



Hallberg-Rassy

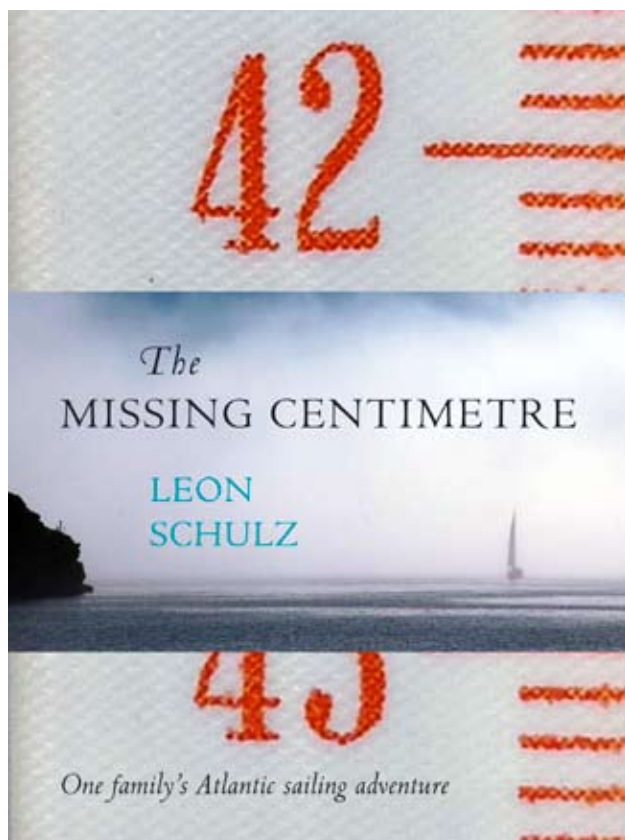
NEWSLETTER

Summer 2009

Fifteenth issue - English edition



Leon Schulz



Inspiration for any dreamer ready for a change

Many people have written about sailing across oceans, a few about doing so with children and a very, very small number about how to do all that within a relatively normal life. The latest addition to this select branch of sailing literature comes from Hallberg-Rassy 40 owner Leon Schulz.

Leon, who has written for the US *Cruising World* and Swedish *Segling* magazines, completed a North Atlantic circuit with his young family onboard their Hallberg-Rassy 40 "Regina".

If you visited the Saturday night lecture at the 2008 Hallberg-Rassy Open House, you know how inspiring Leon can be. He tells the story of a relatively ordinary family, with ordinary sailing experience, an ordinary life and a common dream. Leon and his family dreamt about doing something different, something special, something rewarding, something really memorable together. Their story is one of transformation, how the family grew together and learnt to take big decisions, dangers, challenges

and new worlds in their stride.

The key to their world of dreams is their Hallberg-Rassy. "Regina" confidently carries them safely twice across the Atlantic, around the west coast of Ireland and safe home to Sweden.

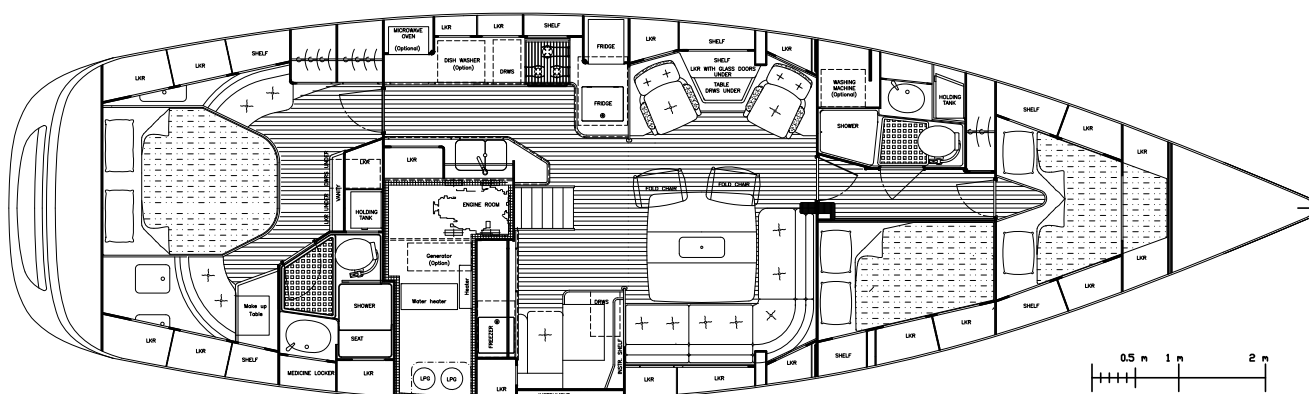
This true story, written as they sail, puts into simple words what it really feels like to be out there. With his wife, Karolina, and children, Jessica and Jonathan, Leon successfully captures how it feels to sail towards the horizon and keep going.

As well as a record of their trip, the book offers practical advice and hints based on hard-won experience. It offers practical guidance and builds confidence. The book is a source of inspiration for any dreamer ready for a change.

Leon's book is called "The Missing Centimetre – one family's Atlantic sailing adventure". It is written in English and will be available in the autumn 2009 through HR Parts & Accessories, www.hr-parts.com or directly from the publishers at www.outworncreed.com.



New layout alternative for Hallberg-Rassy 48 at Open House weekend



During the Open House weekend at Hallberg-Rassy 21-23 August 2009, a new layout alternative for the Hallberg-Rassy 48 will be on display. It has both a new galley to port with larger worktop and an additional fridge that is front opening, and also a Supercabin in front of the mast.

Most Hallberg-Rassy yachts are sailed by one or two couples. Only occasionally there is a need for a third cabin. With this in mind, Hallberg-Rassy have developed the Supercabin forward of the mast. That means the yacht has two high priority double cabins and one more two-berth cabin in the front for occasional use.

Apart from the comfortable aft cabin there is now also a very generous cabin in front of

the mast with a double berth and lots of elbow space. The V-cabin in front is still there and the actual berths are not smaller than they normally are but the hanging locker and the floor area of the V-cabin has been reduced in favour for the Supercabin forward of the mast.

In addition to the new layout, the interior design has been freshened up with flush locker doors with invisible hinges. On deck the skylights for the starboard cabin and the forward WC have been flush mounted, as was already the case with the skylight to the aft cabin.

The first boat with the new layout will be on display at the traditional Hallberg-Rassy Open House weekend, 21-23 August 2009.



Hallberg-Rassy triple winner in Caribbean 1500

The Hallberg-Rassy 62 "Between the Sheets" won both the performance division (!) and was first yacht over the finish line in the Caribbean 1500, and the overall winner is the Hallberg-Rassy 49 "Elusion". This makes Hallberg-Rassy a triple winner!

The Caribbean 1500 starts in Hampton, VA, USA and the finish is in Tortola, British Virgin Islands, Caribbean. It usually takes 6-10 days to finish.

