. At Lewmar it was Hallberg-Rassy who really pushed forward the creation of the electric winch."* A huge development program was undertaken to produce an electric winch as demand for **Push Button Sailing** became increasingly apparent during the 1980's. It is remarkable to consider that 40 years ago the winches Lewmar supplied Hallberg-Rassy were in fact Ratchet winches; Tufnol blocks were standard equipment

and Lewmar was not yet manufacturing hatches and portlights. Today Lewmar supply electric winches, the latest generation Syncro blocks, hatches, portlights, steering gear and windlasses to Hallberg-Rassy for installation on its full range of boats, including the latest HR 54. One of the most recent projects Lewmar has worked on is the development of the new 32 kilo Delta anchor. Magnus Rassy encouraged Lewmar to develop a medium size Delta anchor to fill the gap between its award winning 25 kg and 40 kg models. So of course Mr Rassy was the first person to receive the brand-new 32 kg Delta Anchor at Orust boat-show last August.

Lewmar is extremely proud to celebrate the 40th anniversary with Hallberg-Rassy. Like all good relationships the journey has been both challenging and wonderful. It is the pride of making top quality, innovative equipment for one of the world's leading yachts that has been the cement in the company's relationship. It is this shared passion that Lewmar hopes will enable their relationship to flourish for many years to come.



New cockpit table option with fridge for HR 54 and HR 62

There is an all-new optional cockpit table developed for the Hallberg-Rassy 54. The centre part is fixed and the side panels are folding, with a larger table area than the normal one.

Further advantages: A holding bar at the forward end of the table. This bar offers a good handhold in a seaway. Below the table there is a longships bar that works as a foothold. A really nice touch is the built-in fridge. The table is elegant and sturdy and is available as an option on the HR 54 and HR 62.



Children's drawings

It is always a nice thing to receive drawings from children. On Hallberg-Rassy's home page there is a children's gallery for drawings with Hallberg-Rassy connection. We would like to encourage all children to send us their drawings. At www.hallberg-rassy.com -> "Yachts" -> "Galleries" there is a link to "Children's Gallery". There you can also read how to send your drawings to us. We look forward to sharing these with other Hallberg-Rassy fans.



Hallberg-Rassy 31 Mk II

test winner overall

In Europe's largest selling sailing magazine, Yacht from Germany, there has been made a thorough test between eight 31-32 footers. The test impressions were presented in issues 13 and 14 / 2006. The result: Test winner overall is the Hallberg-Rassy 31 Mk II. A lot of points were evaluated by the magazine: sailing performance, sails, handling under engine, construction, finish, interior, technical installations, value for money and so on. The magazine says that they were amazed over the good sailing performance. Only two racing oriented boats in the comparison were faster. The Hallberg-Rassy 31 Mk II was ranked number one when it came to quality of build, use of the interior space, detail solutions, storage use and comfort. The magazine says that the Hallberg-Rassy 31 Mk II is ahead of the others because *"She offers the most complete and most practical overall concept. She is a distinguished understatement; it is more in her than you might expect."*

Also Båtnytt magazine in Sweden made another large comparison test between seven 30-32 footers in issue 4/2007. For example the following was said: *"Hallberg-Rassy 31 Mk II with her fine sails, deep canoe body and heavy keel, had the best upwind performance in this class, already in light airs."* Further: *"It is hard to see enough of her looks. A long life and classic quality is a combination hard to beat."* and *"It is impossible not to be impressed by the Hallberg-Rassy 31 Mk II. She is a good allrounder, the best in this test."*



A well-worn Hallberg-Rassy?

The Hallberg-Rassy 46, Mahina Tiare III, sailed by John and Amanda Neal, has logged over 110,000 nautical miles, which corresponds to the distance around the world four times.

Since launching in January 1997, John and Amanda have conducted 80 offshore training expeditions, sailing to 35 countries, and have had 480 sailors join them from around the world. Their primary teaching focus is to introduce sailors to offshore passage-making, navigation and storm tactics. Their Hallberg-Rassy 46 yacht has proven to be an excellent choice for the purpose. So much so that many of their expedition mem-

bers have purchased Hallberg-Rassy yachts of their own after sailing aboard the Mahina Tiare III.

John and Amanda will be our guest speakers at the August 2007 Open House. See the last page for details about how to applicate for that lecture. Mahina Tiare III will be on display with John and Amanda on board to answer questions about the boat and their amazing journeys. This will be a good opportunity to see what a Hallberg-Rassy looks like after such gruelling voyages.

To read the logs and see pictures of past expeditions, have a look at **www.mahina.com**.



When waiting for wind, Hallberg-Rassy offered cold sparkling wine





At the helm Mrs Kolb with her HR 42 F "Ulla"



Mrs Kolb - overall winner of the Hallberg-Rassy Fun Cup

Mrs Kolb, at the helm, accompanied by her husband, on her HR 42 F "Ulla" was the outright winner of the 2006 Hallberg-Rassy Fun Cup. The HR Fun Cup, which includes a timed competition to dismantle and rebuild a winch and also a blind whisky-tasting test along with the regattas, ensures that even less-skilled sailors have a chance to win a prize, and so no participating crew goes home emptyhanded.

The 2006 HR Fun Cup was held at Neustadt in Germany, which is home to Hallberg-Rassy's German Sales Office.

Other Hallberg-Rassy regattas are being held in Germany, Holland, Norway, England,

Italy and on the West and East coasts of America.

Our warmest congratulations to Mrs Kolb!

