

An aerial photograph of a yacht deck on the left side of the frame, showing wooden planking, a blue sail cover, and various nautical equipment. On the right side, a person in a purple bikini and green fins is snorkeling in clear blue water. The overall scene is bright and sunny.

R Hallberg-Rassy

NEWSLETTER

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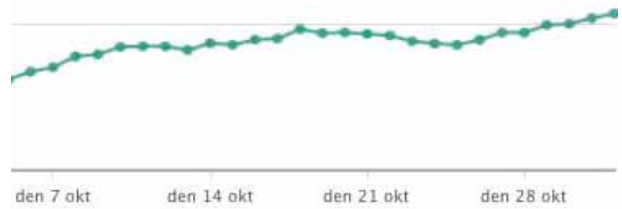
Hallberg-Rassy 43 First in Class at the Newport to Bermuda Race

American Hallberg-Rassy 43 "Liberty Call" placed first in class in the the 635-mile Newport to Bermuda Race on both a corrected and uncorrected basis. The race conditions were ideal for the boat. 6 boats exceeded the past record in this 106-year old race. A warm congratulation to the Liberty Call crew!



Hallberg-Rassy hires more boatbuilders

Due to an upturn in sales lately, Hallberg-Rassy has hired a number of skilled boatbuilders. The yard has appointed further staff within the categories carpentry, teak deck makers and technical installers. All vacant places have been filled.



New record: one million people reached in 7 days on Facebook

This is a record: Hallberg-Rassy's Facebook page www.facebook.com/hallbergassy gets more and more followers. The page has in seven days for the first time reached over one million people. In the period 26 October 2012 - 1 November 2012 no less than 1 074 249 people were reached.



The engine of the Hallberg-Rassy 64 is upgraded

The engine of the Hallberg-Rassy 64 has already from the beginning been very powerful, 280 HP. That is now upgraded to incredible 300 HP with a Volvo Penta D6-300.

With a powerful engine combined with a Gori overdrive propeller you may achieve a decent speed at low RPM and that gives low noise, low vibrations, low fuel consumption and long range. That is comfort!



Hallberg-Rassy 412 with in-mast furling won her class in Tjörn Runt

Hallberg-Rassy 412 "Rassker 412", fully cruising equipped with for example in-mast furling, won her class in Tjörn Runt. The class consisted of 48 boats. The Hallberg-Rassy 412 was the fastest boat on both actual time and corrected time in her class. The margin on calculated time was as much as 5 minutes and 57 seconds.

Everyone who has ever sailed Tjörn Runt, one of the world's largest inshore races, knows that this is a very tricky and demanding race. The Hallberg-Rassy 412 sailed the whole race in just 3 hours and 50 minutes.

Examples of other boat types in the start group, where the Hallberg-Rassy 412 was the fastest boat on both actual and corrected time, is X-382, X-99, DS Match Racer 37, Melges 24, First 36.7, Diva 39, Sweden Yachts 41.

Overall the Hallberg-Rassy 412 scored 8th out of 436 boats. Examples of boat types where Hallberg-Rassy 412 was faster on calculated time than all boats of the following models: Xp 38, Xp 44, X-50, Bavaria 42 Match, HP 1030, First 40.7, Dehler 39 SQ, X-35, Mumm 36, Luffe 4004, Arcona 400, X-332, Smaragd, Sweden Yachts 42, Elan 350, Soling, Express, H-boat.

Examples of boat types where Hallberg-Rassy 412 was faster on actual time than all of the following models: Bavaria 42 Match, Dehler 39 SQ, First 40.7, Luffe 4004, Arcona 400, Sweden Yachts 42, Sweden Yachts 41, Elan 350, X-382, X-99, DS Match Racer 37, Melges 24, First 36.7, Diva 39, Hanse 630E and more.

The Hallberg-Rassy 412 has a revolutionary FatFurl in-mast furling mainsail. FatFurl combines a proper headboard of 33 cm at the top with a generous positive leech curve. Seemingly too-good-to-be-true, but still true. For the first time ever there is now a furling mainsail that visually and performance-wise fully matches a traditional folding mainsail with long battens. The sail has been developed in co-operation between Hallberg-Rassy and Elvstrøm and is now offered in the OEM market (market for new boats) only through Hallberg-Rassy. The headboard contains a secret solution making it stiff enough for sailing, yet soft enough to be furled.

The winning result in Tjörn Runt proves that a comfortable cruiser with in-mast furling is able to win the most demanding race.

Hallberg-Rassy 412 winner of Sailboat of the Year in Sweden 2013

The Hallberg-Rassy 412 has won the honourable title Sailboat of the Year in Sweden, Luxury category. The jury concludes about the 412: *"Creative renewal within the luxury yacht concept"*.

Out of 30 new models on the market, both Swedish and foreign, there were nine boats nominated in three different categories. All nominated boats have been tested and evaluated by a jury of sailors and experts. The deciding criteria have been sailing performance, design, innovation, interior, build quality, finish and value for money.

The jury also said the following about the Hallberg-Rassy 412:

"This is the largest aft cockpit boat from Hallberg-Rassy and also the fastest and most technically sophisticated. She is stretched to offer a lot. She has sailing characteristics close to a performance racer. This is a completely new level for premium long distance cruisers. Newest is the Docking Assistant System, developed Push Button Sailing and the Multi Function Display in the pedestal that makes this boat impressive when it comes to innovation."





Hallberg-Rassy 412 nominated to Hiswa Boat of the Year in Benelux

Five boats were selected for the Hiswa Boat of the Year. After trial sails on the IJsselmeer in Holland 16 October 2012 under perfect conditions, three boats of the five were left in the competition. These three boats are nominated for the Hiswa Boat of the Year award. Hiswa is the Dutch boating business organisation and the organizer of the two Dutch boatshows. The Hiswa jury members consists of journalists of five magazines; Varen from Belgium, Waterkampioen from the Netherlands, Nautique from the Netherlands, de Telegraaf, a Dutch morningpaper and the Hiswa magazine.



Hallberg-Rassy the most sold brand in the largest Swedish yacht club

Hallberg-Rassy has increased the market share in Sweden considerably. The Swedish Cruising Federation, SXX, with over 40 000 members, is by far the largest yacht club in Sweden. Among new registered boats, built 2012, Hallberg-Rassy is now the Number 1 brand among all boats on the market, and that is by number of units, not by value.



Turkish Hallberg-Rassy dealer won Laser Radial European Youth Championships

Hallberg-Rassy in Turkey is represented by the Kaynar family. Son Alican Kaynar represented Turkey in Finn dinghy in the Olympics and daughter Pinar Kaynar won European youth championships in Laser Radial. Pinar is an outstanding winner, 29 points ahead of Daphne Van der Vaart from the Netherlands on rank 2.