Congratulations to the overall winner Kirt Schuldt and his crew on the Hallberg-Rassy 49 "Elusion" and to the line honours and racing division winners Tom and Diane Might in the Hallberg-Rassy 62 "Between the Sheets"!



New servicecar

Hallberg-Rassy now has a new Volkswagen Caddy Maxi service car. The car has an interior for tools and a nice big picture of a Hallberg-Rassy yacht each on the left and right side of the car.



HR harbour enlarged

Hallberg-Rassy has done a lot of work with their own marina during the last months. The western basin has been dredged and big parts of the bridges have been replaced. The bridge in the middle is now wider. The eastern basin has been dredged and improved. It is now possible to keep all sizes of the Hallberg-Rassy fleet there, not as earlier only up to 37 feet. A result of this is that the demonstration boats now are moored just in front of the new beautiful main office.



Hallberg-Rassy in the latest Bond movie

A Hallberg-Rassy 62 is featured in the new James Bond movie "Quantum Of Solace". At a scene in Haiti the Hallberg-Rassy 62 is very well visible and even the Hallberg-Rassy 62 logo is zoomed in. This sounds like an expensive product placement, but it is just a coincidence that this yacht was here at that particular time. It's good to have 8 800 Hallberg-Rassy yachts well distributed all over the globe!



Arne Mårtensson, proud owner
of the HR 62 "Yaghan"

Arne Mårtensson and HR 62 "Yaghan" to Open House weekend

Mr Arne Mårtensson is now homebound after his voyage around the world. The Grand Final will take place at the Hallberg-Rassy Yard 21-23 August, where Mr and Mrs Mårtensson will give a talk about their circumnavigation and where their Hallberg-Rassy 62 "Yaghan" will be open for viewing.

Arne and his wife Heléne are at this point onboard their "Yaghan" around the world. They cast off from Stockholm on June 1st, 2006, and estimate to arrive back home on July 28th this year. The total sailing distance is 44 000 nautical miles, and they have sailed via the Antarctic, South Pacific, South Africa, South America, Caribbean and then back to Sweden.

Mr Mårtensson says: *"Before we set out on our circumnavigation we sailed 12 000 nautical miles in this boat and were convinced that we couldn't find a better boat for a circumnavigation with only two people onboard. One of our "test and training" tours went to Iceland in 2003."*

The Hallberg-Rassy 62 "Yaghan" will be on display in the Hallberg-Rassy marina during the Open House Weekend.

Mr and Mrs Mårtensson have many tales to tell from their circumnavigation experiences and lots of

beautiful pictures to show. The talk will be held in English so that our international guests will be able to follow. It is a popular tradition at the Hallberg-Rassy yard to arrange a social Saturday evening with an interesting talk during the Open House Weekend. The Saturday night lecture, however, is already fully booked at this early stage. Therefore, there will be another lecture on Sunday, August 23rd at 12 o'clock noon, with no food included.

As the number of seats to the talks are limited we request a prepayment of tickets from you. The Sunday lecture costs SEK 100:- (roughly 10 Euro) per person. Please give us your Visa- or Eurocard number, expiry date, name, address, phone number and your written OK for us charging you above mentioned amount. For safety reasons we do not want you to email the facts about your credit card. Please send a fax to +46 304 51331 or +46 304 50486. Please do not forget to give us your name, address and number of persons. In previous years the event has been fully booked. Therefore we therefor recommend you send your application as soon as possible.

If you want to read about Yaghan's circumnavigation please have a look at www.yaghan.com



Hallberg-Rassy now also in Hungary

Hallberg-Rassy further improves the world wide dealer network. Premier Yachts now represents Hallberg-

Rassy in Hungary. Their office is located in Budapest and the sales are handled by two generations Mr Bekker.

HR 37 "Sea Vision"



HR 34 "Sycorax"



The winners, Mrs and Mr Kolb



The winning boat, Hallberg-Rassy 43 "Ulla"

Ulla won the German HR Regatta again

Hallberg-Rassy 43, "Ulla", with the helmsman Mrs. Kolb won the German Hallberg-Rassy Regatta 2008. Mrs. Kolb also won the German Hallberg-Rassy Regatta 2006, also with a boat named Ulla. At that

time it was a Hallberg-Rassy 42E, which now has been replaced with a Hallberg-Rassy 43. Congratulations on another victory!



35 yachts in Dutch Hallberg-Rassy Regatta

This year the annual Dutch Hallberg-Rassy Regatta 2009 was as usual organised by Nova Yachting International BV in their homeport; Jachthaven Bruinisse. It showed that this complete new marina with more than 1600 berths was the ideal location, with all the space and comfort for the 35 Hallberg-Rassys participating in this year's racing weekend.

The Friday evening started with a Captain's race. This race was sailed in a typical Dutch open boat, designed in 1939 and called a "Valk". Many Dutch sailors have learned sailing in these boats and they are still very popular at many sailing schools. A short upwind - downwind course was sailed in front of the marina. Sun and a nice evening breeze made it a great test case for the main event and it was won by the young son of a HR 40 owner.

Next morning, for some a bit too early after a couple of too many sundowners in the special Hallberg-Rassy tent, everybody listened carefully to what the race committee had to say. The 35 boats had to sail a short 4 NM course in the morning and in the afternoon, after lunch there was a nice 25 NM course waiting for the beautiful fleet of shining Hallberg-Rassys.

The first start for the class 1 boats was at 10.00 and the class 2 boats had their start at 10.10. The HR 53 "Lady of the Dawn" was the first boat over the start line and first at the upwind buoy followed by the brand new HR 372 and then a fleet of new HR 54s. A very impressive sight, especially after they all set their spinnakers, gennakers or code zeros. The first race was won in class 1 by HR 53 "Lady of the Dawn", followed by HR 372 "Nova" and HR 54 "Maria Anna". Class 2 was won by HR 342 "Lyra", followed by HR 342 "Victorie" and HR 37 "Goodewind".

First at the windward buoy in the afternoon

race was HR 54 "Maria Anna", quickly followed again by the HR 372 "Nova". From this buoy it was an 8 NM reaching run over the beautiful Grevelingen saltwater lake, and some yachts were even accompanied by one of the local dolphins!

Due to the light conditions it became clear that the yachts sailing with a gennaker or spinnaker had a huge advantage over the yachts sailing without, and it also showed how well, a solidly built Hallberg-Rassy can perform in these conditions, just by sailing with concentration. They were the fastest boats out on the water and sometimes they appeared to be flying past other boats.

Race 2 was won in Class 1 by HR 372 "Nova" and second became HR 53 "Lady of the Dawn". That meant we had two boats with the same amount of points. But by counting the weight of the crew, times their age, it was clear that the first price went to the HR 53. Third again HR 54 "Maria Anna" who was clear ahead of the two other HR 54s competing.