Full results as follows:

Overall position	Boat type	Yachtname	Skipper	Racing points	Fun points	Overall points
1	HR 42F	Ulla	Kolb	11	12	23
2	HR 42E	Torjan	Gatermann	17	6	23
3	HR 34	Muguet	Schrader-Seefeldt	13	11	24
4	HR 43	Demo 43	von Hörsten	18	7	25
5	HR 46	Christine	Dantzer	21	6	27
6	HR 37	Dry Water	Pr.Dr. Hoeck	30	10	40
7	HR 34	Shifta	Wilson	37	7	44
8	HR 34	Sycorax	Ehlers	37	13	50
9	HR 36	Makatheia	Wefing	39	14	53
10	HR 37	Sea Vision II	Ersü	34	27	61
11	HR 382	De Makareel	Voss	35	27	62
12	HR 31	Theoderich	Kähler	50	35	85
13	HR 53	Zephyr	Knötig	53	35	88
14	HR 37		Duchrow	57	35	92
15	HR 31	Sunbird	Müller	58	35	93
16	HR 38	Paul Schmidt	Schmidt	60	35	95
17	HR 37	Columbus	Otto	66	35	101
18	HR 53	Mikiji	Zimmermann	68	35	103
19	HR 53	Ikarus	Plass	77	35	112
20	HR 31	Euterpe	Kewitsch	83	35	118
21	HR 34	Oliva	Lohse	91	35	126
22	HR 34	Nosce Te	Blufarb	DNS	DNS	1000

Continuous improvements

Hallberg-Rassy 31 Mk II

- The quality of the stanchions has been upgraded and now has a stainless steel top
- The laminate panels for shower drain control and engine panel are now upgraded with a more UV-resistant surface
- The primer and antifouling is now sprayed on, giving a smoother surface
- Both the water tank metre and diesel tank metre have been improved
- The interior hand holds in the ceiling have an improved more rounded design
- The cockpit table (extra) has been upgraded to teak, with a teak frame
- A new improved design of carpet (extra) is trimmed so that parts of the beautiful teak and holly floor can be seen at either end

Hallberg-Rassy 342

- When the combination spinnaker boom and traditional mast is ordered, the bracket is now fitted on deck instead of on the mast, which will prevent the sheets from hooking
- The quality of the stanchions has been upgraded and now has a stainless steel top
- The Furllex line is drawn down to the cockpit in a better way with hooks integrated with the stanchions
- The laminate panels for the engine and shower drain control are now upgraded with a more UV-resistant surface
- The primer and antifouling is now sprayed on, giving a smoother surface
- Both the water tank metre and diesel tank metre have been improved
- The interior hand holds in the ceiling have an improved more rounded design
- The cockpit table (extra) has been upgraded to teak, with a teak frame
- A new improved design of carpet (extra) is trimmed so that parts of the beautiful teak and holly floor can be seen at either end
- The capacity of batteries improved from 225 Ah to 235 Ah

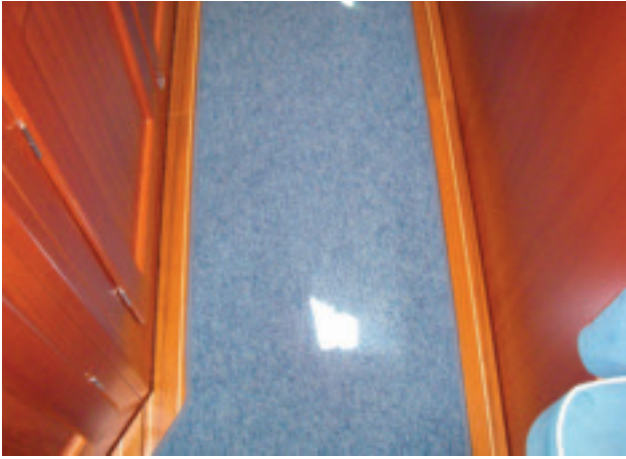
Hallberg-Rassy 37

- Triple spreader rig. This giving a slimmer mast profile with maintained safety margin
- Engine: Volvo Penta D2-55 130 S, with a powerful alternator of 115 A
- New more elegant entrance ladder with curved steps and curved side panels

- Interior hand holds in ceiling have an improved more rounded design
- A new improved design of carpet is trimmed so that parts of the beautiful teak and holly floor can be seen at either end
- The water heater now has a mixer tap which increases both comfort and safety. The water in the boiler can be maintained at a high temperature whilst the temperature of the water coming out of the tap can be adjusted. This has been standard when ordering a boiler on HR 31 Mk II and HR 342
- The pedestal is moved slightly towards companionway, giving the helmsman more space
- The cockpit table has been upgraded to teak, with a teak frame
- The capacity of batteries improved from 225 Ah to 235 Ah
- The water heater in the engine room has a switch for the heating coil
- The cables for the navigation lights are now installed in tubes which make them invisible on deck.
- The laminate panels for buttons and instruments for controls on the pedestal and shower drain control etc are now upgraded with a more UV-resistant surface
- Both the water tank metre and diesel tank metre have been improved
- The quality of the stanchions has been upgraded and now has a stainless steel top
- The primer and antifouling is now sprayed on, giving a smoother surface

Hallberg-Rassy 40

- The engine: Volvo Penta D2-55 , with a powerful alternator of 115 A
- A more powerful transmission, hydraulic for long heavy use
- There is a new more elegant companionway ladder with curved steps and curved side panels
- The interior hand holds in the ceiling have an improved more rounded design
- A new improved design of carpet is trimmed so that parts of the beautiful teak and holly floor can be seen at either end
- The water heater now has a mixed tap which increases both comfort and safety
- The capacity of the batteries is improved from 225 Ah to 235 Ah
- The water heater in the engine room has a switch for the heating coil
- The cables for the navigation lights are now installed in tubes which make them invisible on deck



New design of the carpet

- There are improved lubrication channels for heel fittings on rudder
- Both the water tank metre and diesel tank metre have been improved
- The qualities of the stanchions have been upgraded and now have a stainless steel top
- The primer and antifouling is now sprayed on, giving a smoother surface
- When armchairs are ordered, these have improved comfort and appearance

