

A photograph of several Hallberg-Rassy sailboats racing on a body of water. The boats are white with blue stripes and have large white sails. One boat in the foreground has the number '34' on its sail. The background shows a shoreline with trees and hills under a cloudy sky.

R Hallberg-Rassy

NEWSLETTER

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Hallberg-Rassy gets its own street

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Spectacular naming ceremony



Hallberg-Rassy gets its own street

Hallberg-Rassy in Ellös, Sweden, gets its own street named after the company: **Hallberg-Rassyvägen** in Swedish which means the Hallberg-Rassy street.

“ – It is a great honour to have a street named after

the company”, says Magnus Rassy.

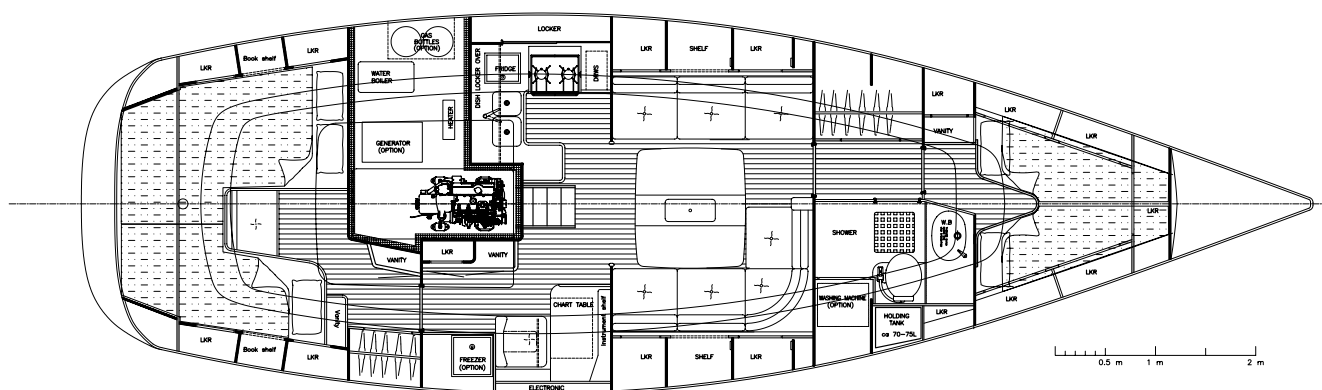
So the company hasn't moved; it remains as solid as the Swedish rocks, but it has a street named after it. The new address is **Hallberg-Rassyvägen 1**. The former address was Hällavägen 6.



Christening of the HR 43 "Smiling Swiss III"

Spectacular naming ceremony of an HR 43

The HR 43 No 100, 'Smiling Swiss III' owned by CCS, the Cruising Club of Switzerland, had a spectacular naming ceremony in Bern in connection with the 50th anniversary of CCS. It was no less than Switzerland's domestic minister who smashed the bottle of champagne. It is said to be the first yacht ever to have its naming ceremony on a square in front of the city hall in the middle of a country where there is no salt water.



New classic interior, which is offered as an alternative to the original layout.

New interior layout in HR 40 at Open House

The HR 40, with an alternative classic layout, will be unveiled at the Open House weekend in Ellös 26-28 August 2005. The new interior offers a wider saloon. The toilet facilities forward of the saloon include a separate shower, inside which it is even possible to install a washing machine! There is headroom in the walkway through to the aft cabin. The floor is on one level throughout the boat and the galley is sea-going. The mast support is in direct conjunction with the main bulkhead.

Award winning around the world

The HR 40 has won no fewer than four prestigious awards:

- In January 2003 she was pronounced **European Yacht of the Year** in the largest category
- Overall winner in **Boat of the Year** in American Cruising World magazine 2004
- **Best Liveaboard cruising boat** in USA 2004
- **Sailboat of the Show** in Stockholm November 2002

The Sailboat of the Show panel says:

"The Hallberg-Rassy 40 is a long distance cruiser of the highest quality made on the Swedish island of Orust. The boat is the result of the yard's long experience in boatbuilding and has been developed to a discrete elegance. This is a modern yacht built to the highest standards of equipment and comfort."

Hurricane Ivan Challenge for HR Parts and Accessories

Last Fall, HR Parts and Accessories experienced one of its greatest challenges in supporting Hallberg-Rassy yachts which were laid up in Grenada, West Indies, when suddenly Hurricane Ivan hit. *'This was indeed a task beyond our normal spare part supplies to HR customers!'*, Vickie Vance says. *'Suddenly a huge number of spare parts were needed in the shortest possible time-frame. We worked hard to support these owners in their misfortune, determined to do our utmost to help them!'*

Luckily, HR after sales service is usually far more peaceful but, nevertheless, highly appreciated by thousands of HR owners around the world who receive the necessary spares on time.

While celebrating their 8th anniversary, HR Parts and Accessories have expanded their services, now also providing a full range of proven options such as dinghies, outboards, safety gear, clothing and chandlery items - anything necessary to sail away fully equipped for a long cruise. Popular with existing yacht owners, this new service is of particular interest to customers ordering new boats, who experience easy, convenient and hassle free deliveries by planning ahead and having all necessary items ready on the delivery date of their new yacht in Ellös.

You may reach HR Parts and Accessories on tel +46 304 54 990 or visit their web site www.hr-parts.com





37 yachts in Hallberg-Rassy Fun Regatta

Record number of participating boats

Between the 19th and the 21st of August 2004 the fourth Hallberg-Rassy regatta took place in the Southern Baltic. 37 HR boats entered the competition, which is a new record. The sailors had to deal with very variable winds ranging from very light up to Force 8.

Skills other than just sailing expertise are important...

The overall objective for this year's regatta was, even more than in previous years, to have a thoroughly enjoyable time and to provide a relaxing forum where HR owners could meet. During the regatta days, sailing skills are not the only important factor. It is as important to be connoisseur of wine as of wind, and to be able to judge correctly other crews' winch grinding abilities.