A warm congratulation to Pinar Kaynar!



Free ARC support for Hallberg-Rassy yachts

For the 14th year in a row, Hallberg-Rassy provides free ARC support for Hallberg-Rassy yachts. The support includes key function inspection on-board and helpful advice is given. Our support will be available on Gran Canaria Tuesday 5 November until Wednesday 13 November 2013.

ARC stands for Atlantic Rally for Cruisers and is sailed from Gran Canaria to St Lucia in the Caribbean. Several Hallberg-Rassys have won their class or even the ARC overall. For example, both 2011 and 2010 there were different Hallberg-Rassy 54's winning their category.

All participating Hallberg-Rassy yachts in the ARC will be contacted by our support.



Hallberg-Rassy completed historical Northwest passage

A Hallberg-Rassy, built 1976, is the very first sailingyacht in history to sail through the most northerly Northwest passage possible. The historic passage went north of Banks Island in the Mc Clure Strait. Until now, this passage has been blocked by ice. Several boats have tried, but failed, to do this trip.

The boat is a Hallberg-Rassy Monsun 31, called

Belzebug II, with a crew of three young guys; boatowner Edvin Buregren from Sweden, Canadian Nicolas Peissel, and American Morgan Peissel. Congratulations to a great achievement!

See more information, many good photos and movies at the Swedish and English web site www.belzebug2.com

Continuous improvements for modelyear 2014

Hallberg-Rassy 310

- The alternator is upgraded from 80 to 115 A, the engine will be a Volvo Penta D1-20
- New standard instrumentation is the new series from Raymarine; i50 Tridata
- An access plug to the engine room is added, so it is possible to get the fire extinguisher into the engine room without allowing a lot of oxygen into the engine room. This has previously been standard on center cockpit boats

Hallberg-Rassy 342

- New standard instrumentation is the new series from Raymarine; i50 Tridata
- An access plug to the engine room is added, so it is possible to get the fire extinguisher into the engine room without allowing a lot of oxygen into the engine room. This has previously been standard on center cockpit boats

Hallberg-Rassy 372

- New standard instrumentation is the new series from Raymarine; i50 Speed, i50 Depth and i60 Wind
- An access plug to the engine room is added to allow access for a fire extinguisher without letting a lot of oxygen into the engine room. This has previously been standard on center cockpit boats

Hallberg-Rassy 40

- New standard instrumentation is the new series from Raymarine; i50 Speed, i50 Depth and i60 Wind

Hallberg-Rassy 412

- An extra locker over the footend is added to the aft cabin(s)

- New standard instrumentation is the new series from Raymarine; i50 Speed, i50 Depth and i60 Wind

- An access plug to the engine room is added to allow access for a fire extinguisher without letting a lot of oxygen into the engine room. This has previously been standard on center cockpit boats

- New colour for the composite stone for the worktop in the galley and in the heads, as seen on the Hallberg-Rassy 55

Hallberg-Rassy 43

- Major facelift, see pages 16-17

Hallberg-Rassy 48

- Major facelift, see pages 14-15

Hallberg-Rassy 55

- New standard instrumentation is the new series from Raymarine; i50 Speed, i50 Depth and i60 Wind
- New and more elegant hidden hinges for the cockpit locker lid

Hallberg-Rassy 64

- The main engine is upgraded from 280 HP to incredible 300 HP
- New design for the windscreen, with curved tops of the side panels, like on the 412, 43 Mk III, 48 Mk II and 55
- New standard instrumentation is the new series from Raymarine; i50 Speed, i50 Depth and i60 Wind
- New colour for the composite stone for the worktop in the galley and in the heads, as seen on the HR 55
- Improved access to storage in v cabin and aft sidedeck



Interesting lecture on Friday night at Open House

Janne and Calle decided to sail around the world, but they couldn't sail and didn't have a boat. Five years later they made their dream come true and sailed around the globe in a Hallberg-Rassy 42E. See more on page 23.

The lecture will be about their trip and will be held in Swedish, Friday 24 August at 19.00 and we will start with dinner, and after that the lecture.

You will also have the chance to buy a signed book from Janne and Calle.

As the number of seats to the lecture are limited and we will also serve a dinner with beverage, we request a prepayment of tickets from you. The Friday

night lecture including dinner costs SEK 300 (roughly 35 Euros) per person. Please give us your Visa, Euro-card or Mastercard number, expiry date, name, address, mobile phone number, email address and your written agreement for us charging the above mentioned amount. For safety reasons we do not want you to email text with facts about your credit card. Please send either a photo or a scanned hand written letter of the data to info@hallberg-rassy.se or a fax to +46 304 50486.

In previous years the event has been fully booked. We therefore recommend you to send your application as soon as possible.

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Yachtclub renews fleet of ten Hallberg-Rassys

A private European sailing club, British Kiel Yacht Club, owns a fleet of ten Hallberg-Rassy 342s. The club has decided to renew the fleet. Once more the club has carefully investigated the market for 31-35 ft cruising boats. The result is again an order for a new fleet of ten Hallberg-Rassy 342.

The club has made a very detailed analysis of competing boats including sea trials, inspection of building methods, analysis for possible second hand value, spare parts supply, value for money and more. The analysis has been going on for more than a year.

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

The yachts are used extensively from early March

until the end of November. Each boat is sailed about 7 000 nautical miles per year, which corresponds to roughly seven years of sailing for an ordinary sailor. BKYC has their own yard facilities with professional care and maintenance. A report from the RYA Chief Examiner describes the boats as "the best maintained fleet of sea school yachts in the world".

The club changes boats every three to four years and this is the fifth time the order goes to Hallberg-Rassy. No other boatbuilder has received so many orders from BKYC. BKYC has previously had a fleet of twelve Hallberg-Rassy 29 and another fleet of twelve Hallberg-Rassy 31 and now the third fleet of ten Hallberg-Rassy 342. That makes 54 Hallberg-Rassys to one buyer!

The new boats are to be delivered in February 2014. The old fleet of boats is available for sale at 137,000 Euros + VAT and these boats are accessible for delivery October 2013 but may be bought now. Please contact flag@bkyc.de for details on the previous fleet.



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If you supply to Hallberg-Rassy, you know you must be one of the very best in the business. Elvstrøm Sails delivered all sails for Hallberg-Rassy since more than 20 years!





Results from The Hallberg-Rassy Rally where everybody wins 2013

There were perfect weather conditions with 12-16 knots of wind from SSW and sunshine. 20 crews from 7 different countries gathered and had a very good time together with two dinners and breakfast. There was no time keeping and only winners. Every

boat won some kind of category. Prizes were generous, including for example a chart plotter, a folding bicycle, a minisafe, an inverter, Musto sailing jackets, a sprayhood, winch handles, life vests, binoculars, tools, led lights and a lot more.