Hallberg-Rassy 48

- The side panels to entrance ladder are given a more elegant and rounded design
- On boats where hydraulic furling is ordered, there is a stainless steel protection cover over the hydraulic fittings on deck
- The aft head now has extra ventilation in addition to the opening port light
- The water heater in the engine room has a switch for the heating coil
- The water heater now has a mixed tap which increases both comfort and safety
- The cables for the navigation lights are now installed in tubes which make them invisible on deck.
- The main sail sheet system has been improved by having size 46 winches instead of 44, and having the purchase upgrade from 1:4 to 1:2. This allows faster sheeting in both light and fresh wind as well as decreasing the "line salad" in the cockpit
- When armchairs are ordered, these have improved comfort and appearance
- When ordering an aft cabin with two separate berths, the bottom of the bed has hinges for easy access to the large stow room underneath
- The interior hand holds in the ceiling have an improved more rounded design
- A new improved design of carpet is trimmed so

that parts of the beautiful teak and holly floor can be seen at either end

- The laminate panels for the control buttons and instruments on the pedestal and shower drain control etc are now upgraded with a more UV-resistant surface
- The capacity of batteries is improved from 225 Ah to 235 Ah
- Both the fresh water tank metre and fuel tank metre have been improved
- The quality of the stanchions has been upgraded and now has a stainless steel top
- The primer and antifouling is now sprayed on, giving a smoother surface

Hallberg-Rassy 62

- The drawers are now soft closing as on the HR 54
- The cupboard doors have invisible stainless steel hinges as on the HR 54
- When armchairs are ordered, these have improved comfort and appearance
- There is a stainless steel protection cover for hydraulic fittings on deck
- The dorade vents are of a new type with light balls, which automatically float up and close the vents if too much water is taken on the deck. As soon as the water flows away, the balls sink and open the vent again. This system is already used on the HR 54.
- The hot water calorifier in the engine room has a switch for the heating coil
- The water heater now has a mixed tap which increases both comfort and safety
- The cables for the navigation lights are now installed in tubes which make them invisible on deck
- When ordering an aft cabin with two separate berths, the bottom of the large bed has hinges for easy access to the large stow room underneath
- The interior hand holds in the ceiling have an improved more rounded design
- A new improved design of carpet is trimmed so that parts of the beautiful teak and holly floor can be seen at either end
- The laminate panels for the control buttons and instruments on the pedestal and shower drain control etc are now upgraded with a more UV-resistant surface
- Both the water tank metre and diesel tank metre have been improved
- The quality of the stanchions has been upgraded and now has a stainless steel top
- The primer and antifouling is now sprayed on, giving a smoother surface

New five-axis CNC machine

Hallberg-Rassy has invested in a further CNC controlled machine, primarily for use in woodwork.

Unlike the existing three-axes machine, the new one is a five-axis model which enables us to work more efficiently with fewer changes and adjustment to the tools used. The new machine is also able to mill three-dimensional items such as shower basins and hardtop roofs, which is not possible with the three axis machine. The five-axis machine is scheduled to be installed and operating by late autumn 2007.

Free ARC Support

The ARC or the Atlantic Rally for Cruisers has many Hallberg-Rassy yachts participating. Traditionally, Hallberg-Rassy sends a support team to the ARC start at Gran Canaria. The support includes control of important systems such as rig and steering. This support is free of charge for Hallberg-Rassy sailors in the ARC. If you'd like to take use of this offer, please contact David Bourne, Tel 0046 304 54800, david.bourne@hallberg-rassy.se



Hallberg-Rassy 342 most popular boat on Internet portal

Mr Tom Dieck, Editor in chief for the German boating catalogue "Bootsmarkt" says the following regarding the Hallberg-Rassy 342:

"The Hallberg-Rassy 342 is the yacht with the highest user interest in our Delius-Klasing water-sport portal www.bootsmarkt.de. For the third month in a row now, the HR 342 is on top on our top 100 ranking of the most visited sailing yachts in our online catalogue. This makes the Hallberg-Rassy 342 the most popular sailing yacht on our site.

"Bootsmarkt" is Europe's largest boating catalogue with a circulation of 20.000 copies. The web version generates more than 2.5 million views every year."



A Hallberg-Rassy - Europe's dream yacht

The readers of Europe's top-selling yachting magazine, Yacht, published in Germany, have voted Hallberg-Rassy yachts as their personal 'dream yacht' of all categories. No other brand comes even close!



Ten Hallberg-Rassy 342 delivered to one buyer

Early March Hallberg-Rassy delivered no less than ten Hallberg-Rassy 342 to one buyer.

The buyer is BKYC, British Kiel Yacht Club, who is a private club based in Kiel, Germany. The UK military is chartering the boats for adventurous sailing training. There are normally people from the UK Army sailing the boats, but also from the UK Navy and the UK Air Force or private people with connection to the UK Military. 5 to 7 men and women are onboard each yacht on a trip that usually takes around 5 days, goes to Denmark and covers 150 nautical miles.

The yachts are used extensively from early March until the end of November. Each boat is sailed about 7 000 nautical miles per year, which corresponds to roughly seven years of sailing for an ordinary sailor.

The club changes boats regularly and this is the third time the order goes to Hallberg-Rassy. No other boatbuilder has received so many orders from BKYC. BKYC has previously had a fleet of twelve HR 29 and another fleet of twelve HR 31.

The BKYC people are very enthusiastic about their new fleet of Hallberg-Rassy 342s. For BKYC it is important to have boats that are built to last and coops with tough conditions. Resale value is also a very important factor, as well as spare parts supply and value for money. The naming ceremony was held in Kiel 23 March.

This season Hallberg-Rassy builds and delivers no less than 72 units of the HR 342. That is a new record for this size of boats at Hallberg-Rassy.

To read more about BKYC, please visit www.bkyc.de

Premiere August 2007: Hallberg-Rassy 43 Mk II

The original HR 43 has been built in no less than 150 units from August 2001. At the traditional Hallberg-Rassy Open House weekend 24-26 August 2007 a new updated version, the **Hallberg-Rassy 43 Mk II**, will be presented.