A key part of the overall competition was to guess correctly the type of wine in a winetasting test. There was also an original America's Cup training grinder, where you could simulate winching up the main sail of an America's Cup yacht. After that every crew had to estimate the time required for two athletic 15-year-olds to complete the same task. The closer they got, the fewer penalties would be awarded. Ergo, a good guesser could win the competition despite not-so-excellent sailing results! Everybody went back home with a prize.

Both new constructions and old timers did well

The regatta had four classes, one class for

yachts up to 38 feet and one for larger ones, with or without spinnaker/gennaker. There was also an overall prize, where the results from wine tasting and winding were included. A handicap system was used to give both older and newer yachts equal chances of securing a good position. Many believed that the new Hallberg-Rassy 37 had too 'fast' a handicap, which the boat would not have the capacity to sail to; but in the event it turned out to perform extremely well. The class up to 38 feet with spinnaker was won by a Swedish Hallberg-Rassy 37, skippered by Claes Österlind. The class up to 38 feet without spinnaker was won by the 25 year old Hallberg-Rassy 38, Paul Schmidt. The class 39 foot upwards with spinnaker was won by Hallberg-Rassy 53 Ikarus, and the class 39 foot upwards without spinnaker by Hallberg-Rassy 39 Gitti. Winner overall, with wine testing and grinding included, was the 15 year old Hallberg-Rassy 42, sailed by Dr H Gatermann from Germany, who turned out to be a brilliant sailor as well as a good guesser and an authority on wines!

The regatta was sailed in Neustadt, near Lübeck, on the Baltic Sea, starting from Ancora Marina, a full-service harbour where the German HR sales office is situated.

There are also Hallberg-Rassy regattas in the United Kingdom, in Holland, in the Mediterranean, on the US West Coast and the US East Coast. You may see no fewer than 108 pictures of the 2004 HR Fun Regatta at www.hallberg-rassy.com



HR 34 "Nosce Te"





HR 31 "Theoderich"



*Prize for slowest boat,
HR 94 Kutter "May 4 Us"*



Improvements 2006

Each year Hallberg-Rassy makes several improvements to the boats. These are not changes made just for the sake of it, but rather a number of small improvements in detail based on increased know-how in the yard and feedback from our 8,400 HR owners around the world. For 2006 an unusually large number of improvements will be made:

All models:

- The drawers now slide on ball bearings, and they have built-in end-stops.
- In order to obtain smoother operation of the cupboard doors in the interior, we now include transparent rubber stoppers.
- The deck fittings for fresh water and fuel filling are upgraded to stainless steel, and there is no longer any need for a winch handle when opening or closing. That also reduces the risk of over-tensioning and consequently damaging the o-ring.
- Two of the chain plates will have a bracket for easy parking of halyards when they are not in use.
- The bracket for 3 kilo gas bottles (if such are ordered) will now be fitted in such a way that the risk of the bottle standing in water is decreased.

Hallberg-Rassy 31:

In addition to the above the Mk II version will have:

- New toe rail in aluminium/teak without holes.
- The rig upgraded to a two-spreader rig with a more slender mast profile.
- New engine: Volvo Penta D1-20.
- A significantly more powerful alternator, 115 A compared to 60 A earlier.
- More rounded design of the interior, with rounded and profile milled edges with ventilation grids above, like on the new HR 342.
- Wash basin and counter top in the head of the composite/stone material Corian.
- A separate ventilated wet locker, similar in design to the new Hallberg-Rassy 342.
- Companionway sliding hatch in smoke coloured plexi glass with handlebar in teak, giving more light in the entrance area.
- Capacity of hot water calorifier (if ordered) increased from 22 litres to 24 litres.

Hallberg-Rassy 37:

- The washbasin and counter top in the head made from elegant Corian.
- Companionway sliding hatch in smoke coloured plexi glass with handlebar in teak, giving more light in the area.
- The position of the sinks in the galley has been adjusted to give better head space when leaning over them and also better work space on the counter.
- The space between companionway ladder and the saloon table is increased.
- The floor boards are fitted with countersunk washers, which is a more elegant solution and also extends the life of the flooring. Inspection hatches already exist at all important functions.

Hallberg-Rassy 40:

- Entirely new interior layout alternative, Classic - please see page 3.
- The original layout gets improved bookshelf panel; a built-in bookshelf and a slightly higher backrest.
- The steering is upgraded from wire steering to cardan linked rod steering with progressive transmission. This means that the transmission will always be adjusted to suit the angle of the rudder, which gives an excellent feel to the steering.
- Improved stem head fitting in line with other boat models, giving a better pulling angle of the chain. It is also easier to replace the fitting or the teak toe rail if need be.
- The companionway sliding hatch in smoke coloured plexi glass with handlebar in teak, giving more light in the area.
- The interior floor boards are fitted with countersunk washers, which is a more elegant solution and also extends the life of the flooring. Inspection hatches already exist at all important functions.

Hallberg-Rassy 43:

- The teak deck is vacuum glued, without screws, as on the HR 48.
- The bulkheads between main saloon and navigation table on the port side and the galley to starboard will be slightly lowered in order to create an increased feeling of space.
- The door between aft cabin and walk-through has been enlarged for easier passage.
- The door holders have been upgraded to

stainless steel with magnets, as on HR 48.

- The companionway sliding hatch in smoke coloured plexi glass with handlebar in teak, giving more light in the area.
- Folding fiddle on the lower edge of the sloping surface in the aft stowage room to make better use of the stowage space.
- The position of the holders for the companionway hatches will be modified in order to obtain easier access for sail bags etc.
- Improved stem head fitting in line with other models, giving better pulling angle of the chain. It will also make it easier to replace the fitting or the teak toe rail if need be.
- The interior floor boards are fitted with countersunk washers, which is a more elegant solution and also extends the life of the flooring. Inspection hatches already exist at all important functions.
- The dorade vent on the foredeck has been replaced by a new version, which is self closing, as on HR 48.