Category	Boattype	Boatname
First boat to cross finish line	Hallberg-Rassy 55	
Longest way to Ellös (Sailed from the USA)	Hallberg-Rassy 48	Bella Rose, USA
Most fender boards onboard	Hallberg-Rassy 48	Emilija, Ireland
Fastest boat with Echomax radar reflector	Hallberg-Rassy 43 Mk II	Rackar'n, Sweden
Fastest Hallberg-Rassy 43 with Hardtop	Hallberg-Rassy 43	Duo, Finland
Newest boat	Hallberg-Rassy 372	Jovel, Germany
Most numbers of legs onboard (2 adults, 3 children, 2 dogs)	Hallberg-Rassy 372	Tess, Sweden
Captain with the coolest sunglasses	Hallberg-Rassy 37	GoAgain, Sweden
Winner of the youngest dog competition	Hallberg-Rassy 37	Gefon, Sweden
Most flags in mast	Hallberg-Rassy 37	Joyce, Denmark
The winner of the harbour sailor race	Hallberg-Rassy 37	Siller Lass, Norway
Happiest crew	Hallberg-Rassy 36	Maverick, Sweden
Winner of the selftacking class	Hallberg-Rassy 342	Kirsikka, Norway
Most elegant early starter	Hallberg-Rassy 342	Filuren, Sweden
Largest white fenders on transom	Hallberg-Rassy 342	Zephyros, Sweden
Fastest Hallberg-Rassy 342 with radar pole	Hallberg-Rassy 342	Elinor, Sweden
Newest sailboat owner (previously owned a power boat)	Hallberg-Rassy 34	Henny, Sweden
Fastest boat without Hallberg-Rassy logo on sail cover	Hallberg-Rassy 34	Anna, Sweden
Fastest Hallberg-Rassy 310 with teenage crew	Hallberg-Rassy 310	Morris, Sweden
Best chicken wrap chef	Hallberg-Rassy 310	Märta, Sweden

Hallberg-Rassy

Hallberg-Rassy keeps the flag high for Swedish boatbuilding. During 2013 the yard will turn 70 years old. The company history started with Harry Hallberg back in 1943. In our modern time when boat building has not been spared series building or mass production, it is good to know that the Hallberg-Rassy yard existed in the days when boat building still meant wood and individual boats. In view of this Hallberg-Rassy has specialized, from the earliest days, in comfortable sailing boats suitable for longer voyages.

Harry Hallberg

What today is called Hallberg-Rassy Varvs AB was originally two yards.

Harry Hallberg, who lived between 1914 and 1997, commenced his boatbuilding career as a boy of 14, constructing boats made of wood. In 1943 he opened his own yard at Kungsviken on the island of Orust in Sweden.

At first, he built his wooden boats more or less by instinct. Different possibilities were discussed with the customer and solutions pointed out. Blueprints hardly existed at all. It was said that: "Someone who cannot build a boat without drawings cannot call himself a real boat builder".

The first boat to be built in a series was the Folkboat. He also had good success with Kungskryssaren (Swedish for the king's cruiser), not to be confused with the Finnish King's Cruiser which has nothing at all to do with Hallberg-Rassy. The Kungskryssaren was constructed in the mid-50's. Both the Folkboat and Kungskryssaren were also built by other yards.

Harry Hallberg's most distinguished contribution was his understanding of the advantages of using GRP and to build boats in a series. In 1963 he was one of the pioneers in serial production of sailboats using GRP. He was the first successful builder of GRP hulls with wooden superstructure in a series. His P-28 was a great accomplishment and in many aspects a forerunner. This model early had export success with the first 100 units sold to the USA.

Christoph Rassy

Christoph Rassy was brought up in Bavaria in the south of Germany by a lake named Starnberger See. As a young guy, he in his spare time built models of boats and also real boats. He wanted to learn more about boats and became an apprentice at a small yard for wooden boats in southern Germany.

Soon he wanted to build and sail larger and finer boats and wanted to live by the sea. He thought that Sweden, a large country with lots of water, was bound to build large and splendid boats. Consequently, he wrote to many Swedish boatyards, requesting work. One yard wrote that they would welcome him, and in 1962 Christoph moved empty-handed to Nötesund, Sweden to build boats. During the day he built boats for a boatyard that has now been out of business for many years.

The Kungsviken yard

To stretch his cash flow young Mr Rassy built boats for himself in his spare time. He raced these boats, won, and sold them at a profit.

Soon Christoph Rassy wanted to strike out on his own. As luck had it, this coincided with a leading boat builder's change of premises. This boat builder was Harry Hallberg. In the mid-60's the yard at Kungsviken had become too small for Mr Hallberg and he built new premises in Ellös, 10 kilometres to the southwest on the island of Orust.

When Christoph Rassy started his own business he bought the old Hallberg yard in Kungsviken.

Harry Hallberg and Christoph Rassy were competitors 1965-1972

In the years of 1965 to 1972, Harry Hallberg and Christoph Rassy were competitors. At first, Christoph Rassy built boats on a one-off basis.

The first boat that became part of a series was the "Rasmus 35", designed in 1966 by the then leading Swedish designer of elegant yachts, Olle Enderlein. The first two were built entirely in mahogany and took one year each to construct. This boat was in many ways ahead of its time. It was a pioneer long distance cruiser with a powerful engine and a centre cockpit protected by a windshield. This is a design that has remained with the Hallberg-Rassy yachts to this day. When the Rasmus was presented many eye-brows were raised. Some thought that the boat was much too large. In those days 35 feet was regarded as an enormous boat size. In addition, it was a sailing boat with a windshield. This was a combination never seen before. Today it is taken for granted on a good cruising boat.

At the same time Harry Hallberg built his boats in Ellös. Smart, attractive boats at a reasonable price, thanks to serial production and GRP hulls.

Hallberg-Rassy since 1972

Harry Hallberg retired in 1972. Again, fate intervened; Christoph Rassy was looking for larger premises. Ellös now produced the "Mistral 33" featuring a superstructure of mahogany, the IOR 1/2 tonner "Mistress 32", the best-selling "P-28" and the little yellow 24 ft "Misil II", all designed by Olle Enderlein, with the exception of the P-28 which was designed by Harry Hallberg.

In 1972 the Rassy yard in Kungsviken purchased Harry Hallberg's yard in Ellös. As the Hallberg brand was by far the most well-known with its four designs and the Rassy yard only had the Rasmus; the new company was named Hallberg-Rassy.

Harry Hallberg and Christoph Rassy, however, have never been partners.