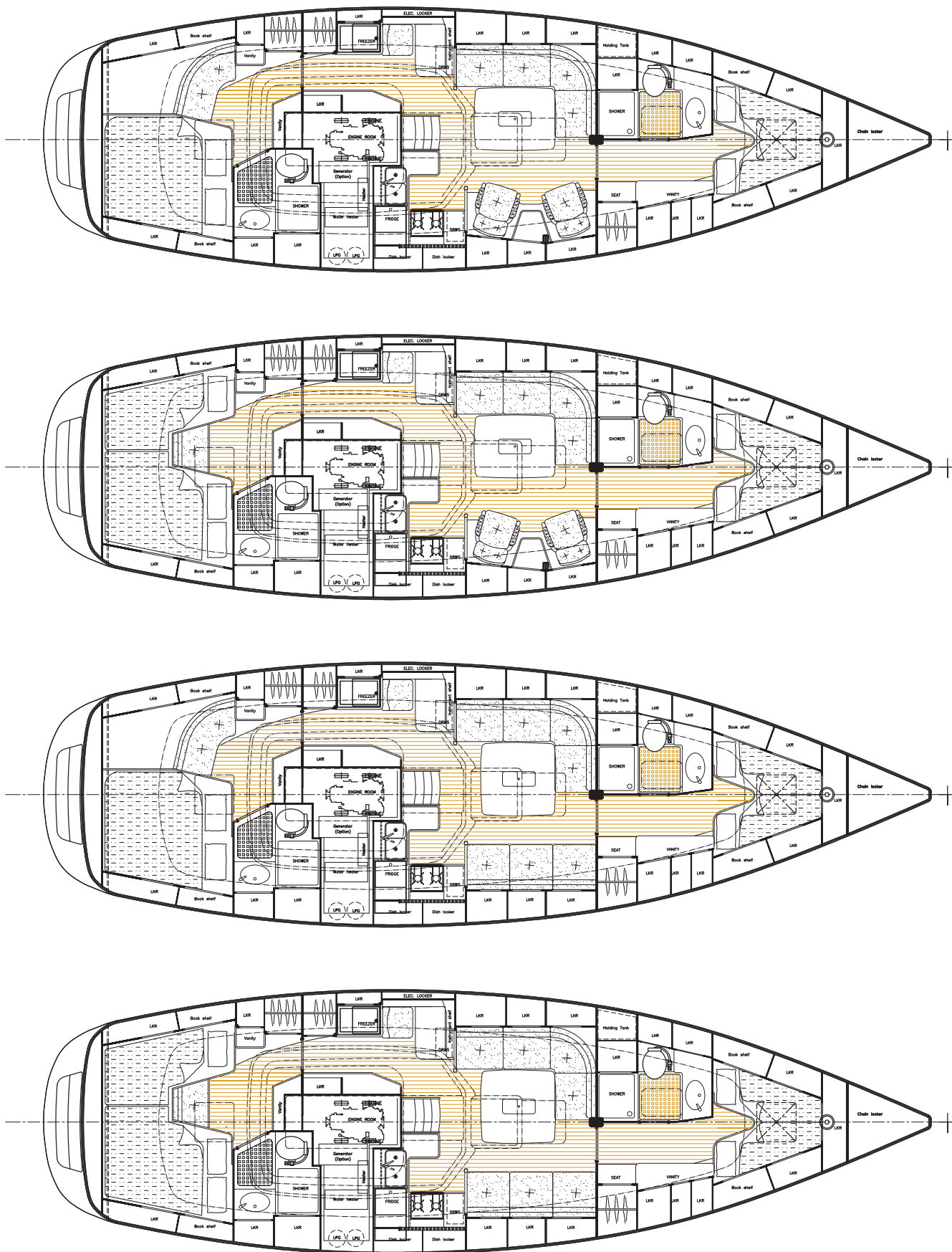
There is a long row of improvements on the HR 43 Mk II:

- New slightly taller rig, where the mainsail is a little larger and there is a slight fractional rigging in line with the HR 37, 40, 48 and 54. The rig combines the sturdiness of the masthead rig with the easier trimming facilities of a fractional rigging
- All new deck mould
- New winch steps, which not only look great, it allows easier step into the cockpit and better height of the winch, giving improved accessibility
- Rounder curving between the superstructure roof and superstructure side
- The blue stripe around the cockpit is now in gelcoat and laminated into the deck
- The frames of the deck hatches for the saloon and v cabin are lowered
- The deck hatches of the aft cabin and the forward heads are lowered completely into the teak
- The aft deck locker lids are moved more aft, being better positioned over the actual locker for better access
- The cockpit teak is lowered into the level of the gelcoat, giving both better comfort, better looks and easier cleaning
- The alcove in the cockpit is lowered into the coaming, no frame disturbs the comfort when sitting here
- The seating comfort of the cockpit is improved by a better shape of the coaming, in line with the HR 54 and HR 342
- Improved shape of the windshield coaming gives better looks
- Larger locker lid for the liquid gas bottles, allowing PK6 composite bottles
- The main sail sheet system has been improved.

The purchase is changed from 1:4 to 1:2. This allows faster sheeting in both light and fresh wind as well as decreasing the "line salad" in the cockpit. The friction in the blocks has been reduced

- The entrance ladder has a completely new design, with rounded steps and rounded side panels, improving the looks and the comfort when being used in a seaway
 - Improved design on the handholds on the ceiling
 - Bookshelf alcoves also in the v cabin
 - Improved looks of the bookshelf alcoves
 - Lowered division between the seat and the vanity in the v cabin, which gives a more open and airy feel in this area
 - If armchairs are ordered, these are improved to both better looks and better comfort
 - The upper ends of the bulkheads between saloon - nav table and saloon - galley are lowered, giving a more open feel
 - In the galley, the fridge is improved to the same as used in the HR 48. That means built in evaporator, automatic light and three baskets in order to easier organize the small items
 - The bulkhead between the galley and the saloon is shortened a little towards the hullside
 - That makes it possible to increase the work top area in the galley a little, without sacrificing space in the cockpit locker or the saloon
 - If a deep freezer is ordered, this is improved to the same size as in the HR 48, with a basket, built in evaporator and automatic light
 - The fiddle around the vanity in the walk through to the aft cabin is improved to the same as used in the HR 48, meaning built in grabrail
 - New improved design of the carpet, where more of the beautiful teak and holly floor is showed at the ends
 - Improved comfort for the navigation table seat
 - Battery capacity is improved from 450 to 470 Ah
- Don't miss the world premiere of the new Hallberg-Rassy 43 Mk II at the Hallberg-Rassy Open House weekend 24-26 August 2007!*