In class 2 it was the HR 37 "Goodewind" which was sailed very well, and although HR 342 "Lyra" took the line honours, it was HR 37 "Goodewind" who won on handicap. Second was "Lyra" and third a HR 31 sailed by young technicians working for Hallberg-Rassy specialist Yachtservice van Swaay. Overall it was the HR 342 "Lyra" who won the first price, again followed by Goodewind and third became the Juniors in their HR 31.

After a long day on the water more than 150 sailors enjoyed the Captain's dinner. Fresh local oysters and mussels, a BBQ and splendid buffet meant for everyone the relaxing end of a beautiful Hallberg-Rassy Regatta 2009. Next year the Hallberg-Rassy Regatta 2010 will be held at June 12th, so be sure you don't miss it!

Continuous improvements



Hallberg-Rassy 342

- The locker doors have a new design. They are flush mounted with invisible hinges that at the same time are door stoppers preventing a door from hitting for example a reading lamp. Also the fronts of the drawers are flush mounted and have detailed machined edges just as the locker doors.
- The design of the locker doors in the heads is adjusted to the other locker doors but with an overlap to reduce water ingress in the lockers in toilet and shower areas.
- The hinges of the lid of the chart table are invisible.
- The navigation and the steaming lights are in LED. These lights have a consumption of electricity that is only about 10 % of traditional navigation lights.
- The cables from the mast through the deck will be wired more elegantly and smarter. From now on the cables will go direct in to the boat from the mast, not through a swan neck as earlier. This eliminates the risk for the sheets getting stuck in the swan neck. On the HR 310 and HR 372 this solution was standard from the beginning.
- The cushions in the saloon will be smooth without buttons.
- The waste bin in the galley will be like a bucket instead of a bin in wire netting. The content in the waste bag will not get stuck so easily when it is full and gets emptied.
- The sliding hatch at the entrance of the boat will

get milk coloured glass instead of smoke coloured. This means that it will be easier to keep it clean outside, gives better light inside and makes it impossible to see into the boat when it is dark outside and illuminated inside.

- The sails will be upgraded. The clews have had a pressed ring. This will be replaced by a ring on the outside fastened with tubular webbing. This is stronger and easier to repair when the sail gets old. On traditional non-furling main sails the reefing rings are sewn in an improved way that gives improved pull and a tighter reefing. All head sails will get a so called soft clew. From a safety point of view this is an improvement as one gets rid of the heavy metal ring in the clew that can cause damage when the sail is fluttering.

Hallberg-Rassy 372

- The locker doors have a new design. They are flush mounted with invisible hinges that at the same time are door stoppers preventing a door from hitting for example a reading lamp. Also the fronts of the drawers are flush mounted and have detailed machine edges just as the locker doors.
- The design of the locker doors in the heads is adjusted to the other locker doors but with an overlap to reduce water ingress in the lockers in toilet and shower areas.
- The hinges of the lid of the chart table are invisible.
- There will be access to the waste bin from the working surface of the galley in addition to the door in the front that has been there from the beginning.
- The waste bin in the galley will be like a bucket instead of a bin in wire netting. The content in the waste bag will not get stuck so easily when it is full and gets emptied.
- The cushions in the saloon will be smooth without buttons.



- The LED navigation lights will be upgraded from plastic to stainless steel.

- Also the steaming light will be in LED, with only about 1/10 of the power draw of a traditional navigation light.
- The sails will be upgraded. The clews have had a pressed ring. This will be replaced by a ring on the outside fastened with tubular webbing. This is stronger and easier to repair when the sail gets old. On traditional non-furling mainsails the reefing rings are sewn in an improved way that gives improved pull and a tighter reefing. The foot of the mainsail will be loose footed. This makes the sail easier to trim and easier to put on. All headsails will get a so called soft clew. From a safety point of view this is an improvement as one gets rid of the heavy metal ring in the clew that can cause damage when the sail is fluttering.
- All boats with CanBus electrical system will get switches for navigation lights and compass light in the cockpit easily accessible. This is only possible to do in a safe way on boats with CanBus electrical system.
- A more elegant switch for the shower drain pump will be installed in all boats with CanBus electrical system (HR 310, 372, 48, 54 and 62).

Hallberg-Rassy 37



- The cushions in the saloon will be smooth without buttons.
- The locker doors have a new design. They are flush mounted with invisible hinges that at the same time are door stoppers preventing a door from hitting for example a reading lamp. Also the fronts of the drawers are flush mounted and have detailed machined edges just as the locker doors.
- The design of the locker doors in the heads is adjusted to the other locker doors but with an overlap to reduce water ingress in the lockers in toilet and shower areas.
- The hinges of the lid of the chart table are invisible.

- The waste bin in the galley will be like a bucket instead of a bin in wire netting. The content in the waste bag will not get stuck so easily when it is full and gets emptied.
- The sliding hatch at the entrance of the boat will get milk coloured glass instead of smoke coloured. This means that it will be easier to keep it clean outside, gives better light inside and makes it impossible to see into the boat when it is dark outside and illuminated inside.
- The sails will be upgraded. The clews have had a pressed ring. This will be replaced by a ring on the outside fastened with tubular webbing. This is stronger and easier to repair when the sail gets old. On traditional non-furling main sails the reefing rings are sewn in an improved way that gives improved pull and a tighter reefing. The foot of the mainsail will be loose footed. This makes the sail easier to trim and easier to put on. All head sails will get a so called soft clew. From a safety point of view this is an improvement as one gets rid of the heavy metal ring in the clew that can cause damage when the sail is fluttering.

Hallberg-Rassy 40

- The locker doors have a new design. They are flush mounted with invisible hinges that at the same time are door stoppers preventing a door from hitting for example a reading lamp. Also the fronts of the drawers are flush mounted and have detailed machined edges just as the locker doors.
- The design of the locker doors in the heads is adjusted to the other locker doors but with an overlap to reduce water ingress in the lockers in toilet and shower areas.
- The hinges of the lid of the chart table are invisible.
- The navigation and the steaming lights are in LED. These lights have a consumption of electricity that is only about 10 % of traditional navigation lights.
- The waste bin in the galley will be like a bucket instead of a bin in wire netting. The content in the waste bag will not get stuck so easily when it is full and gets emptied.
- The sliding hatch at the entrance of the boat will get milk coloured glass instead of smoke coloured. This means that it will be easier to keep it clean outside, gives better light inside and makes it impossible to see in to the boat when it is dark outside and illuminated inside.
- The sails will be upgraded. All headsails will get a so called soft clew. From a safety point of view this is an

improvement as one gets rid of the heavy metal ring in the clew that can cause damage when the sail is fluttering.