As a matter of curiosity, we like to tell about a prospective boat-buyer, who in 1972 was torn between buying a Mistral 33 from the Hallberg yard or a Rasmus 35 from the



Rasmus 35 from the 1960s



celebrate 70 years

Rassy yard. The Rasmus had centre cockpit and the Mistral had aft cockpit. The prospect asked a salesman at Hallberg's why he should choose the Mistral: "*As the boat has an aft cockpit you do not risk water splashing into an aft-cabin*" was the answer. The prospective buyer later went to the Rassy yard to look at the Rasmus. The following discussion took place: Prospective buyer to Mr Rassy:

- *Why not a boat with an aft cockpit, so you do not get water splashing into the aft cabin?*

- *Who recommends that?* Mr Rassy asked.

- *The people at Hallberg's at Ellös.*

- *They will never say that again.*

- *Why not?*

- *I bought the Hallberg yard this morning.*

A Rasmus was ordered. This boat has the same happy owner to this day.

And by the way; the water does not splash into the aft-cabin!

The bestseller - the Monsun 31

The first new design under the name of Hallberg-Rassy was the Monsun 31, which was created in 1973 and launched 1974. The boat proved a great success, and 904 were built up to 1982, the highest number of units built of any kind of Hallberg-Rassy to this date. To meet the demand the area of the yard was doubled in 1975.

Hallberg-Rassy 41 - the new flagship

The next design was the Hallberg-Rassy 41. This quickly became a trendsetter. This was the first boat with a proper walk through to the aft-cabin below deck. The basic principle for the layout, though greatly improved, is used on center cockpit boats to this day. One can question if this is due to routine or if this represents the optimal interior design of a centre-cockpit boat. On further study it becomes rather evident that this is indeed an optimal design.

The Hallberg-Rassy 41 had free passage from stem to stern below deck in one level. The galley was placed at starboard by the stairs, out of the way from any passers-by, providing safety at sea and providing full headroom in the whole galley. The chart table on the opposite side was generous and with a real seat in the boats heading direction.

Further the Hallberg-Rassy 41 was a long distance vessel with the keel and rudder separated, and among other things a blue brim around the cockpit, which was slightly elevated, to give room for the passage below deck.

The size of the boat and the outfitting was spectacular for its time: Pressured water, heated water, shower, electric anchor winch, headsail furling system, two separate heads, a powerful engine, solid and elegant wooden interior and gracious lines.

All this is basic for a centre cockpit design, though very much improved, to this day. Over 100 units of the Hallberg-Rassy 41 were built during a short but intense period from

1975 to 1979, a few were also built until 1981.

Hallberg-Rassy 38, designed in 1976/77, was also a trendsetter with the same interior concept, though a higher freeboard, and was the first boat with the characteristic blue stripe around the hull.

The Hallberg-Rassy 352 from 1977/78 was a substantial sales success, with more than 800 built until 1989. This was the first time a designer had managed to combine, in a 35 foot boat, a walk through to the aft-cabin with spectacularly elegant lines. Hallberg-Rassy 352 offered large-boat characteristics at a moderate price.

An ad for the Hallberg-Rassy 312 from 1979 said: "*The new fast long distance cruiser. It is easy to recognize the new Hallberg-Rassy 312, by its contemporary lines and the design which has become characteristic for yachts from Hallberg-Rassy; an elegantly laid teak deck, a modern and easy to handle rig, ample elbow-room inside and exquisite woodwork.*" 690 Hallberg-Rassy 312s were built up to 1993.

The Hallberg-Rassy 49, which arrived in 1982, was with its 15 meter hull an imposing flagship for the Swedish boat industry.

One-off boat Rassker

In 1983, 16-year old Magnus Rassy designed and built an experimental boat named "Rassker". The hull was built in high tech aramid fibre and Divinycell. This was the first boat built at Hallberg-Rassy to feature an external lead keel and a stern with a bathing platform. The hull length was 26 ft and the boat won, and still wins, many races.

Hallberg-Rassy 382 - the final Enderlein design

The Hallberg-Rassy 382 came in 1984 and was the last Olle Enderlein design and the last model with the keel moulded into a GRP encapsulated sump. So in a way this model was an end of an era. 120 boats were built between 1984 and 1992.

Armchairs in 1985

In 1985 two armchairs were built in to the saloon of a Hallberg-Rassy 49. This was something no one had seen on a yacht before. Now you can find similar solutions on boats built by yards all over the world, but no armchairs are as comfortable as the original ones by Hallberg-Rassy.

One-off Rassker Magnum

In 1987, another boat designed by Magnus was built, the 35 ft "Rassker Magnum". Also this boat was racing very successfully. These two boats were nothing for Hallberg-Rassy to put on the market, but a good preparation for future developments. Today, many of the features are used in the current production boats. The Rassker boats provided many new ideas for future Hallberg-Rassy models, at the same time offering ideas on what they should not look like. For instance the importance of a proper, deep bilge and an easy to handle rig became evident. Some years later, the experiences from this boat resulted



1972



Hallberg-Rassy 352 from 1978

in a new revolutionary boat, the Hallberg-Rassy 34.

Computer Aided Manufacturing from 1987

Already in 1987 Hallberg-Rassy purchased its first computerised woodworking machine, a CNC-milling machine. Parts could now be cut with an heretofore unheard precision, waste was minimized, and the level of quality further enhanced.

Own hull lamination from 1987

In 1987 Hallberg-Rassy also purchased a factory, which for many years had functioned as a subcontractor for the GRP hulls. Since 1987 Hallberg-Rassy Marinplast AB is a wholly owned subsidiary of Hallberg-Rassy AB.

That means that Hallberg-Rassy has full control over the complete construction cycle, both wood and GRP works. Hallberg-Rassy Marinplast has never built hulls for anybody other than Hallberg-Rassy, in spite of rumours to the contrary.

Germán Frers

- the most talented Naval Architectures of our time

In 1988 Hallberg-Rassy began a successful co-operation with the most talented yacht designer of our time - Germán Frers (pronounced Herman Frers) from Argentina. Frers is as well known for his Superyacht designs, as he is for drawing cruising yachts with elegant lines. Frers comes from a true boatbuilding family. Hallberg-Rassy has always been renowned for its sturdiness, seaworthiness, comfort, safety, and fine wood-work. The latest generation Hallberg-Rassy yachts also offer you the best that you can buy for the future with regard to elegance, performance, and ease of handling.

Several victories in for example the ARC over the Atlantic or Tjörn Runt shows that a modern cruiser does not have to be lacking in performance. Germán Frers has so far made 20 designs for Hallberg-Rassy, in chronological order the Hallberg-Rassy 45, 36, 34, 42F, 39, 31, 53, 46, 62, 43, 40, 37, 48, 342, 54, 372, 310, 64, 412 and the new model for 2013; Hallberg-Rassy 55.