Four interior layouts in the Hallberg-Rassy 43 Mk II



The new HR 43 Mk II: Tradition and fresh ideas in a tasteful blend. Shown here with optional teak interior



Deck hatch lowered into the level of the teak deck



Improved design of the handholds



Cockpit teak lowered to the same level as the gelcoat



Stairs with rounder side panels and steps



Winch steps are rounder and more elegant



Bookshelf alcoves in improved design

White Christmas and New Year in Antarctica

"Yaghan" is a Swedish-flagged Hallberg-Rassy 62 on her way around the world. Sailed by Heléne and Arne Mårtensson, this is their story about the trip to the Antarctic, where they celebrated Christmas and New Years Eve:

We started our journey around the world on June 1st 2006. We had dreamed of it for ten years and planned it thoroughly for six. The most important step in the planning was ordering a boat in May 2000 that would be perfect for the job, which is precisely what our "Yaghan" turned out to be.

It was quite clear from the start that our circumnavigation wasn't going to be the usual route through the Panama Canal. Instead we were heading for Patagonia and Antarctica for several reasons; firstly, Arne had already rounded Cape Horn in 1995 in a charter boat from Ushuaia and was very impressed by Patagonia. Secondly he had been given the book "Vinterskepp", written by Rolf Bjelke and Deborah Shapiro, as a Christmas present by Helén in 1996. This story is about their trip to Antarctica where they stayed for half a year. Before Christmas Eve was over Heléne had read the book and since then we've both read it at least ten times. When packing for our regular summer sailing trips it has always been an essential part of the cargo.

For our trip it wouldn't be enough just to pass through the Antarctic. We were looking upon it as the peak of our round-the-world trip, the leg that we were most looking forward to and also the leg we were feeling most anxious about because this route would also affect how the boat we had chosen was to be built.

One of the critical points when going to Antarctica is the inability to carry enough fuel – just being there requires constant running of the heaters, for instance. The icebergs, the narrow channels and the high mountains force you to travel under engine power much of the time. As a result we had to sacrifice one of our fresh water tanks so that another fuel tank with the same capacity could be installed. We consequently had 2,400 litres of diesel instead of the normal 1,600 on board but have never regretted the modification. Indeed, we have often wished that our fuel tanks were even bigger, because undertaking an adventure like this means that your fuel tanks can never be too large! We definitely didn't want to sail through

Drake Passage with a boat loaded with cans of extra diesel on the loose, as many other yachts with tanks not large enough have been forced to do.

One might say that the trip to Antarctica is the most risky part of our trip around the world but in reality it feels as if risks are always there – they just change. In the warmer areas you find pirates, thieves and bandits and in the colder places, it's the weather. Somehow the weather problems seem much less dangerous as they can be predicted and prepared for provided you have first-class weather information on board, and we were extremely thorough in getting that. We get our weather information via Inmarsat Fleet 77. Our weather program is called SPOS and comes from the Netherlands, and we have been very impressed by its performance during our trip so far. The program can determine the optimum route to choose according to weather criteria, and twice a day we have an updated nine-day forecast provided which is extremely useful.

Our three weather criteria are as follows: We need an average wind below 24 knots or 12 m/s. To allow for gusting winds, our experience tells us that you need to add 50%. That means if SPOS gives us an average wind of 24 knots it actually means wind coming at 24-36 knots.

We want a significant wave height of under three metres. The measurement is the mean height of the highest third of a sequence of waves. But one in every 2,000 waves is twice as high as the significant wave height. If you have a significant wave height of three metres, you have to be prepared to hit waves six metres high now and then.

The third and last criterion we have is that the average speed according to SPOS has to be over seven knots. Yaghan's calculated speed is 8.3 knots or 200 nautical miles per day. If SPOS shows under 7 knots it always means that the wind is from ahead.

With these criteria as standpoints we took notes of the weather statistics showing Drake Passage to Antarctica for two years before we sailed.

The likelihood that we could sail on any particular day in December or January was shown to be 80% to Antarctica and 70% returning from Antarctica. The maximum number of days we had to wait for good weather during these two years was only five. In general there is a heavy storm every week during these months and we kept a look out for them. Now and then during our survey period we saw weather conditions that even the best-built yacht might not cope with, and once we recorded a significant wave height



Swedish Hallberg-Rassy 62 "Yaghan" celebrated a white Christmas and New Year in Antarctica

of 10 metres meaning that we should be prepared to meet with a 20 metre one. This is definitely something to be avoided!

A first-class weather reporting system is of utmost importance when going to Antarctica and if you don't have one the odds against success increase considerably.

The leg from Melchior Island to Antarctica only takes us three days as we normally cover 200 nautical miles a day. A fast yacht decreases the risks considerably and a three-day weather report is pretty reliable when it comes to wind force and direction.

We arrived at Ushuaia in Argentina to stock up on supplies on December 7th 2006 having left the Falkland Islands behind us. Provisioning of both food and fuel took about a week and we were ready to leave on December 15th. We had bunkered-up enough to manage for 50-60 days. In the book "Vinterskepp" there is an appendix where Rolf Bjelke and Deborah Shapiro have written a "Provisioning list for two people" which we followed. We bought 10 kg of potatoes and 11 kg of flour even if it felt ridiculous to be buying such

quantities. We counted on being back in Ushuaia in mid January 2007 but it could happen that we would have to wait as much as five days in Antarctica, delayed by bad weather, before we dared sail back through Drake Passage again. Another obvious risk is that an iceberg could block our way out.