Hallberg-Rassy 48:

- The windlass is upgraded to a new and more powerful model from Lofrans.
- When remote control for hydraulic vang and back stay is ordered, this will now be positioned within direct reach of the helmsman.
- Cupboard doors will have an end stopper, preventing the door from banging against other parts of the interior.
- The interior floor boards are fitted with countersunk washers, which is a more elegant solution and also extends the life of the flooring. Inspection hatches already exist at all important functions.
- If electric toilets are ordered, the flush water will now come from the fresh water tank. This will ensure that the algae in the seawater do not rot the hoses.

Hallberg-Rassy 53:

- The batteries are upgraded to 6 v tubular cell batteries, which have been connected to 24 v, 210 Ah. The most significant advantages with these batteries are the high number of cycles, 900, which is noticeably more than what, for example, gel batteries can offer. The tubular batteries also cope with deeper cycles without being damaged,

provided that, as with all batteries, they are re-charged immediately.

- New engine model, the 5 cylinder Volvo Penta D3-110, that has proved to be so quiet and smooth running, with a clean exhaust and providing high torque at low revs, which is where you need it on a sailboat.
- The teakdeck is vacuum glued, without screws, as on the HR 48.
- Softened up interior, with rounded locker door edges, in the style of the HR 48.
- The locker doors will get end stoppers, so the doors cannot smash into other parts of the interior.
- Upgraded door holders in stainless steel with magnets.
- The floorboards are screwed down with flush mounted washers - a more elegant solution that also extends the service life of the floorboards. There are, of course, inspection openings at all key locations such as through-hull fittings and transducers.
- If electric toilets are ordered, the flush water will now come from the fresh water tank.
- The dorade vent on the fore deck has been replaced by a new model that is self closing.

Hallberg-Rassy 62:

- The teak deck is now vacuum glued.
- Cupboard doors have an end stopper, preventing them from banging against other parts of the interior.
- Door holders are upgraded to stainless steel with magnet.
- The interior floor boards are fitted with countersunk washers, which is a more elegant solution and also extends the life of the flooring. Inspection hatches already exist at all important functions.
- The batteries are upgraded to 6 V tubular cell batteries, connected to 24V, 210 Ah. The most significant advantages of these batteries are the high number of cycles, 900, which is considerably more than what, for example, gel batteries would give. The tubular batteries can also take deeper cycles without damage, provided they are recharged immediately.
- The flush water for the electric toilets now comes from the fresh water tanks.
- The dorade vent on foredeck has been replaced with a new version, which is self closing.



Jerk Oldenburg holds lecture at Open House

Between 1998 and 2005 Jerk Oldenburg sailed around the globe with his Hallberg-Rassy 31 Monsun 'Vindela'. He has experienced a lot, has loads to tell and many great photos to show. He was in Phuket, Thailand, with his boat when the Tsunami hit on 26 December 2004.

Jerk has a homepage, unfortunately in Swedish only, where in a very entertaining way describes what he has experienced on his trip around the world, and shows many great photos. The web site is **www.autonik.se/vindela**

Jerk is Swedish, but as there will be many international visitors the lecture will be in English. On the last page you may read how to apply to attend the lecture.





Dave Melin new owner of West Coast Yachts

West Coast Yachts is a very well established sales office for Hallberg-Rassy in Seattle, northwest USA and in 2004 Dave Melin took over the company.

‘Being associated with Hallberg-Rassy is really an honor,’ says Dave. ‘I’ve been a life-long sailor in Pacific Northwest waters cruising with my family, and we’ve lived in the Seattle area for a long time. I would encourage everyone reading this to think about sailing Desolation Sound in Canada in the summer, it is spectacular.

‘Prior to acquiring West Coast Yachts last year, my professional experiences included senior management in several software companies, and I’ve owned a machine shop and an industrial fastener business - proof that I could apply engineering training to something useful.’

‘It is our goal at West Coast Yachts to introduce those considering the cruising lifestyle to the incredible Hallberg-Rassy line of boats. Currently there are 18 West Coast Yachts customers cruising the world in their HRs. In October, we are having our local HR rendezvous- all HR owners are invited to attend!’

Dave Melin



Roger Johansson: next generation HR dealer in Annapolis

Roger Johansson has worked for HR for 17 years, but he is still a new HR dealer in Annapolis.

Roger says: ‘I was born and raised in Göteborg, Sweden, and we always had a summer house, my dad’s old family farm, on Orust. Orust is the island where Hallberg-Rassys are built. We left Göteborg for good in 1980 and moved out to Orust. This is when I started sailing around the island and up to the fjords of Norway. I began my career in the automotive industry as an auto electrician trouble-shooter for Volvo and GM. I left for the US in 1989 and got involved with Free State Yachts and Hallberg-Rassy, helping out delivering HR 49s to various shows here on the east coast between Newport Rhode Island and Miami. The first few years I was over here I did some traveling around and worked with Free State on and off before deciding to settle in the US. Then I started to work full time for Free State Yachts, taking care of their charter fleet and the commissioning and warranty of the new HRs. After working closely for many years with Mr. Bill Adams, the founder of Free State Yachts, and getting to know the business well, I was given the opportunity to buy the company - which I did on February 1st 2005. I am also pleased to announce that Mr. Adams will be staying on as broker. We, the staff here at Free State Yachts, are looking forward to continuing our work of marketing and selling Hallberg-Rassys in the years to come.’

Leif Gunnar Roger Johansson



Hallberg-Rassy 342: World

The World premiere of the new Hallberg-Rassy 342 will be held at the Open House weekend at Hallberg-Rassy in Sweden, 26-28 August 2005.

Exactly 15 years ago the near-revolutionary HR 34 was launched. Never before had it been possible to combine so much sailing pleasure with such comfort and elegance. This meant that the model soon became one of the yard's best sellers, with over 500 sold. The HR 342 is a completely new design that gives a little more of everything and at the same time offers all the great features that made the HR 34 so successful. Terms such as sailing performance, timeless elegance, comfort, fine joinery and ease of handling have been used in praise of both models. But the HR 342 uses its hull space better. Within almost the same dimensions this provides for example:

- 40 cm (1 ft 3 ½ inches) longer waterline
- 9 cm (3 ½ inches) longer saloon berths
- 11 cm (4 ½ inches) longer forward berths
- Wider sleeping berths
- 4 cm (1 ¾ inches) more headroom, now 1.90 m (6 ft 3 inches)

- Larger tanks: both fresh water, fuel and holding tanks are increased 10 litres each

The rig is easier to handle with a larger mainsail and a smaller, slightly overlapping genoajib. Selftacking is now possible. Frers latest design concept gives improved performance. The rudder has spherical self-aligning bearings, giving minimum friction.