So far Hallberg-Rassy has delivered 8,900 yachts, of which Frers designed 2,900.

Hallberg-Rassy 45 - the first Frers design

When the Hallberg-Rassy 45 was launched in 1988 it was a trendsetter. This was the first Hallberg-Rassy designed by Germán Frers.

The Hallberg-Rassy 45 introduced an external lead keel in serial production, a sturdy hull stiffener along and across the boat, between the floor and the keel, which reinforces the construction considerably. In addition it introduced a hull insulated with Divinycell foam core, which not only insulates from heat and cold, it also ensures an even firmer hull with a smooth inside, in contrast to the stringers of old days.

The Hallberg-Rassy 45 claimed overall victory in the ARC over the Atlantic, in competition with a range of vessels from Whitbread boats and racers/cruisers to smaller family style boats.

The revolutionary Hallberg-Rassy 34

1990 the almost revolutionary Hallberg-Rassy 34 was launched. Three years earlier the then 20 year young Magnus Rassy created his own experimental boat, the 35 ft Rassker Magnum because he wanted a boat that was a joy to sail. That boat gave a lot of experience in good things and things that were not so good. For instance the importance of a proper, deep bilge and an easy to handle rig became evident. The good things were sailing performance and the knowing this can be combined with a comfortable boat. When the Rassker Magnum was sold in spring 1990, the decision was quickly taken to develop a new production Hallberg-Rassy, with the best from Rassker Magnum, adding both further comfort and performance. Frers was commissioned to design a greatly im-

proved performance compared to earlier production Hallberg-Rassys and a look that can be described so contradictory as younger, yet classic at the same time. This should be done without sacrificing all the good old Hallberg-Rassy qualities such as sturdiness, seaworthiness, comfort, safety, and fine wood-work. Summer 1990 the first Hallberg-Rassy 34 sailed. The model came to be a commercial success and a forerunner for a whole new generation Hallberg-Rassys.

New 53 ft flagship

In 1992 a new flagship was launched, the Hallberg-Rassy 53. 82 boats were built during fifteen years, from 1992 until 2006.

Hallberg-Rassy NewsLetter introduced 1995

Every year since 1995 a printed Hallberg-Rassy Newsletter has been released. It contains interesting insider news from Hallberg-Rassy. You may download each issue at the Download section at www.hallberg-rassy.com.

Website introduced 1996

When the Hallberg-Rassy web site got online back in 1996, it was one of the very first web sites for any boatbuilder in Europe. Already then it was unusually extensive.

First GRP boat in a museum a Hallberg-Rassy

In 1996 the Hallberg-Rassy Monsun 31 "Golden Lady" retired into a museum, after three and a half circumnavigations. The Swedish sailor Kurt Björklund donated his boat to the maritime museum in Råå in southern Sweden. Kurt Björklund is the first owner and took delivery of this boat here in Ellös 1974. Kurt knew that he wanted to do some serious sailing, but could never have imagined how far he would travel. In 1983 Kurt retired from work and went on his first solo circumnavigation. The second one included the rounding of Cape Horn. - *I could have sold the boat for some SEK 300 000 But I could not stand the idea of not knowing where the boat was and how she was doing. I prefer sacrificing the money and have peace in my mind*, Kurt said, who lived between 1921 and 2006.

Separate company for spare parts and accessories founded

In 1998, a separate company was founded, to deal with original Hallberg-Rassy spare parts and accessories. Today Hallberg-Rassy Parts AB is a company within the Hallberg-Rassy group and employs four persons purely dedicated to dealing with this. In the web shop www.hr-parts.com you find thousands of items with photo and pricing.

Yet a larger flagship

The time had come for yet a new dimension and yet a larger flagship. The Hallberg-Rassy 62 was presented on the drawingboard 1997 and had world premiere at the boatshow in Düsseldorf January 1998. 25 boats were built until 2011, a high number for this size of yacht.

Shoeless Queen visited Hallberg-Rassy

In 1999, His Royal Majesty, the King of Sweden, Carl XVI Gustaf, visited the Hallberg-Rassy 53 at the boat show in Düsseldorf, accompanied by Her Royal Majesty, the Queen of Sweden, Silvia. Both the King and the Queen took their shoes off when visiting this beautiful boat, as the maritime tradition tells to do. How many else have ever seen a shoeless Queen?

Hallberg-Rassy 43

In August 2001, as model year 2002, the Hallberg-Rassy 43 is introduced. Sales really exploded and the model won many awards;

- Yacht of the Year in Germany,

- Best Midsize Cruiser in the USA,
- Best overall Cruisingboat in the USA as well as
- Top 10 in the US and
- Import Boat of the Year in Australia

A new production workshop in 2002

As a result of the sales success of the Hallberg-Rassy 43, to keep up with all orders yet another workshop was built in 2002. With the new modern building, another five production slots were allowed, keeping all other functions on the same area.

Hallberg-Rassy 40

At the Open House weekend August 2002, as model year 2003, the Hallberg-Rassy 40 was introduced. She won a further bunch of prizes;

- European Yacht of the Year in the largest category
- Overall winner in Boat of the Year in USA 2004
- Best Liveboard cruising boat in USA 2004
- Sailboat of the Show in Stockholm

Yet a new building 2003

In 2003 yet another building was renewed, creating space for CNC milling, cold stock and a garage for installing the keel on the largest models as well as storing the travellift.

Hallberg-Rassy honoured an own street

In 2005 Hallberg-Rassy was honoured an own street, namely Hallberg-Rassyvägen, the Hallberg-Rassy street in Swedish.

New lamination workshop 2007

In 2007 a new lamination workshop was built at Hallberg-Rassy Marinplast in Kungshamn. When the older workshops were built, the largest yacht these had to accommodate was a thirty-five footer. The new workshop has space for the simultaneous building of two large yachts, which corresponds a lot better with both the current and the future product mix.

New head office 2008

In 2008 Hallberg-Rassy opened a new head office. The new office building is situated partly on the water, resting on pillars.

The office is part of the harbour and the demonstrator boats are found just outside the office windows. There is also a large mooring deck. At the far end of the building above the water there is a large conference room.

The new head office hosts the sales department, reception, financial department, development and CEO. There are also guest showers and toilets that have easy access from the outside.

The offices that moved down to the harbour gave place for a state of the art varnishing machine, for which there was no space before.

Hallberg-Rassy 372

Already the very first day the Hallberg-Rassy 372 was launched, August 2008 for the 2009 season, this was reported: *What a great day! Already from the first moment it was clear: the new Hallberg-Rassy 372 sails like a dream! She is quick, easy to steer and she is great fun to sail, always under control. She exceeds all high expectations. She has wonderful sweet lines, even more beautiful in reality than on the synthetic images. This is another milestone in Hallberg-Rassy's history.*

No wonder the Hallberg-Rassy 372 both won **Euro-
pean Yacht of the Year 2010**, Luxury Cruiser and was also concluded **Best in Test** in a large comparison between 8 fast 37 footers in Seilas magazine from Norway.