"The trip to Antarctica only takes three days for us, since we normally cover 200 nautical miles a day. A fast yacht decreases the risks considerably"

Our plan was to sail directly to the Melchior Islands, which are quite some way south of the Antarctic Peninsula. From there we would head down south through the Antarctic Archipelago. One nagging worry

was that there are no real harbours in Antarctica. If you have a tough trip in front of you it's good to know that you will be able to anchor safely in a good harbour. Out of the blue, we got lucky - when we arrived in Ushuaia, Deborah and Rolf were there and we had coffee together one day and tasted Rolf's delicious homemade cake. They pointed out a nice harbour between the islands Eta and Omega in Melchior Islands, where they had stayed for 10 days in 1992 on their winter trip. They had found this passage to be very reliable, and even if it was stormy and rough in the



An iceberg only shows 10% above the water, 90 % is below

Drake and Gerlache passages it was calm in the harbour. This tip proved to be invaluable.

When all the shopping was done we went down to Puerto Williams in Chile to wait for good weather conditions in order to start our leg to Antarctica. From Chile you can check the weather and best routes for the onward journey, and we had already obtained Permission to sail to Antarctica in Sweden at the Swedish Polar Research centre. We covered the 29 NM to Puerto Williams on December 15th and then checked in to start monitoring the weather ahead. Our preparations also included baking bread and “lussekatter”, a special Swedish bun baked and eaten around Christmas time. We also cooked some nice meals for the crossing. Quite soon it became obvious that the 20th of December was a really good day to set off. SPOS showed a maximum wind of 21 knots, a significant wave height of 2.1 meters and an average speed of 8.2 knots. Great numbers! We took the last weather report at 9 am on the morning of December 20th and it confirmed everything we had already seen. So, at 10 am we set sail. Finally we were on our way towards that tantalising, white, cold continent of Antarctica - to say that we weren't nervous would be an outright lie! We had just started the lap that everybody believes to be the most hazardous on any circumnavigation of the globe, where the water temperature would gradually sink towards zero degrees Celsius as would the air temperature. In Ushuaia we had augmented our wardrobe with warm clothes; new fleeces and warm boots were the most important items.

We started out using the engine for a couple of hours through the Beagle Channel and out through the archipelago east of Cape Horn until we had enough wind to unfurl the sails. Unusu-

ally, the wind came from the east and gave us a wind speed of around 16 knots which is perfect for Yaghan, enabling her to achieve between 8 and 9 knots boat speed. These wind conditions stayed for two days and on the third day we were approaching the Antarctic Convergence, where the water temperature drops heavily, and we suddenly saw Cape doves. The Cape doves are a sign that the shoals of krill are increasing - and also the risks of encountering icebergs! We immediately started to keep a closer look out for small icebergs, the so-called “grawlers”. We had already agreed that at 100 nautical miles from the Melchior Islands we would end our watch schedule and both stay awake to look out for icebergs. When we had 50 NM left to Melchior we started to see the Antarctic continent. The Melchior Islands are squeezed in between two large islands, Brabant and Anwers, that are almost 2,000 metres high. Brabant was the island we first spotted and it was quite overwhelming to see this mighty continent of ice appear - very hard to describe in words. We still couldn't see any icebergs, however, and at 11 am on December 23rd - the day before Christmas Eve - we sailed in to the Melchior Islands. Quite suddenly we started seeing small and large icebergs, two of which were as large as 5-floor buildings, floating around the inlet of the Melchior Islands. We sailed very cautiously between these two monsters which were really quite frightening. How could we ever dare to anchor here? We were finding it hard to get our bearings as the ice makes the landscape look so different from the charts, which we had already found to be inaccurate in themselves. The radar is far more helpful than the charts but, even so, it took us a while to find the harbour Rolf and Deborah recommended. We had to change chart datum on the GPS and allow a big offset in our electronic charts.

The ice also makes it hard to see where inlets are, and at first we didn't see the inlet between Eta and Omega. If we hadn't had clear directions from Rolf and Deborah, we would have missed it and given up looking.

The feeling of having arrived at our first anchorage at Antarctica was fantastic - and frightening. It was the day before Christmas Eve 2006, the sun was shining and large pieces of ice were hanging down towards the water making you wonder what happens when these massive pieces actually fall...

We moored with two warps ashore, and the anchor. When going ashore with the lines we noticed 200 crab-eating seals sleeping peacefully. We



were very cautious and they took no notice of us - perhaps we saw the odd eyebrow twitch. Just as we had finished mooring, a lot of ice came floating in with the tide and the sound when it struck the hull was alarmingly loud. The little icebergs were coming in at a speed of 1-2 knots, which doesn't feel good. We had heard people say there were no good anchoring spots at the Antarctic for this very reason, but we were still disappointed and hadn't believed that the ice could get to us because of all the bends and curves of the passage in. As a result we decided that next morning (which was Christmas Eve) we would move on for Port Lockroy some 50 NM away, in the hope that the harbour there would be better protected from icebergs. That night we slept like logs and in the morning discovered that there was no ice to be seen anywhere. We then realized that ice was only a problem for a couple of hours a day when the tide came in and decided to stay over Christmas Eve and a couple of more days.

They were three wonderful days and on the evening of Christmas Eve we ate a typical Swedish Christmas dish, feeling very solemn and majestic sitting entirely alone in that bay in the Antarctic! On Christmas Day the weather was awful and it was snowing so hard you really didn't want to stick your nose outside the hatch and so we stayed in and did some baking, cooking and reading. During the rest of our stay there, we took our dinghy and explored the Antarctic nature. Nothing that we have seen before in our

lives has made such an impact on us. We felt pure joy, almost euphoric at finally being here. After three days in this lovely spot we sailed the 50 NM to Port Lockroy. The sun was shining from a clear blue sky and it was almost dead calm. We went down to the Gerlache Strait, and, via the Neumayer Channel, down to Port Lockroy. The sunlight was so intense that you had to wear good sunglasses, and we saw whales at a distance several times. In particular, the sail down the Neumayer Channel was very beautiful and the most spectacular lap we have ever sailed. We felt very moved and fortunate to be able to experience it.