The cockpit has more comfortable seating with optimised shape of the backrests, and the coamings are up to 5 cm (2 inches) higher, giving improved protection. The cockpit lockers are also larger.

Weight distribution has also been improved by, for example, moving the water tank and the batteries further to the centre of the boat. Also the keel bulb is thicker giving a lower centre of gravity. All this contributes to better sailing and seagoing performance.

The interior is brighter with larger side windows

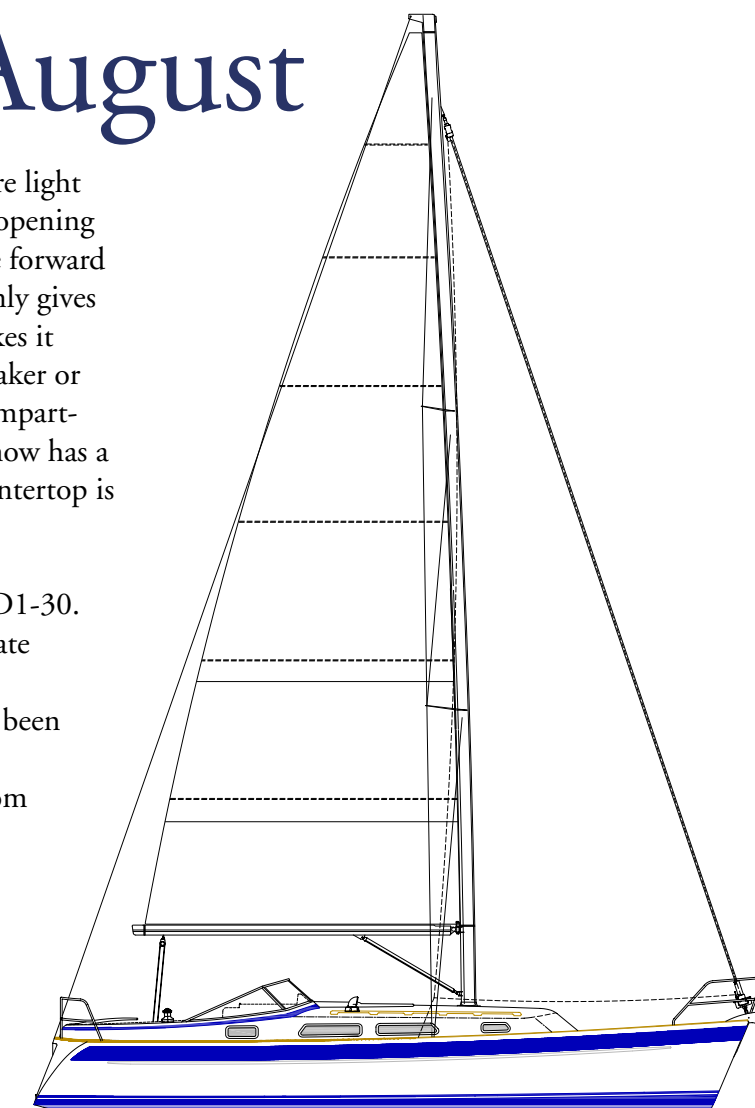


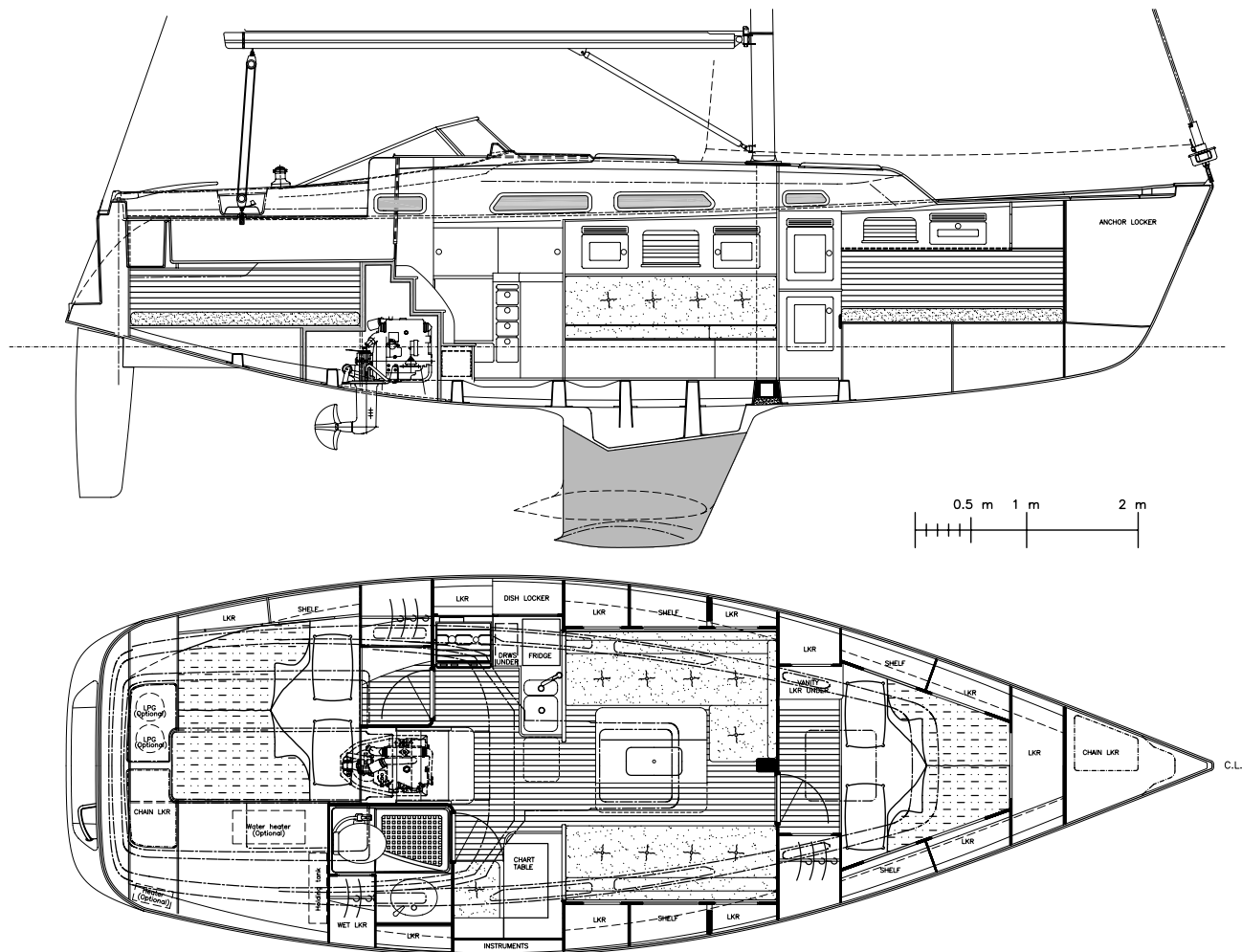
premiere in August

and a transparent sliding hatch lets more light into the entrance area. The number of opening portlights is doubled from 5 to 10. The forward cabin deck hatch is larger, which not only gives more light and ventilation but also makes it easier to get sails such as a furling gennaker or a Code Zero, in and out. The heads compartment is 6 cm (2 ½ inches) longer and now has a dedicated wet locker. The sink and countertop is now made from Corian.

The engine is the all-new Volvo Penta D1-30. The batteries are of the so-called flat plate type, which allows deeper cycles than traditional batteries. Their capacity has been increased from 124 to 225 Ah, and the engine alternator has been increased from 60 to 115 A.

The new Hallberg-Rassy 342 is a modern, high-performance long-distance cruiser that engenders great pride of ownership.





	HR 34	HR 342	Difference
Hull length	10.28 m	10.32 m	+ 4 cm
Waterline length	8.69 m	9.09 m	+ 40 cm
Beam	3.42 m	3.42 m	0
Beam at transom	2.46 m	2.61 m	+ 15 cm
Displacement	5.3 t	5.3 t	0
Sail area with jib/genoa/jib	55 m ²	60 m ²	+ 5 m ²
Mast over water	15.35 m	15.92 m	+ 57 cm
Fresh water	255 litres	265 litres	+ 10 litres
Diesel fuel	155 litres	165 litres	+ 10 litres
Cockpit coaming in the middle	27 cm	30 cm	+ 3 cm
Cockpit coaming in forward section	30 cm	35 cm	+ 5 cm
Length forward berths	203 cm	214 cm	+ 11 cm
Forward berths, measured where it is shortest	189 cm	200 cm	+ 11 cm
Forward berths, footend	46 cm	75 cm	+ 14 cm
Height forward berths	82 cm	62 cm	- 20 cm
Width aft end of forward berths	203 cm	207 cm	+ 4 cm
Length L sofa saloon	181 cm	190 cm	+ 9 cm
Length straight sofa saloon	181 cm	190 cm	+ 9 cm
Length sb sofa saloon with berth extension	216 cm	215 cm	- 1 cm
Galley length	116 cm	116 cm	0
Chart table, length / width	105 x 95 cm	99 x 94 cm	- 6 x - 1 cm
Heads compartment length	103 cm	109 cm	+ 6 cm
Hanging lockers, total length	115 cm	158 cm	+ 43 cm