Two new state of the art varnishing machines

In 2008 and 2009 two new state of the art varnishing

machines were installed. This improved both finish, durability of the varnish, and environmental care. The new headoffice in the harbour crated the necessary space for those machines.

New flagship - the Hallberg-Rassy 64

The Hallberg-Rassy 64 is the greatest Hallberg-Rassy ever built. The world premiere took place at the Düsseldorf boat show in 2011. The Hallberg-Rassy 64 was the largest sailboat at the world's largest boatshow.

The Hallberg-Rassy 64 is a world cruiser for a family crew - operated by Push Button Sailing.

Showroom opened 2012

In January 2012 a new Showroom was opened. Five boats can be showed the whole winter. This is an excellent opportunity to view the boats, without the crowds normally associated with a boatshow.

Hallberg-Rassy 412

In 2012 the Hallberg-Rassy 412 was introduced. It is the largest aft cockpit Hallberg-Rassy ever built. It is the first time twin aft cabins are offered on a Hallberg-Rassy. She is a comfortable cruiser that wins races. The first Hallberg-Rassy 412, with in-mast furling, won her category in Tjörn Runt 2012, among 48 boats, both on calculated time and actual time. She is a comfortable cruising boat able to win races in keen competition.

2013 the Hallberg-Rassy 412 won the title **Sailboat of the Year** in Sweden in the Luxury category.

On stable ground for the future

Everything started 70 years ago in the heart of the Swedish archipelago. Today 8,900 Hallberg-Rassy yachts are delivered all over the world. There are Hallberg-Rassy ambassadors in the very cold areas of the world as well as in tropical heat. Many of the features that help to protect against the cold, work just as well protecting against the heat and intensive sunshine. For example the wind screen with sprayhood canopy or the insulated hull. A Hallberg-Rassy is dedicated to world wide cruising. The success confirms that the Hallberg-Rassy concept is right.

The last few years' business for Hallberg-Rassy includes orders from Andorra, Argentina, Australia, Austria, Belgium, Bulgaria, Canada, Chile, China, Croatia, Czech Republic, Denmark, Faeroe Islands, Finland, France, Germany, Greece, Hong Kong, Hungary, Indonesia, Ireland, Israel, Italy, Japan, Luxembourg, the Netherlands, Norway, Oman, Poland, Portugal, Qatar, Russia, Saudi Arabia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Arab Emirates, United Kingdom and the USA.

Hallberg-Rassy has stayed true to the concept of sturdy craft, well protected cockpits, high endurance and good sailing qualities with a high degree of comfort. The boats are easy to handle by a small crew. All this means we can build long series of boats with a quality that is affordable.

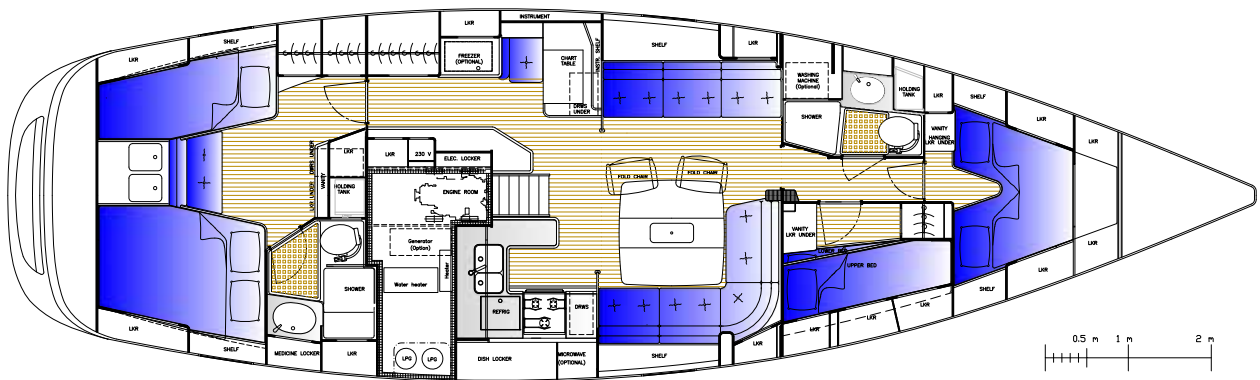
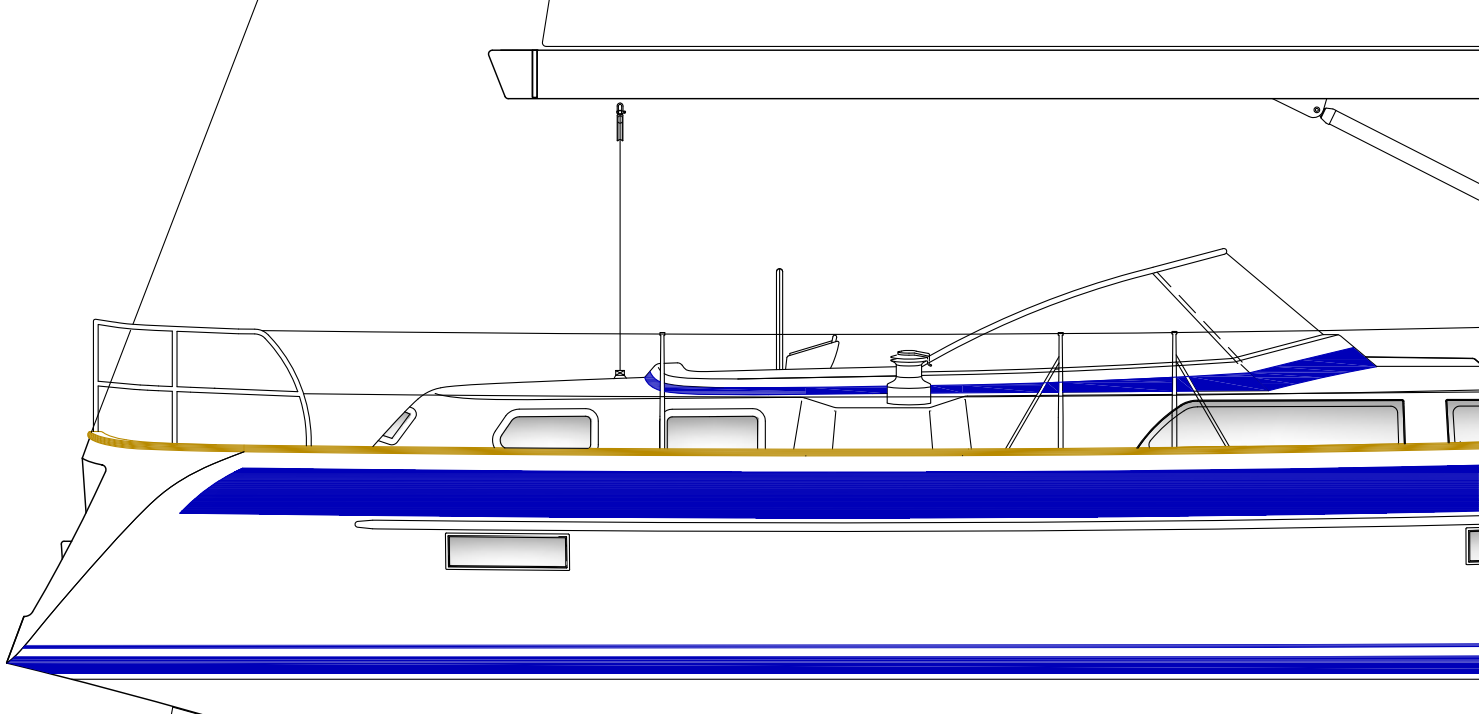
Have a look at a Hallberg-Rassy! Come on board! The superb woodwork gives it an unmistakable atmosphere.