Hallberg-Rassy 43 Mk II

- The locker doors have a new design. They are flush mounted with invisible hinges that at the same time are door stoppers preventing a door from hitting for example a reading lamp. When an interior in teak is ordered all doors are numbered. This makes it possible to install them in the same holes they once had been cut out from. As a result of this the structure in the veneer runs all the way in the front and the door. Also the fronts of the drawers are flush mounted and have detailed machined edges just as the locker doors.
- The design of the locker doors in the heads is adjusted to other locker doors but with an overlap to reduce water ingress in the lockers in toilet and shower areas.
- The hinges of the lid of the chart table are invisible.
- The navigation and the steaming lights are in LED. These lights have a consumption of electricity that is only about 10 % of traditional navigation lights.
- The waste bin in the galley will be like a bucket instead of a bin in wire netting. The content in the waste bag will not get stuck so easily when it is full and gets emptied.
- The sliding hatch at the entrance of the boat will get milk coloured glass instead of smoke coloured. This means that it will be easier to keep it clean outside, gives better light inside and makes it impossible to see into the boat when it is dark outside and illuminated inside.
- The sails will be upgraded. All head sails will get a so called soft clew. From a safety point of view this is an improvement as one gets rid of the heavy metal ring in the clew that can cause damage when the sail is fluttering.

Hallberg-Rassy 48

- A CanBus system will be launched in the HR 48. We already have this system in HR 54, 372 and 310. The system has many advantages: As the system has a built in safety system there are less switches that gives you a clearer instrument panel. It makes it possible to install a dimmer that does not disturb the radios, it makes it possible to automatically switch off 24 V illumination in the cockpit locker (extra equipment) and the 24 v light in the engine room after 15 minutes. In

many cases the cables are thinner with less weight due to a decentralized system.



- All boats with CanBus electrical system (HR 310, 372, 48, 54 and 62) will get a more elegant switch for the shower drain pump.



- All boats with CanBus electrical system will get switches for navigation lights and compass light in the cockpit easily accessible. This is only possible to do in a safe way on boats with CanBus electrical system.
- The sails will be upgraded. All head sails will get a so called soft clew. From a safety point of view this is an improvement as one gets rid of the heavy metal ring in the clew that can cause damage when the sail is fluttering.
- The locker doors have a new design. They are flush mounted with invisible hinges that at the same time are door stoppers preventing a door from hitting for example a reading lamp. When an interior in teak is ordered all locker doors are numbered. This makes it possible to install them in the same holes they once had been cut out from. As a result of this the structure in the veneer runs all the way in the front and the locker door. Also the fronts of the drawers are flush mounted and have detailed machined edges just as the locker doors.
- The design of the locker doors in the heads is adjusted to the other locker doors but with an overlap to reduce water ingress in the lockers in toilet and shower areas.

- The hinges of the lid of the chart table are invisible.
- The waste bin in the galley will be like a bucket instead of a bin in wire netting. The content in the waste bag will not get stuck so easily when it is full and gets emptied.
- The navigation and the steaming lights are in LED. These lights have a consumption of electricity that is only about 10 % of traditional navigation lights.



- The skylights in the starboard cabin and the forward heads will be flush mounted in the same way as the skylight in the aft cabin.

Hallberg-Rassy 54

- The locker doors have a new flush mounted design. When an interior in teak is ordered all locker doors are numbered. This makes it possible to install them in the same holes they once had been cut out from. As a result of this the structure in the veneer runs all the way in the front and the locker door. Also the fronts of the drawers are flush mounted and have detailed machined edges just as the locker doors.
- The design of the locker doors in the heads is adjusted to the the other locker doors but with an overlap to reduce water ingress in the lockers in toilet and shower areas.
- The hinges of the lid of the chart table are invisible.
- The waste bin in the galley will be like a bucket instead of a bin in wire netting. The content in the waste bag will not get stuck so easily when it is full and gets emptied.
- The navigation and the steaming lights are in LED. These lights have a consumption of electricity that is only about 10 % of traditional navigation lights.
- All boats with CanBus electrical system will get switches for navigation lights and compass light in the cockpit easily accessible. This is only possible to do in a safe way on boats with CanBus electrical system.
- All boats with CanBus electrical system (HR 310, 372, 48, 54 and 62) will get a more elegant switch

for the shower drain pump.

- The sails will be upgraded. All headsails will get a so called soft clew. From a safety point of view this is an improvement as one gets rid of the heavy metal ring in the clew that can cause damage when the sail is fluttering.

Hallberg-Rassy 62

- The locker doors have a new flush mounted design. When an interior in teak is ordered all locker doors are numbered. This makes it possible to install them in the same holes they once had been cut out from. As a result of this the structure in the veneer runs all the way in the front and the locker door. Also the fronts of the drawers are flush mounted and have detailed machined edges just as the locker doors.
- The design of the locker doors in the heads is adjusted to other locker doors but with an overlap to reduce water ingress in the lockers in toilet and shower areas.
- The hinges of the lid of the chart table are invisible.
- The waste bin in the galley will be like a bucket instead of a bin in wire netting. The content in the waste bag will not get stuck so easily when it is full and gets emptied.
- A CanBus system will be launched in the HR 62. We already have this system in HR 54, 372 and 310. The system has many advantages: As the system has a built in safety system there are less switches that gives you a clearer instrument panel. It makes it possible to install a dimmer that does not disturb the radios, it makes it possible to automatically switch off 24 V illuminations in the cockpit locker (extra equipment) and the 24 v light in the engine room after 15 minutes. In many cases the cables are thinner with less weight due to a decentralized system.
- All boats with CanBus electrical system (HR 310, 372, 48, 54 and 62) will get a more elegant switch for the shower drain pump.
- All boats with CanBus electrical system will get switches for navigation lights and compass light in the cockpit easily accessible. This is only possible to do in a safe way on boats with CanBus electrical system.
- The navigation and the steaming lights are in LED. These lights have a consumption of electricity that is only about 10 % of traditional navigation lights.



The all-new Hallberg-Rassy 310 world premiere August 2009

After the experience gained from building no less than 2,145 31-footers (HR 31, 312, Monsun 31 and 94 Kutter) and the overwhelming response to the introduction of the HR 372, Hallberg-Rassy now introduces the all-new Frers-designed Hallberg-Rassy 310. She replaces the successful Hallberg-Rassy 31 Mk II which has been in production for 16 (!) years and even in 2006 was able to win comparative tests with other yachts of her size. Designs that are right from the beginning, simply have a better future.

Easy to handle

The new model is easy to sail with her contemporary hull lines and modern sailplan with only slightly overlapping genoajib or optional selftacker. A Code Zero or gennaker may be flown from the masthead with a removable bowsprit. An under-deck mounted genoajib furler Furlex TD is standard equipment. Also a powerful backstay tensioner with 1:24 purchase is standard equipment. The top shrouds and the lower shrouds are separated with individual chainplates, to allow easy passage on deck and good sheeting of the genoajib. The cockpit is generous and over 2.35 m long. There is easy access to the boat when entering from the transom. Hallberg-Rassy typical features such as the windscreen, integrated rubbing strake and a lead keel on a proper bilge come without saying.