Aft cabin berth, measured where shortest	203 cm	206 cm	+ 3 cm
Aft cabin berth, width at footend	95 cm	111 cm	+ 16 cm
Aft cabin berth at forward end	165 cm	176 cm	+ 11 cm
Distance aft berth - cockpit tub	40 cm	42 cm	+ 2 cm
Headroom saloon	186 cm	190 cm	+ 4 cm
Cockpit locker, length	115 cm	136 cm	+ 21 cm
House batteries	124 Ah	225 Ah	+ 101 Ah
Alternator	60 A	115 A	+ 55 A
Opening portlights	5	10	+ 5



34 yachts in Mediterranean HR-Regatta

The 2005 Mediterranean Hallberg-Rassy Regatta, sailed 19-22 May, was a huge success. 34 Hallberg-Rassy between 31 and 62 ft yachts participated from Italy, France, Belgium and the Netherlands. The fastest boat was Hallberg-Rassy 62 No 16 "Cindy 62". Overall winner

on corrected time was the Hallberg-Rassy 43 "Drake". The event was also followed by the most important Italian TV channel RAI. This was the second Mediterranean Hallberg-Rassy Regatta and the third is scheduled to be held around May-June 2006

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31' cruiser by Hallberg-Rassy - Structural foam cores by DIAB.

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The lifetime plan to cruise the world in a fine yacht

Here Leon Schulz reports about his way from a 15 year old boy who dreamed about sailing in a large nice yacht, to making everything, step by step, come true. Today, 2005, Leon and his family will start sailing the oceans in their Hallberg-Rassy 40. This is Leons' story:

Born in Sweden, brought up in Germany, having lived in Switzerland and with a mother in Spain and sister in Brussels, I am happy to have met an equally international wife, with her brother in Phoenix, Arizona, USA, and further relatives in England and Denmark.

My heart, however, has always beaten for the West Coast of Sweden, where, as a kid, we spent all our summers, driving up from Germany with a small power boat towing behind.

The sea has ever since been the centre of my life unifying the world.

As a boy-child, I made my first experiences on sea investigating the Swedish archipelago by motor boat.

15 years of age, after having spent two weeks onboard my uncle's 27' Vega No 7, my life changed. Sailing became my passion and it is my uncle to be blamed for us longing for evermore sailing.

Returning from the holiday onboard the Vega exploring the Baltic Sea to Gotland and back to Stockholm, I sold my (inherited) ancient model railway and bought my first own sailing boat: A Laser dingy, I actually still have.