The Hallberg-Rassy group of companies are to 100 % owned by the Rassy family. Hallberg-Rassy is since 2003 headed by the second generation; Magnus Rassy. Hallberg-Rassy has never had financial troubles and we have delivered every yacht on time. Every buyer may get a bank guarantee at low cost price.

Scan the QR code and read the full story online:



*A Hallberg-Rassy is a safe investment
- yesterday, today and tomorrow!*



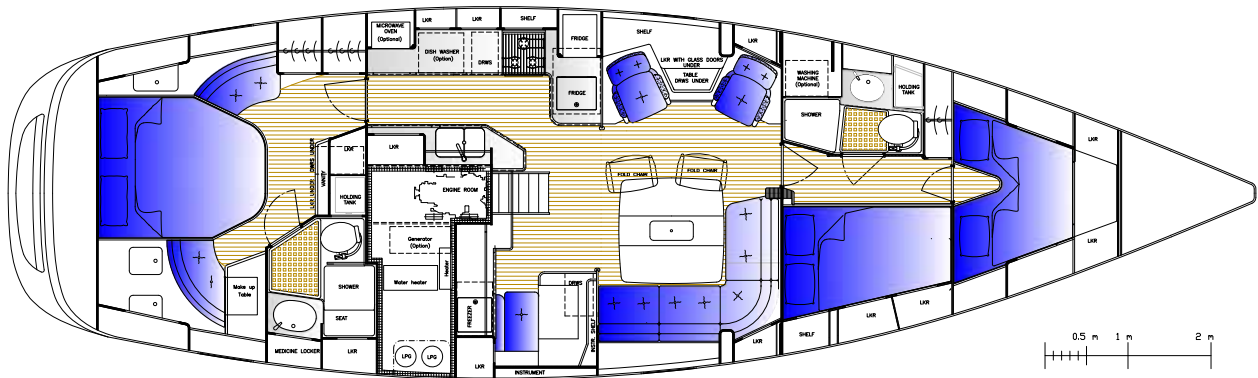
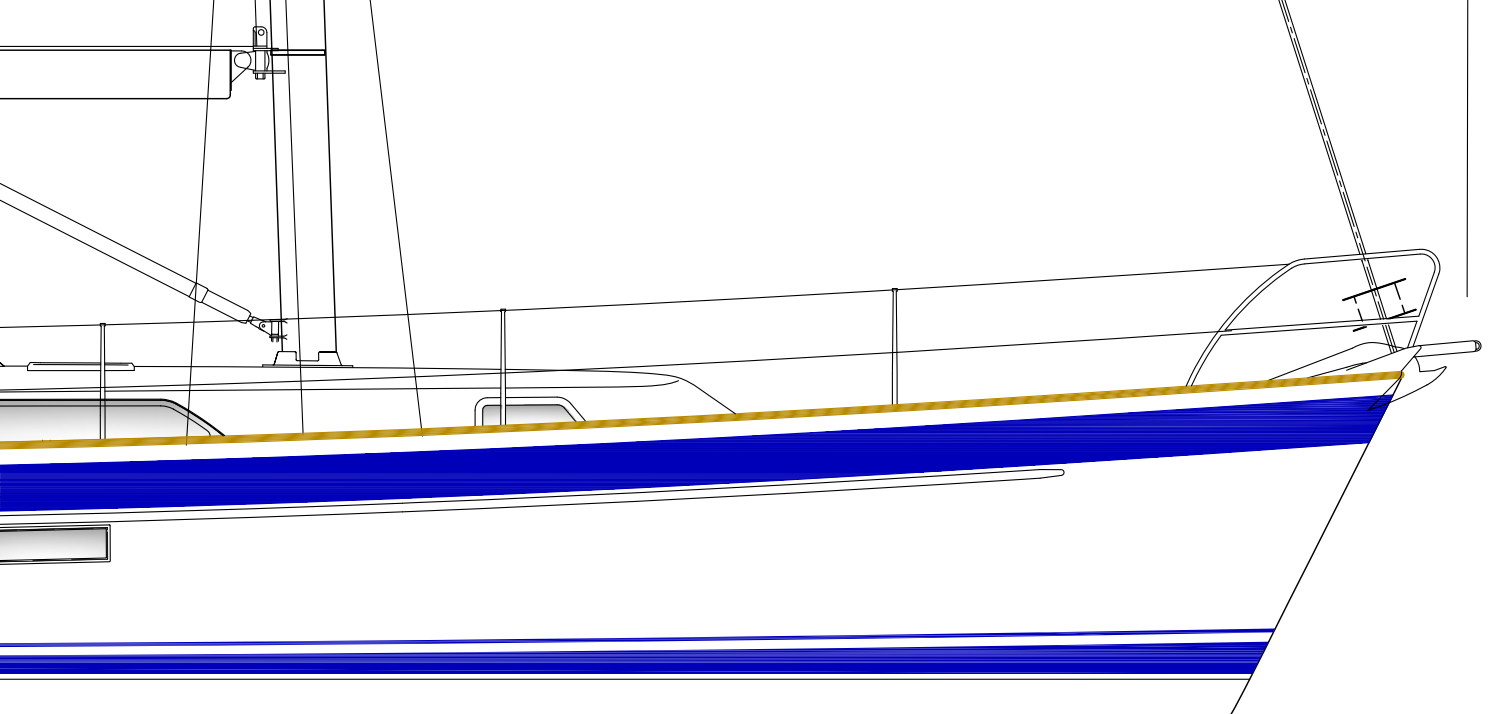
New 2014! Hallberg-Rassy 48 Mk II -More natural light,

The new Hallberg-Rassy 48 Mk II offers More natural light - More comfort - More elegance - She is even More Hallberg-Rassy!