Teak toe rail

The deck to hull joint is laminated together before the interior is built in and this gives a high torsional strength factor. The toerail has a teak capping and the rainwater is drained in hoses under the waterline to prevent streaks on the hullside.

Bright and roomy interior

The interior is bright and unusually roomy for her size. There are fourteen light inlets in total; there are four skylights, of which two are in the saloon. All nine portlights are opening and have the same size as the Hallberg-Rassy 43 Mk II. The

locker doors are flush with invisible hinges.

The saloon is sensationally long and wide for the boatsize. Both the L sofa and the straight settee are a full two meters long. The mast support is in direct conjunction with the main bulkhead and does not obstruct the saloon.

Seagoing galley

The seagoing galley does not interfere with the natural flow through the boat. Someone working in the galley does not obstruct the access to the aft cabin. There are deep double sinks and a fridge with a basket to organize small items. The countertop is solid PlexiCor composite stone.

Both the aft and forward cabins are generous. The aft cabin has two opening portlights and a hanging locker. The berth is 206 cm long, 143 cm in the wide end and 100 cm at the footend. The forward cabin benefits from its own vanity and hanging locker.

The toilet compartment has excellent ventilation with opening portlight and skylight. The skylight is fitted with milk coloured glass to obscure view but allow light through. The countertop and sink are solid PlexiCor composite stone.

360 miles range

The tank volume is large for her size and the engine is generously powered with 22 hp / 16.2 kW and the cruising range at 2/3 of full RPM is about 360 nautical miles.

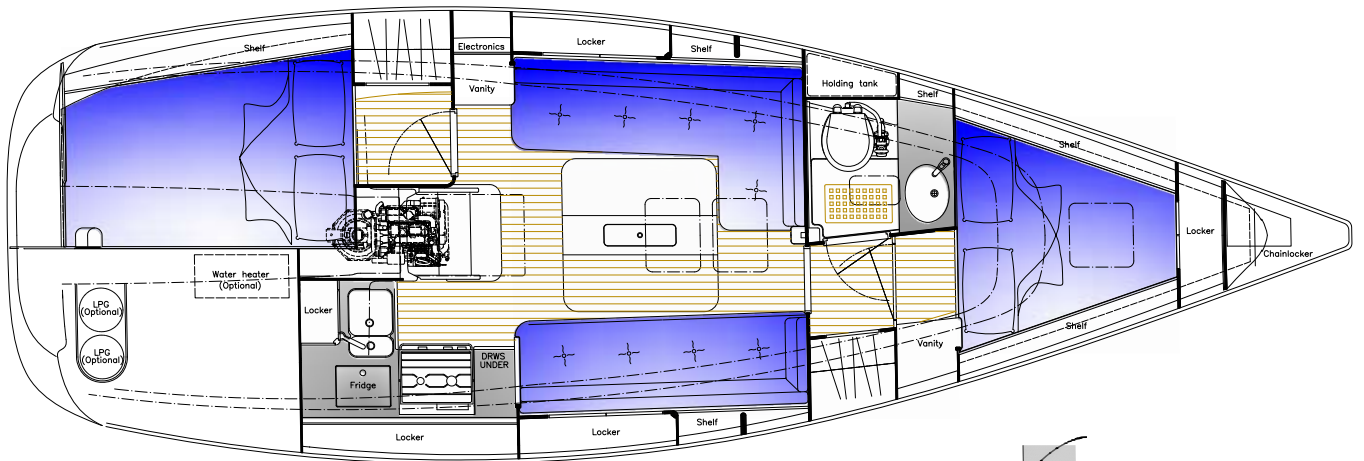
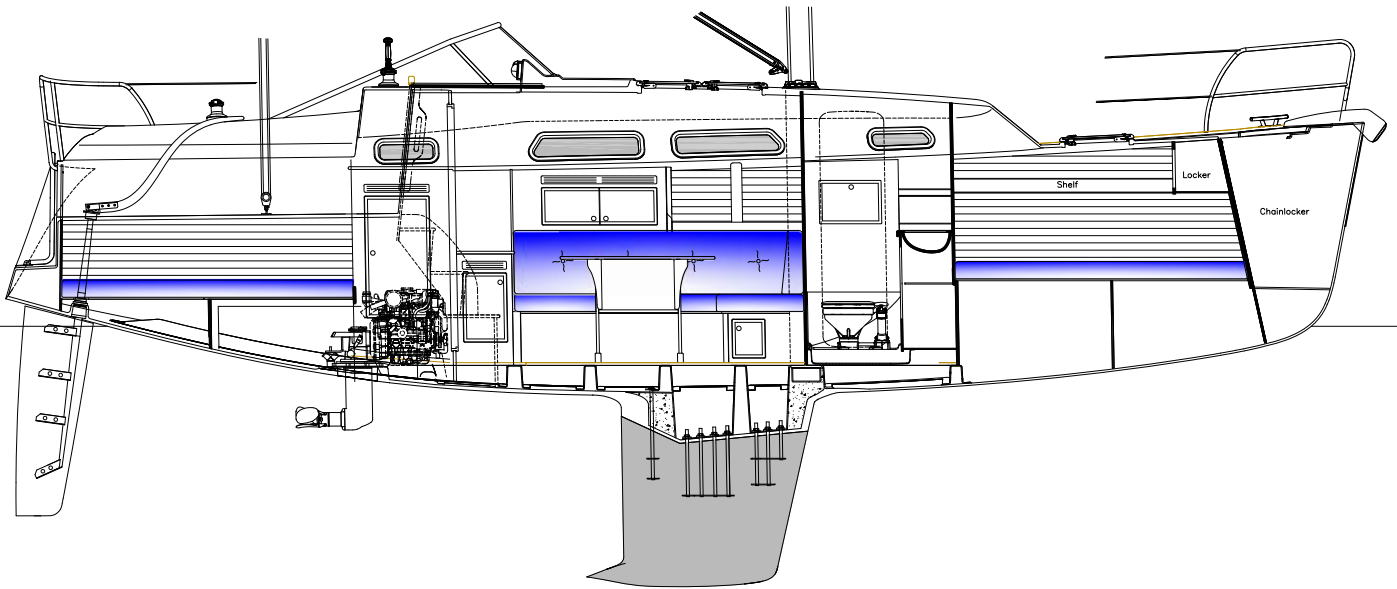
LED navigation lights are standard equipment and have very low power consumption, only about a tenth of traditional navigation lights.

Premiere August 2009

The all-new Hallberg-Rassy 310 will be shown for the first time at the traditional Hallberg-Rassy Open House in Ellös 21-23 August 2009.