I conquered the open oceans with "Ratatok" sailing on my parents little bay in Bohuslän on the west coast of Sweden

I was sailing on my own vessel!

With 17 years of age, I was lucky enough to join Peder Wallenberg's beautiful 62' 1955 built S&S designed yawl "Refanut" as a crew from Norfolk, Virginia, sailing offshore along the US east coast, rounding Florida and the Keys, ending near Tampa on the west coast of Florida.

What an adventure! My parents were afraid I would never return, since I had such



Leon Schulz at his HR 40 "Regina"

a great time. I did return, but also brought something new: my love for the tropics. My desire to some day return to these waters would never leave my soul from that day on. I thus returned not only with great experiences but also with a plan. A plan for a life time I am still working on!

In short term, I made up a financial plan with the goal to own a 23' Viggen, which was the smaller sister to my uncle's Vega. My calculations said I could afford one at the age of 21, if I was working hard. So after school time, I gave extra lessons to school children and sold beds in a furniture store on the week-ends.

In 1982 came the big surprise, when Sweden devaluated the Krona by 16%, while I had my savings in German Marks living in Germany. Suddenly, I could afford the SEK 37.000 two years earlier! So with 19 years of age, I bought our beloved "Celicia", which I kept for 11 years.

Two weeks after I had met my wife Karolina for the first time, it was Christmas time. And since Karolina's birthday is on 24 December, I needed a very special birthday present, as well as a Christmas present. Could anything be better than a course to receive a "yachtmasters' licence" for sailboats? I was fortunate enough that Karolina accepted my gift and took the course in 5 months during evening hours! Directly thereafter, we moved to Switzerland, but returned to Sweden during our summer holiday, where I for the first time could introduce "Celicia" to Karolina. They fell in love with each other on the spot, despite a freezing cold weather that May we sailed to Norway with "Celicia".

After our return from our sailing vacation, Karolina suggested we could rent a boat in Greece for our honey moon, if we got married one day, that was.... By coincidence, I shortly thereafter asked if she wanted to be my wife. She accepted again! What a great idea that was, by the way... (well, also the marriage, of course)!

So we booked a two weeks bare boat charter, where the regulations said you needed two of the crew to have a yachtmasters' licence. Again, what a fortune that Karolina made the course I gave her as my very first present, since we, of course, preferred to be alone on our honey moon. Somehow the charter company liked our idea as well, giving us a brand new boat they named "Romance". I wonder why?

After the order confirmation of the charter boat, we could start organizing our wedding. The Greek Cyclades were fantastic, and I would love to return to these ancient waters filled with marine history.

In 1994, Karolina was expecting our first child and we started to talk about buying a house. Well, I thought, better buy a new boat before baby and house prevents us to, and so we bought our first Hallberg-Rassy: a second hand HR 29 we called "Datsy" (that is Ystad backwards!).

A couple of weeks old, our daughter Jessica joined us onboard and we had a couple of wonderful summers, sailing along the Swedish coasts. Our son Jonathan was born in 1996, so eventually we thought of some more space for our growing family and we ordered the Hallberg-Rassy 31 we owned for four seasons.

Our two children Jessica (born in 1994) and Jonathan (born in 1996, on the same 5 March) find sailing a totally natural part of life. Here, all essentials in life are present. The world becomes both smaller and, at the same time, larger. The focus is obvious, compact and clearly defined. At the same time, the horizon is indefinite. Nature, the air, the sea, the power, the adventure... all in direct vicinity. Time passes slower, life becomes longer and thus rich. One gets time for quietness, thoughts, talks and solidarity. Sometimes, the experience of having done something well is given as a reward.

We enjoyed four wonderful summers together on our HR 31, which was a wonderful



The HR 46 "Mahina Tiare" Karolina cruised

boat, fast, lively, reliable, spacious, well planned and equipped according to our own wishes.

But again, "space" was the key and with our growing children, with their friends on board also eventually, we felt we needed some more space.

More stowage area, head-room for tall Leon (Karolina claims it had been cheaper with some surgery to cut off some of my long legs), ample water- and diesel-tanks and equipment for our longer cruises led us to eventually part from our beloved HR 31 "Regina 1".

But before taking a final decision regarding an even bigger boat, Karolina wanted to try out long distance offshore cruising, in first place to improve her own sailing skills. "Yes, yes..." I said, never believing she would ever part from me doing something like this, heading off on her own sailing onboard a HR 46! But one day in the autumn of 2000 she had filled in the application form to sail from Tromsø in northernmost Norway on a training

boat. Why not sailing in some more comfortable climate? Was my wife this adventurous? I could not believe it!

So in August 2001, Karolina experienced a real adventure, when she left me with our two children and joined Mahina Tiare III for a 17 days and 1400 nautical miles long offshore sail training course. Onboard the Hallberg-Rassy 46, she sailed from Tromsø, close to Nordcap on the Northernmost tip of Norway, via Lofoten along the Atlantic coast of Norway to Gothenburg, Sweden, where I picked her up as the eagerly (and a bit jealous) waiting husband.

Karolina has now definitely passed me on experience and is the best offshore sailor in our family. Her calm judgements are an asset in our sailing plans now, knowing exactly how it is to cope with 14 feet of waves in gale winds on a 46 foot Hallberg-Rassy! The profound knowledge base achieved by Karolina is a great source of information. The fact that Karolina sailed on Mahina and not me, has now given us both an enhanced joy of sailing. While Karolina certainly already was a good sailor before joining, she has turned me into a better listener. Now, our cruising plans, choice of boat and equipment as well as the actual sailing itself have become more fruitful, since knowledge from different angles are merged by working together.

Eventually, we took the decision to find a new owner for our beloved HR 31, since increased space was demanded for our crew of four in combination with our dreams of longer cruising plans.

We were looking for a sturdy construction, superb craftsmanship and signature seaworthiness as well as elegant lines and spirited performance. In case time changes, we also wanted to know that we will be able to retain our financial investment in our boat the day we decided to sell.