The plan was to celebrate New Year's Eve in Port Lockroy. During the days before New Year's Eve we took day trips from Port Lockroy - on one occasion we went down to the Le Maire Channel but unfortunately on that day it was blocked with ice, so we only got as far as 65 degrees latitude. We dined onboard on New Year's Eve, just the two of us, and celebrated midnight (Swedish time) at 20.00 o'clock local time. At this time of year it's daylight around the clock in Antarctica and at midnight local time we were invited to the British station. The station has three employees and is the most southerly post office in the world. The mail is transported by boat to the Falklands, from there by plane to London and then by air onwards to the rest of the world. The New Year's toasts were accompanied by the clamour of the local penguins. On New Year's Day we headed back for the Melchior Islands, and we decided to take



the beautiful Neumayer Channel again. After two hours of sailing we came across an impassable barrier of ice. Thankfully we saw a big ship heading our way and we hoped it would open a channel in the ice for us to get through, but it simply turned away when it saw the amount of ice and so we had to turn back to Port Lockroy and take the wide Gerlach Strait towards Melchior Islands instead. The detour was significantly longer - to be specific 70 NM longer. This tells you something important about the Antarctic; nature and ice move constantly, and what is possible one day may not be so the next. Nature makes the rules and all we can do is abide by them. When we sailed up the Gerlach Strait we were surrounded by icebergs and you definitely don't want to hit one! During our stay a charter boat got too close to an iceberg and got a hole in the steel hull as a result. The leakage wasn't too great and so they managed to get to their home port, Ushuaia, but nevertheless it demonstrates the risks.

We arrived at the Melchior Islands on New Year's Day and our plan was to stay there and wait for a break in the weather so that we could cross Drake Passage and get back to Port Williams. When leaving the Antarctic, you need to go just after a low pressure period to take advantage of the tailwind. Since the winds on the south part of the globe turn clockwise around a low pressure

area you always have southerly winds when a low pressure has just passed. Before next low pressure you have northerly winds again. We wanted to avoid fierce winds and heavy sea and, on the fourth morning, the only thing that wasn't supposed to happen - happened! Our Fleet 77 satellite communications system broke down. It's the most important device on board as it enables us to get our excellent weather reports from Holland. We have often spoken about "worst case" scenarios in the Antarctic and have agreed that it would be either the Fleet 77 breaking down or possibly the gen set failing. Sometimes the worst case nightmares come true.

We called a weather routing company for help. Our Iridium phone works for voice messages and the information we got was that the 5th of January still looked a good day to leave. We still missed our familiar SPOS reports and now we were getting information from a source we were not accustomed to, which is always hard. Verbal information isn't quite the same as technically calibrated written data based on your own criteria but, after a last check with the weather routing company, we left Melchior on the morning of January 5th.

We started off using the engine. Unlike on the journey out, the route was now full of icebergs for the first 50 NM from Melchior - a reminder



One of the authors, Helène Mårtensson

of the changes of the Antarctic, one day looking this way and the next totally different... After 30 NM the wind started to come very forcibly from the SW. We set our sails and immediately had to decrease the sail area. Soon we were having gusting winds of 40 and 50 knots. We sailed with the cutter sail and two reefs in the mainsail and were doing 10 knots boat speed. Around noon the same day we spoke to the weather routing company who now confirmed that even that morning they had not foreseen the current weather conditions. The wind was much stronger than they had predicted and all we could do was to hold tight and keep going. On many occasions we had thanked our lucky stars for our yacht, but never more sincerely than at that moment! The sea soon became very high and for the first time we had a wave break over the cockpit. The weather in Drake Passage twice tried to destroy our 62-footer weighing 40 tons fully loaded but didn't succeed, and looking back we really didn't have any major problems with the wind and the waves. Nevertheless we thought about the weather report we had received - if it was so wrong - who was to say that the wind wouldn't come reach 80 knots before it was over. In such conditions a sturdy yacht and good seamanship cannot suffice but luckily it remained at 40-50 knots. We now fully understand why blue-water sailors start thinking of their boats

as individuals: the boat itself fights the elements and takes a lot of beating without complaining. You really feel grateful for what the yacht does for you and it becomes a real character – a friend through thick and thin. As a result we will never be able to sell our HR 62 because of all she has done for us.

After about 24 hours the weather calmed down and the rest of the trip was a piece of cake, and we sailed in record time from the Antarctic. The 600 NM trip took 2 days and 19 hours - an average speed of 9 knots. We haven't heard of anybody doing it faster.

When we got to Puerto Williams and got access to SPOS we looked up the reports for leaving the Antarctic on January 5th and SPOS said that the weather was totally against our criteria for both wind force and wave size. Had we received our usual reports from SPOS we would have waited one more day and avoided the bad weather. The Antarctic proved to be the most magnificent experience of our lives. It's thrilling and alluring but at the same time very frightening.

The voyage will always have a special place in our hearts and maybe, just maybe, we will go back one day.

Helène and Arne Mårtensson
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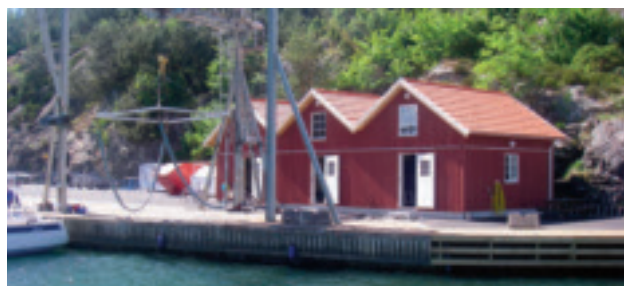
Hallberg-Rassy 342 listed among Best Boats 2007

The September issue of Sail magazine, published in the USA, listed the Hallberg-Rassy 342 among Best Boats 2007.