R Hallberg-Rassy 310





The all-new Hallberg-Rassy 310



An unusually airy and bright saloon for this boat size. Both the L sofa and the straight settee are a full two meters long



Hallberg-Rassy 372 with EPEX sails

Lots of praise for the new Hallberg-Rassy 372

All models from Hallberg-Rassy have been praised a lot in the press, but the new Hallberg-Rassy 372 has got the warmest reception of all models so far. Just read the following:

Yachting World, England July issue 2009:

The 372 has something different, something fresher and, dare I say, sexier about her.

The largest selling yachting magazine in Europe, **Yacht** from Germany, has tested Hallberg-Rassy in issue 2 /2009 and writes:

In light airs she wants forward and is really responsive. On the other hand in strong winds she is really stiff and shows her true sporty side. In 35 knots of true wind with an angle of 60 degrees, her speed over ground is eleven knots – that is surprisingly fast. The higher price level has its good reasons. Many fine details have always been obvious on a Hallberg-Rassy and so they are on this model too. The interior is shining with high quality and comfort. Even though there are many new fresh ideas, the new 372 is without doubt a true Hallberg-Rassy. The boat has all those characters and advantages that the world wide high image stands for, an image the yard and its boats through the years have built up and that has grown so strong. In total the 372 is maybe the most beautiful and exciting yacht from Ellös.

Norwegian **Seilas** tests Hallberg-Rassy 372 in issue 2/2009 and writes:

Hallberg-Rassy 372 sails so well that many will have to revalue their opinion of the Swedish brand that is so full of tradition. The performance is impressive. We are sailing seven knots against the waves that hit us. The boat behaves impressively soft in the turbulent seas. We keep good speed and no cold showers sprays over the cockpit. After half an hour of hard tacking we change course and we got a down wind sail to Väderöarna, about 30 miles away. The boat surfs now in eight to

nine knots without any problems for the helmsman. We take the reef away and the speed increases to 11.5 knots at the most.

Hallberg-Rassy 372 has everything. Big galley, big saloon, generous forward V-berth, a big navigation table and a good bath room. All portlights can be opened and the big skylights make it very bright and airy below deck. The interior is full of those practical details you also find on other models from Hallberg-Rassy. This boat is for living on board. Here you will find loads of stowage and all spaces are used in a maximal way.

Next morning the wind has changed and is now from north west and it is only blowing eight to ten knots. After a wonderful sun rise we go to sea and hoist the genaker. Again we realize what a good sail boat the Hallberg-Rassy 372 is. We accelerate down wind and soon we are sailing in six, seven knots. The sailmaker Mr. Westfal is impressed over the acceleration in the light air.

After some time there is no wind at all. We start the engine. We have never before experienced an engine that runs so smoothly and quietly in the cockpit and below deck.

The Hallberg-Rassy 372 is faster and has a more responsive handling than you are used to from the Swedish yard, without sacrificing all the live-aboard comforts.

Swedish **Segling** issue 2/2009 writes:

No creaking, no rattling or clicking in the boat even though gusts of storm strength during the test sail. The new 372 from Hallberg-Rassy is well built, safe and genuine as her sisters and her performance is excellent.

Swedish **Båtnytt** issue 3/2009 writes:

Big spaces in combination with a craftsmanship of the highest class makes Hallberg-Rassy 372 a yacht above what you are used to see. Hallberg-Rassy 372 sails better than expected. Repeated tacking in waters with no current just outside Ellös in ten knots of wind revealed this fact. The GPS showed 6.5 knots, which is 0.3 knots

faster than in the speed diagram calculated by the naval architect Mr Germán Frers. Would it be the same thing down wind? We sailed in the direction Väderöarna with the gennaker, the speed was 9.5 knots in a breeze of 20 knots, one knot faster than in the speed diagram and almost the theoretical top speed, that can be calculated from the length of the water line. A Hallberg-Rassy 372 with a good specification cost a lot of money but you get what you see and even more. The high standard and workmanship is worth every cent. HR 372 is the symbol of classic quality and the highest performance – a real sweet.

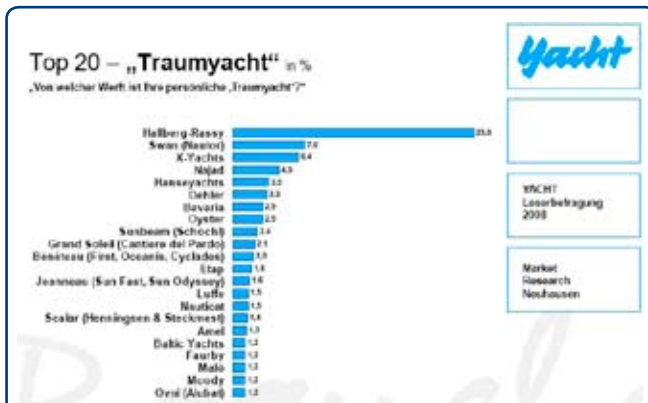
Segeln from Germany issue 5/2009:

A V-shaped bow has always been regarded as sea worthy. This is still valid subject that the hull hits the wave upright. If waves and wind makes the boat to heel over, a V-shaped hull hits the water in a flat way. This gives the crew a rather unpleasant experience and is stressing for the structure of the boat and the nerves of the crew. On the other hand the rounded bow of the HR 372 always hits the water smoothly even if the boat is heeling.



Hallberg-Rassy 37 starring in TV series

A Hallberg-Rassy 37 had a part in the German Crime TV series "Bella Block" in Germany's biggest TV-channel ZDF. The boat was seen in two different episodes on both a Saturday- and a Sunday night on prime time in January 2009, together with several well-known German actors. The Hallberg-Rassy 37 was shown in several sequences in this series. The scenes were shot at the Ancora Marina, at the German sales office, Hallberg-Rassy Deutschland GmbH.



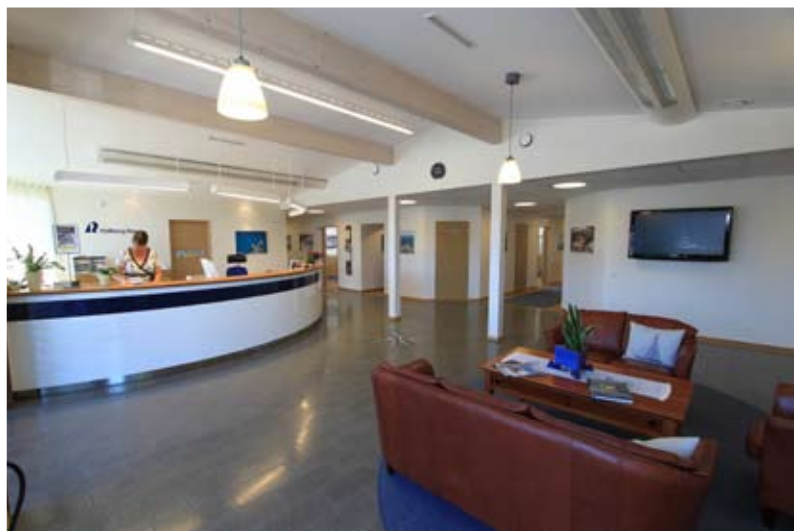
Hallberg-Rassy improves lead as dreamyacht for the third time

Once again Hallberg-Rassy further improves their lead as dream yacht. Sunday 18 January at boat Düsseldorf, the world's largest boat show, Europe's largest sailing magazine presented their market research made October-November 2008 among 4110 readers. For the third year in a row it was asked the question "Which boat builder makes the yacht of your dreams?" and for the third year in a row the answer is crystal clear: Hallberg-Rassy. And Hallberg-Rassy's lead to other brands even increased for the third time. Last year 21.5 % answered Hallberg-Rassy, this time it increased to a massive 23.6 % and at the same time number two decreased to 7.0 %. Hallberg-Rassy is the yacht most people dream of. Make your dream come true!