With our previous experiences with Hallberg-Rassy boats, it was not difficult to continue our preferences for a Hallberg-Rassy. So we now own a HR 40, which we will start sailing the oceans with, starting this summer, 2005. I hope to be able to give you some reports in forthcoming issues of HR NewsLetter.

To learn more about the Schulz family and their sailing on HR 40 "Regina", please visit www.reginasailing.com



Hallberg-Rassy 37 class winner in Skagerrak Two Star

The Norwegian HR 37 'Satchmo' won the Skagerrak Two Star Regatta in her class. The rules only allow two persons on board during the race. Thanks to a very comfortable boat, the crew was more rested than others and could perform better.

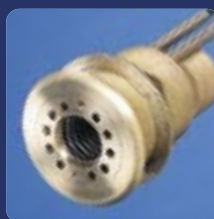
The race started in Hankö, Norway and there was a 3 hour pit stop in Arendal and Marstrand in Sweden between legs. Winds changed several times between zero and 36 knots. The total distance was 300 nautical miles and the winning HR 37 completed the course in 51 hours 33 minutes and 20 seconds, at an average speed of 5.8 knots... pretty impressive considering that the last 15 nautical miles took 12 hours! Congratulations to the crew, Ole Petter Pollen and Magnus Lundgren, for a brilliant performance!



20 HR Yachts in the ARC 2005

It is common knowledge that Hallberg-Rassy yachts are well represented in the ARC (Atlantic Rally for Cruisers) but this year is a record! No less than 20 Hallberg-Rassy yachts will participate in the ARC 2005. That is by far more boats than any other boat builder has. There will be two HR 53, one 49, two 46, four HR 43, three HR 42, three HR 40, one 39, one 38, two HR 37 and one HR 352 starting. Traditionally, Hallberg-Rassy sailors in the ARC will get free support onboard before the start in Las Palmas. The support includes a check and adjustments of important systems. HR Parts and Accessories also arrange to send spare parts freight free to the ARC start if these are ordered no later than 15 October 2005.

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Dutch Hallberg-Rassy Regatta

The Hallberg-Rassy Regatta is a big event in the Netherlands. Every year since 2002 it has been organised by the Dutch Hallberg-Rassy dealer, Nova Yachting International BV, and there are always more than 40 Hallberg-Rassy yachts competing. The funds raised by the different crews and sponsors go to an organisation that arranges sailing holidays for disabled people. So it's a great combination of fun, sailing and charity.

The Hallberg-Rassy Regatta takes place in the south of Holland close to the headquarters of Nova Yachting International BV. The little historical town of Zierikzee (Cityrights since 1248), with its beautiful marina, is the homeport for this event, and the races are sailed on the tidal waters of the Oosterschelde. This wonderful area is known for its mussels and lobsters and in the summertime you will find many birds as well as seals sunbathing on the sandbanks.

On the Friday, the crews meet in a local pub (less than 300 m/1000 feet from their boats) for a drink and a chat. The organization provides them with the necessary paperwork and during the evening they discuss alternative strategies. Then on the Saturday the real work starts. After a cup of coffee, the last weather forecast and final instructions, all the boats sail out.

Depending on tide and wind conditions, the course is between 16 and 28 NM long, and after a splendid day on the water the first boats usually finish around 15.30.

During the evening more than 200 people attend the Hallberg-Rassy Regatta dinner, with

the prize giving and speeches.

The first race in 2002, was won by a HR 43 No 22 'Moods'. Although the conditions were light, the 2003 event was won by three big boats. Number 1 was HR 40 No 5, closely followed by HR 53 No 72 'Lady of the Dawn' and HR 42 No 114 'La Gavina'. Because there were ten HR 34s on the water, a separate class of HR 34s was created. It was won by a team of mechanics working for the local yacht service 'Van Swaay' They borrowed a boat from Nova Yachting International BV. Some onboard the winning HR 34 were really experienced but other technicians had never sailed before. They displayed an outstanding performance - especially because the competition, under the HR 34 owners in the Netherlands, is always very closely fought and they are all fantastic yachtsmen. In 2004 the HR 53 No 52 'Daphne' won the Hallberg-Rassy Regatta, with HR 53 No 72 'Lady of the Dawn' coming a close second. Third was HR 37 No 23 'L' Amour Toujours'.

That Saturday night more than 250 Hallberg-Rassy sailors watched, on a big screen at a local pub close to their boats, the Dutch national football team beat the Swedish national football team in the quarter finals of the European Championships. The great thing was that even if the Dutch had lost, the Hallberg-Rassy owners would have had a wonderful night, because they all have a weak spot for the country of birth of their beloved yachts.

This year the Hallberg-Rassy Regatta will run from 17th to 19th June. If you would like to look at the pictures of the previous events, please go to www.novayachting.nl



Entrepreneur of the Year

On the first day of the traditional Open House weekend at HR, Magnus Rassy was awarded the prize of 'Entrepreneur of the Year' in the Orust area, by the organisation Företagarna in conjunction with Orust's Kommun. The judging panel said: *'Magnus Rassy heads a successful family company that continually develops and holds a leading position in its field. Hallberg-Rassy is an internationally renowned brand. In 2003 Hallberg-Rassy won several prestigious awards in Sweden, the rest of Europe and the USA. These awards are clear evidence that the company's products are at the leading edge.'*



Photo: Tir Johnson/PhotoResourceHawaii.com

Blue Water Rally

At the Blue Water Rally around the world, Hallberg-Rassys are a popular choice. 28 % of the boats, or 8 out of 29, are Hallberg-Rassys. One of the participants is Christoph Rassy, who sails his HR 62 Bamsen.



Flemming Ancher Sørensen and Lene Sørensen

Flemming Sørensen: Hallberg-Rassy's new man in Denmark

On February 1st 2005 Melfar Marine took over Harder Marine after the tragic death of Torben Harder Nielsen. The new name of the company is Melfar Marine. The owner is Flemming Ancher Sørensen. Flemming has been married to Lene Sørensen for twenty years. Lene and Flemming have two daughters aged fifteen and eighteen.