Hallberg-Rassy at the boat shows

Date	Show	Area	Exhibited models
16-19 Aug '07	Helsinki	FIN	HR 342
17-19 Aug	Copenhagen	DK	HR 342, 37, 40, 54
24-26 Aug	Open House	SE	31 Mk II, 342, 37, 40, 43, 48, 54, 62*
4-9 Sept	Ijmuiden	NL	HR31Mk II, 342, 37, 40, 43 Mk II
6-10 Sept	Oslo	NO	HR 342, 37, 43 Mk II, 54
11-16 Sept	Seattle, WA	USA	Model not yet decided
13-16 Sept	Newport, RI	USA	Model not yet decided
14-17 Sept	Yokohama	JAP	HR 342
14-23 Sept	Southampton	UK	HR 342, HR 37
22-30 Sept	Friedrichshafen	DE	HR 37, 40 och 48
4-8 Oct	Annapolis, MD	USA	HR 37
5-7 Oct	Antwerp	BE	HR 31 Mk II, 43 Mk II
6-14 Oct	Genua	IT	HR 54
27 Oct-4 Nov	Hamburg	DE	HR 342, 37, 40, 43 Mk II, 54
2-4 Nov	Nishinomiya	JAP	Model not yet decided
3-11 Nov	Barcelona	ES	HR 342, HR 40
7-11 Nov	Stockholm	SE	HR 342, HR 37, HR 43 Mk II
1-2 Dec '07	Middelfart	DK	HR 31 Mk II, 342, 37, 40
11-20 Jan '08	London	UK	Models not yet decided
12-20 Jan '08	Boston	USA	Information booth
Jan 2008	Seattle, WA	USA	Model not yet decided
19-27 Jan '08	Düsseldorf	DE	31 Mk II, 342, 37, 40, 43, 48, 54
23 Feb-2 Mar	Copenhagen	DK	HR 342, HR 40
30.05.-01.06.	Neustadt	DE	31 Mk II, 342, 37, 40, 43 Mk II
22-24 Aug 08	Open House	SE	Models not yet decided

*=The HR 62 is shown under construction in the work shop. We reserve the right for changes. See www.hallberg-rassy.com for latest updates.



New buildings in the harbour

In the marina at Hallberg-Rassy there are now new boat houses designed in the typical Swedish West Coast style. These houses store rigging equipment, tools, testing materials, cleaning equipment, fenders, ropes etc.



New workshop for laminating hulls

Hallberg-Rassy Marinplast in Kungshamn, Sweden, is making a major investment in a completely new workshop for hull lamination. When the older workshops were built, the largest yacht they had to accommodate was a thirty-five footer. The new workshop has space for the simultaneous building of two large yachts, which corresponds a lot better with both the current and the future product mix. The new workshop is scheduled be ready for business in the spring of 2008.

Please feel free to quote Hallberg-Rassy NewsLetter, provided that you state the source. HR NewsLetter is released in an English, German and a Swedish edition in a total circulation of 20 000 copies, once annually and next edition is planned for summer 2008. Cover image: HR 62 "Yaghan" in Antarctica between the islands Eta and Omega in Melchior Islands. Photo: Arne Mårtensson. If you have any travel stories or own photos we are anxious to see these. Please see www.hallberg-rassy.com under Yachts -> Galleries -> Owner's Galleries -> choose any gallery -> Send us your photo(s) for details. HR NewsLetter is for promotional use only and cannot form part of any offer, specification or contract.



Open House weekend 24-26 August 2007

Traditionally, each year Hallberg-Rassy hosts an Open House for sailing enthusiasts from all over the world. This year the event will be held on the weekend of August 24th through 26th. The Open House Weekend in 2006 was a huge success, 24 000 people came to see the boats and the yard's workshops. We believe that the Open House Weekend 2007 will be just as successful. We have also invited our competitors and suppliers to join us so there will be 114 new yachts 30-62 ft from ten countries and also 77 suppliers. There is no other boat show on water in Scandinavia where you will find so many new sailing yachts in this size range and so much equipment to look at. You are all invited to join us for an interesting weekend.

World premiere: the Hallberg-Rassy 43 Mk II

There will be World Premiere for the new HR 43 Mk II. Between 10.00 - 18.00 hrs Friday to Sunday the HR 31 Mk II, HR 342, HR 37, HR 40, HR 43 Mk II, HR 48, and HR 54 will be shown on the water, as well as the HR 62 and 48 other Hallberg-Rassys under construction. It will be possible to walk through the yard's workshops from 15.00 hrs on Friday afternoon.

Interesting lecture Saturday evening

Saturday evening at 7 o'clock we will serve an informal dinner followed by an interesting lecture on long

distance sailing by John and Amanda Neal. They have sailed to Spitzbergen, Antarctica and the South Pacific, just to mention a few places, while conducting sail training expeditions. See more on page 5. Since there is 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 evening including dinner and something to drink is 150 SEK per person, (approx 16 Euros) which can be paid by Visa or Eurocard. Please give us your card number, expiry date, postal address and your written 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: Handelsman Flink, Tel. +46-304 55051, Mollösunds Wårdshus +46-304 21108, Nösunds Wårdshus +46 304 209 25, Hotel Sjögården, Ellös, +46-304 510 30, Hotel Carlia, Uddevalla +46-522 14140, Hotel Reis, Stenungsund +46-303 77 00 11, Bergabo, Rönnäng, +46-304 677 080, Grand Hotel, Marstrand, +46-303 603 22, Hotel Lysekil, +46-523-140 30, Lysekils Havshotell, +46-523-797 50.



MODEL RANGE: HR 31 Mk II - HR 342 - HR 37 - HR 40 - HR 43 Mk II - HR 48 - HR 54 - HR 62
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