New varnishing machine installed

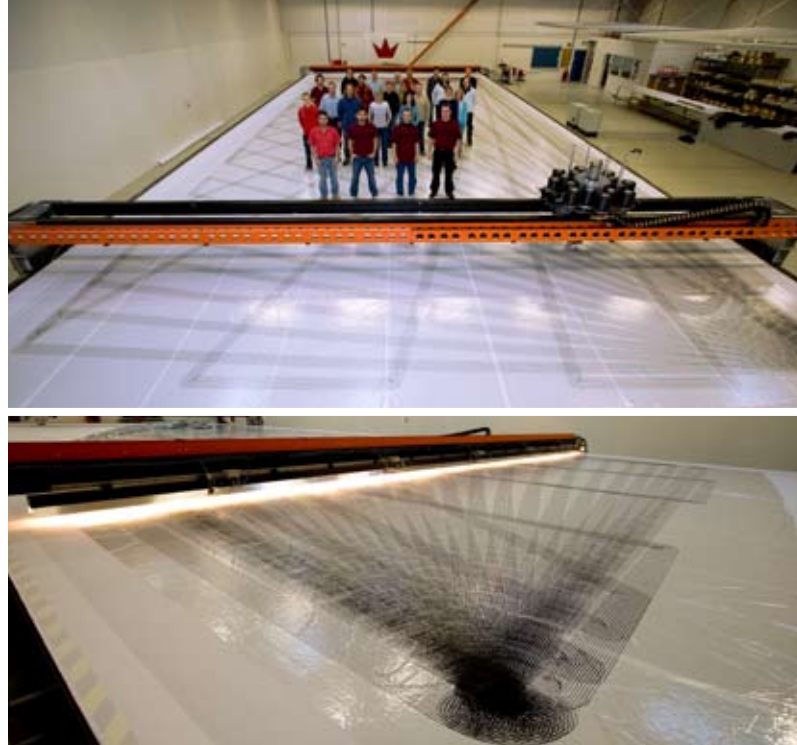
A new varnishing machine is installed at Hallberg-Rassy. The new machine is the first step in updating our varnishing machines to the latest standard. This first new machine is more efficient and is for use on flat surfaces. Next machines are right now being installed and will be in use September 2009.



New Hallberg-Rassy head office opened

Hallberg-Rassy opened on 29 September 2008, all according to plan, the new head office, located partly over the water and partly over the shoreline, just at the Hallberg-Rassy marina. This new building gives more space to enhance the var-

nishing department where the old head office was located. The new varnishing machine will be in use September 2009.



EPEX -The latest development in sails

The development in sailing and boats moves forward all the time. The latest generation cruising sails Hallberg-Rassy offers is called EPEX from Elvstrøm Sails. This is a big step forward.

The big difference compared with traditional panel sails, made of woven panels sewed together, is that EPEX is a membrane sail that has its fibers in the best direction in every single case. This means that the fibers run all the way from corner to corner. They are not divided in panels as the woven sails are. A computer calculates the fibers and they get the exact direction. EPEX gives both ideal diversification of loads and a real high stability of the shape. The fibers used to the Hallberg-Rassy EPEX sails are Vectran, Technora and double Tafta. These words are new for many sailors and an explanation may be needed. Vectran is a light yellow fiber that has an extraordinary capability to catch flex and it is very resistant against UV. A good capability to catch flex makes the sail less sensitive for flapping and hits. This gives the sail a longer life time. The Technora fibers are black. They have an extreme low stretch. Compared to Dacron the stretch is four to five times lower. Farthest out on each side there is a layer of Tafta in woven Polyester, which is a protection against wear. Together this gives exactly those points you wish from a cruising sail, robust with a long life time and very good shape stability.

Earlier generations of membrane sails and many of those membrane sails sold by other sail-makers have the issue that they delaminate too easy and therefore their life time will end very suddenly.

A big part of the explanation that this happens is that the complete package of fibers is not baked together good enough. EPEX sails are baked together under an extreme high vacuum, ten tons during the complete curing process. Not as on other sails with much less pressure and in many cases not in a form of vacuum but in a roller, that only gives temporary pressure during a very short time of the curing process. Having this in mind Elvstrøm offers three years warranty against delaminating for the sails they produce for Hallberg-Rassy in EPEX with the mixture of Vectran-Technora-Tafta-Tafta.

Elvstrøm Sails is the biggest sailmaker in Europe. Having bought Sobstad seven years ago Elvstrøm took over a patent that gave them an advantage on the market. This has now resulted in the latest generation EPEX sails.

The word EPEX comes from a combination of the words Epic, that means legendary and Apex, that means peak or needlepoint.

Hallberg-Rassy's representative in Norway, Ole Petter Pollen, who has an Olympic silver medal in sailing, has tested the new EPEX sails on a Hallberg-Rassy 54, says that these sails are the best furling sails he has ever seen.

Are there not any drawbacks with these new fantastic EPEX sails? The sails are stiff which is an advantage as they keep their shapes. However, it might be a disadvantage when they shall be flaked on the boom. Of course the price is a bit higher than for traditional sails but the difference is not that big.

Hallberg-Rassy Owners Association 20 years

In Great Britain there is a club called Hallberg-Rassy Owners Association. More than 300 Hallberg-Rassy yachts are members. This year the club celebrates its 20 years anniversary. There are a number of activities throughout the year, including an Anniversary Cruise and other events. The main celebration will take place September 19th 2009 onboard at HMS Warrior in parallel with the boat show in Southampton. The home page of HROA is www.hroa.co.uk



Tattooed Hallberg-Rassy logo on his body

There are many fans of Hallberg-Rassy around the world. We have heard much but this wins the prize. A man has had the Hallberg-Rassy logotype tattooed on his body.



Lars Östergaard (to the left) and Sune Ehrenskjöld (right) of Gori Propeller hands over the prize to Magnus Rassy (centre)



Hallberg-Rassy largest OEM for Gori propeller

Hallberg-Rassy has received prize for Largest OEM from Gori Propeller. OEM stands for Original Equipment Manufacturer. In other words, Hallberg-Rassy is the boatyard in the world who sells most Gori propellers. Gori offers the unique and patented three bladed propeller with overdrive. The overdrive lowers the RPM at same boat speed, lowers the noise and extends the cruising range with as much as up to 32 % compared to other three bladed folding propellers.