Between 1984 and 2000 Flemming was the owner of Aquila A/S. This company is a producer of high pressure cleaners. Flemming sold his company and started as sector manager in the German company Putzmeister. This company is a leading manufacturer of concrete pumps. Flemming's task was to develop an industrial high-pressure cleaning system, known as Dynajet, after which he organised the marketing in the daughter companies and the 700 dealers world wide. Flemming has a vast knowledge of management, production, development, sales and marketing.

Since 1986 Flemming has been cruising as well as racing. He enjoys cruising with his family in Scandinavia, but he also loves racing and does this as much as time allows.

When Hallberg-Rassy was looking for a new dealer in Denmark, Flemming with his passion for sailing did not hesitate to take over the representation.

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Data must be accurate - it must be easy to see at a glance and easy to understand, so you can react to it instantly. That's why the E Series uses enhanced graphics, to present screen images cleanly and clearly.



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HR 48 nominated as Sailboat of the Show

At the Scandinavian Sailboat Show in Stockholm, in November 2004, the Hallberg-Rassy 48 was the largest boat on display. It was extraordinarily well received and reports about the HR 48 were published in the top daily newspapers as well as on the major Swedish TV channels and on Sweden's most important web site, aftonbladet.se. The HR 48 was also nominated for the award 'Sailboat of the Show'.

See Hallberg-Rassy at the boat shows

Dates	Show	Area	Exhibited yachts
18 July-2 Aug.	Sydney	AU	HR 43
18-21 Aug.	Helsinki	FI	HR 37
19-21 Aug.	Copenhagen	DK	HR 342, 40 o and 48
26-28 Aug.	Open House	SE	31,342,37,40 o,40 c,43,48,53*,62*
30 Aug-5 Sept	Ijmuiden	NL	31, 342, 37, 40 c, 43, 48
8-11 Sept.	Oslo	NO	HR 342, 37, 43, 48
15-18 Sept.	Seattle, WA	USA	Models to be announced
16-25 Sept.	Southampton	UK	HR 342, 37, 43
24 Sept-2 Oct	Friedrichshafen	DE	HR 342, 37 och 40 c
8-9 Oct.	Antwerpen	BE	HR 342, HR 48
6-9 Oct.	Annapolis, MD	USA	HR 37, HR 62
9-17 Oct.	Genua	IT	HR 43 och 48
9-17 Oct.	Rapallo	IT	HR 62
14-16 Oct.	Nishinomiya	JP	HR 34
26 Oct-2 Nov.	Barcelona	ES	Models to be announced
29 Oct-6 Nov.	Hamburg	DE	HR 342, 37, 40 c, 43, 48
9-13 Nov.	Stockholm	SE	HR 342, HR 37, HR 40 c
6-1 Jan 2006	London	UK	HR 342, HR 37
13-22 Jan.	Seattle, WA	USA	HR 342
21-29 Jan.	Düsseldorf	DE	31, 342, 37, 40 c, 43, 48
25 Feb-5 March	Copenhagen	DK	Models to be announced
28 Feb-5 March	Amsterdam	NL	HR 342
14-17 March	Bruinisse	NL	342, 37, 40 c, 43, 48
19-21 May	Nishinomiya	Japan	HR 53
19-21 maj	Neustadt	DE	31, 342, 37, 40, 43, 48
May 2006	Leangbukta	NO	Models to be announced
25-27 Aug.'06	Open House	SE	Models to be announced

HR 40 o = HR 40 with original interior. HR 40 c = HR 40 with classic interior.

*=under construction in the workshop. Subject to change. Please see www.hallberg-rassy.com for latest updates.



HR 53 wins Trophy for the third time

Once again a Hallberg-Rassy 53 wins the Italian 'Mario Formenton Trophy'. This is now the third success, because in 2003 and in 1996 this regatta was won by an Hallberg-Rassy 53 - actually with the same owner, who now has his third Hallberg-Rassy 53. As a result he now retains the Trophy for good.

In winds varying between 14 and 25 knots, 21 boats took part in the regatta, which was sailed over a 25 nautical mile course off north Sardinia, setting out from Porto Rafael.

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 once annually and next edition is planned for summer 2006. HR NewsLetter is for promotional use only and cannot form part of any offer, specification or contract.



Open House weekend at Hallberg-Rassy

26-28 August 2005

Traditionally each year Hallberg-Rassy hosts an Open House for sailing enthusiasts from all over the world. This year the event will be held over the weekend of August 26th to 28th. The 2004 Open House Weekend was a huge success; 24 000 people came to see the boats and the yard. We believe that the Open House Weekend in 2005 will be just as successful.

Two World Premieres

There will be two World Premieres: the HR 40 with the new classic interior and the all-new HR 342. Between 1000 and 1800 Friday to Sunday the HR 31, HR 342, HR 37, HR 40 with original interior, HR 40 with classic interior, HR 43 and HR 48 will be shown on the water, as well as the HR 53 and the HR 62 under construction in the workshop. It will be possible to walk around the yard with no less than 48 yachts under construction 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 of 31 to 62 ft from ten different countries. There is no other on water boat show in Scandinavia where you can see so many new boats of this size range and so much equipment to look at. You are all invited to join us for an exciting weekend.

Evening activities

On Saturday evening at 7 o'clock there is an informal dinner followed by a lecture in English on long distance cruising, by Jerk Oldenburg. See more on page 10. Since there are only a limited number of seats, we would ask you to send in your reservations in writing, (post, fax or email) 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 (approx 17 Euros) per person, which can be paid by Visa or Eurocard. Please give us your card number, expiry date, postal address and your permission to charge the above amount. Entrance to see the boats and the yard is free of charge.

Accommodation

Last year the local hotels were soon fully booked, so again we must stress the importance of early reservations. Please make your reservations direct with the Hotels. We suggest one of the following hotels: Stenungsbaden +46 303 83100. Hotel Ellös Brygga +46 304 50993. Mollösunds Vårdshus +46 304 21108. Nösunds Vårdshus +46 304 20925. Hotel Sjögården, +46 304 51030. Hotel Carlia, Uddevalla +46 522 14140. Hotel Gyldenlöwe, Uddevalla +46 522 14610. Hotel Reis, Stenungsund +46 303 770011.



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