April fool's joke 2009; Hallberg-Rassy 29 Racing

April, April

April 1st 2009 one could read on the Hallberg-Rassy web site, www.hallberg-rassy.com, that the Hallberg-Rassy 29 would go in to production again in a new upgraded version with developed stern, a bathing platform, bolt-on lead keel and a cutter rig. Orders for this model, with the name **Hallberg-Rassy 29 Racing**, were only accepted April 1st each year. As a result of this four orders came that day... However, none of them was serious and of course not the news either.

April 1st 2008 it was said that Hallberg-Rassy launched the next step in what is called push button sailing, an electrical furling ensign to be maneuvered from the steering stand.

Keep your eyes open next April 1st!



April fool's joke 2008; electric furling ensign



Hallberg-Rassy 372 with EPEX sails

Hallberg-Rassy 372 finalist in European Yacht of the Year

The Hallberg-Rassy 372 is among the finalists to the title European Yacht of the Year 2009/2010 in the category "Luxury cruiser". That means that the Hallberg-Rassy 372 has been ranked as one of the most interesting and promising newcomers of its class. The 372 has already been tested by twelve different yachting magazines and a boat has rarely been so well received. The favourites for European Yacht of the Year award are selected by journalists from eleven leading European yachting magazines. Boats need to be again thoroughly tested and evaluated in a lot of different criterias in the fall of 2009 and the result about the winner will be revealed in connection with the Düsseldorf boat show in January 2010.



New replacement hull portlights for old Hallberg-Rassys

HR Parts & Accessories now offers stainless exchange hull portlights for old Enderlein designed Hallberg-Rassys such as the 42E, 38, 382, 352 and 312 Mk I. Contact www.hr-parts.com, tel +46-(0)304 54 990.

FURUNO

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WWW.NAVNET.COM



New marina houses

Three new marina houses have been finished. Two of these houses will be for storing yacht owner's personal belongings during the boat construction time. One is an office for the harbour master.



See Hallberg-Rassy at the boat shows

Dates	Show	Area	Exhibited models
14-16 Aug '09	Copenhagen	DK	HR 310, HR 40 + one further
20-23 Aug '09	Helsinki	FI	HR 342
21-23 Aug '09	Open House	SE	310, 342, 372, 37, 40, 43 Mk II, 48, 54, 62
1-6 Sept '09	Ijmuiden	NL	310, 342, 372, 37 40, 43 Mk II, 54
3-6 Sept '09	Oslo	NO	HR 310, 342, 372, 54
11-20 Sept '09	Southampton	UK	HR 310, HR 372
16-20 Sept '09	Seattle	USA	HR 342
19-27 Sept '09	Friedrichshafen	DE	HR 310 and HR 372
3-11 Oct '09	Genua	IT	HR 372 + one further
24 Oct-1 Nov	Hamburg	DE	HR 310, 372, 48 new layout
4-8 Nov '09	Stockholm	SE	HR 310, HR 372
5-6 Dec '09	Neustadt	DE	HR 310 + more
23-31 Jan '10	Düsseldorf	DE	310, 342, 372, 40, 43 Mk III, 48, 54
12-21 Feb '10	Helsinki	FI	Hallberg-Rassy 310
12-21 Feb '10	Istanbul	TR	Information booth
Early March '10	Yokohama	JP	Hallberg-Rassy 43 Mk II
28-30 May '10	Neustadt	DE	Models to be advised
June 2010	Varna	BG	Models to be advised
20-22 Aug '10	Open House	SE	Models to be advised

Modifications reserved.
See www.hallberg-rassy.com for latest update



The race where everybody wins

More than 50 Hallberg-Rassy sailors had met in Hankø, Norway on August 30th, 2008. 21 Hallberg-Rassy yachts in the range 26 to 62 feet took part. The event was arranged by Hallberg-Rassy's Norwegian representative, Ole-Petter Pollen from Pollen Maritime in co-operation with the Norwegian Hallberg-Rassy Club.

The spirits ran high, and on Saturday a regatta was held and everybody won. No time-keeping was used nor was there any handicap system. Prize categories were rather unconventional, like the prize to "Best boat with dog on board" - truth is there was only one boat with a dog onboard taking part. So each boat won in some category or other.

2009 this Hallberg-Rassy meeting will take place on 29 August. Hallberg-Rassy sailors from all countries are welcome to join this event. If you want to participate, please contact Ole-Petter Pollen, email ole-petter@pollenmaritime.no

Could this be the only regatta in the world where everybody wins?

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 early July 2010. Cover image: Hallberg-Rassy 310 hull Number 001 with EPEX mainsail and Code Zero, just outside the yard. 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

21-23 August 2009

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 21st through 23rd. The Open House Weekend in 2008 was a huge success, 24 000 people came to see the boats and the yard's workshops. We believe that the Open House Weekend 2009 will be just as successful. We have also invited our competitors and suppliers to join us so there will be 114 new yachts 31-62 ft from ten countries and also 90 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.

Three premieres

There are no less than three premieres. It is world premiere for the all-new **Hallberg-Rassy 310** (see pages 12-15). It will also be world premiere for the **new layout** in the **Hallberg-Rassy 48** (see page 3). It will also be the first time the successful **Hallberg-Rassy 372** will be available to step on board at this Open House weekend. Between 10.00 - 18.00 hrs Friday to Sunday the HR 310, HR 342, HR 372, HR 37, HR 40, HR 43 Mk II, HR 48, HR 54 and HR 62 will be shown on the water.

Lectures by HR 62 sailor Arne Mårtensson

There will be two lectures with HR 62 sailors Arne and Heléne Mårtensson, see page 5 for application. They will also show their HR 62 "Yaghan" during this Open House weekend. It will be a good opportunity to see how Hallberg-Rassy wears after a circumnavigation. There are also a high number of other Hallberg-Rassys in the workshops under construction in different stages. It will be possible to walk through the yard's workshops from 15.00 hrs on Friday afternoon.

Accommodation

Last year the hotels around were fully booked early, so 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, Radisson, Gothenburg, +46-31-758 50 00, Euroway Hotel, Gothenburg, +46-31-58 07 50, Stockens Camping (appartements) 0304-51100, Tofta Gård (hostel) 0304-50380. For tips about another 125 hotels in the Gothenburg area, one hours drive south of the yard, please visit www.hallberg-rassy.com



MODEL RANGE: HR 310 - HR 342 - HR 372 - HR 37 - HR 40 - HR 43 Mk II - HR 48 - HR 54 - HR 62
 HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS, SWEDEN. TEL +46-(0)304-54 800. FAX +46-(0)304-513 31.