A winning concept further developed

The Hallberg-Rassy 48 Mk II is a blue water cruiser that is improved on 18 points compared to the predecessor 48:

- The saloon portlights are a heritage of the Hallberg-Rassy 55 and 64. The window area is greater and is frameless with tempered glass. This gives both more natural light and more elegance
- The 48 Mk II has two opening portlights between the saloon and the cockpit, both port and sb side, like on the Hallberg-Rassy 55
- Four hull portlights; two in the saloon and two in the aft cabin
- White painted wooden panels in the alcoves in the saloon improves brightness of the cabin
- New design for the windscreen, with curved tops of the side panels, like on the Hallberg-Rassy 55
- Over the sliding hatch there are now Raymarine instruments as standard; i50 Speed, i50 Depth and i60 Wind
- Seven slim style ventilators with built-in ping pong balls, which immediately closes if water comes over, and instantly and automatically opens again as soon as the water is gone
- The batteries are upgraded to AGM deep cycle like in the Hallberg-Rassy 55
- When a retractable TV is ordered, the size is now as large as 40 inch



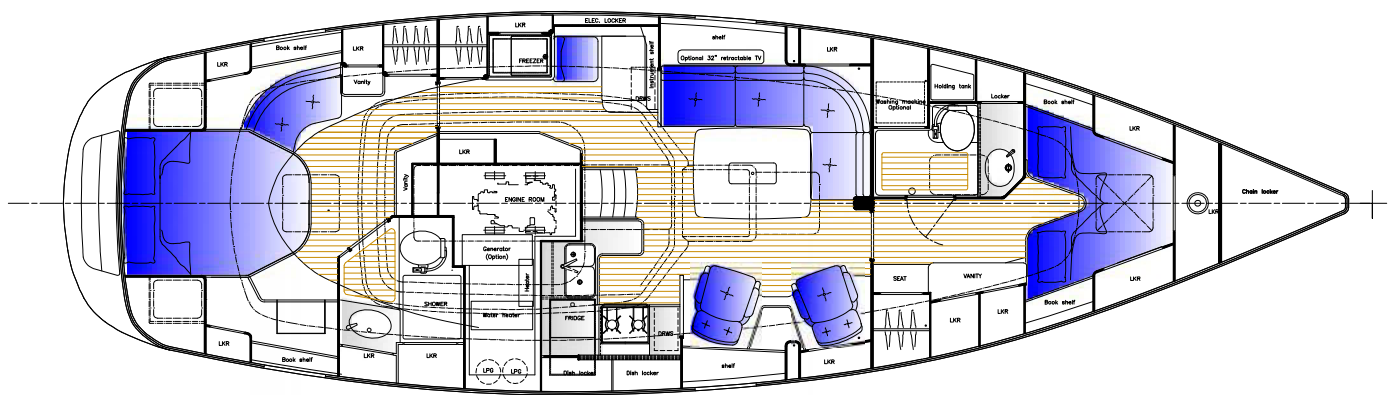
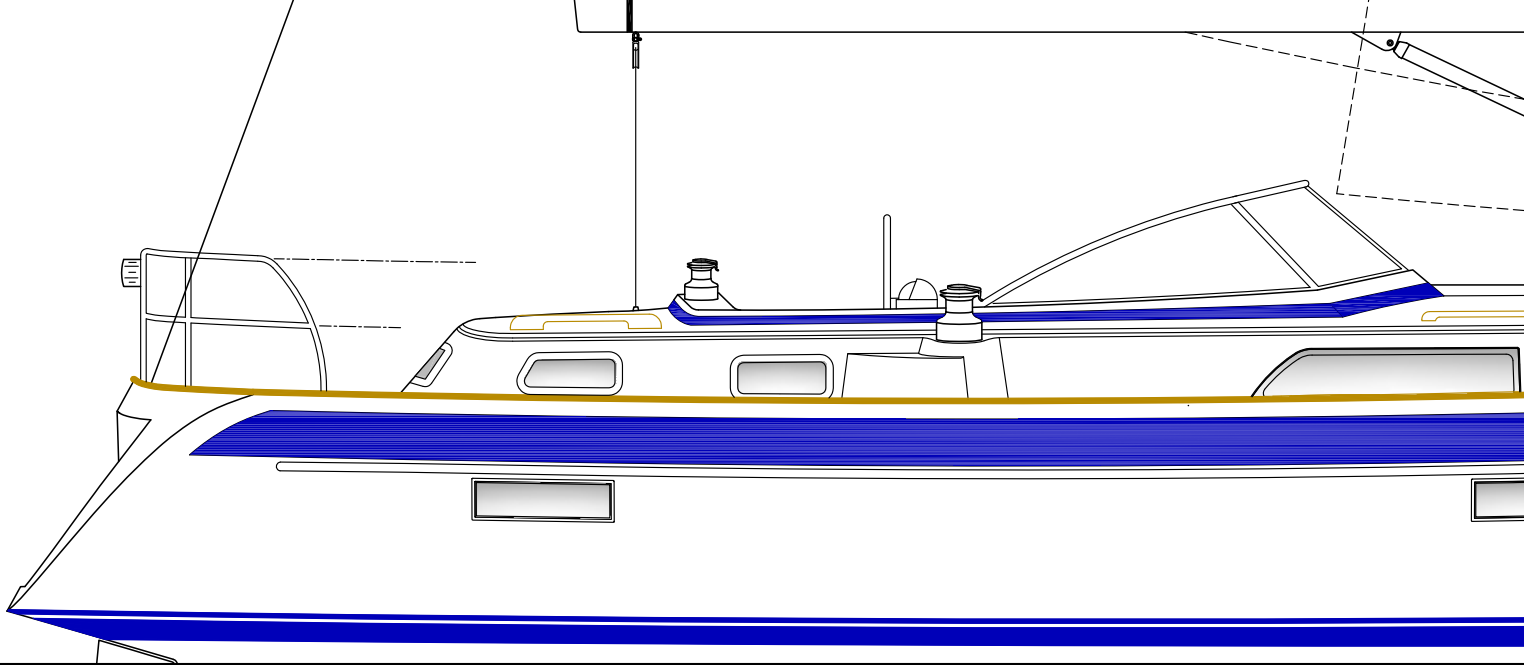
more comfort, more elegance, more Hallberg-Rassy

- New design for the pushpits and pulpits
- A slimmer design for the anchor windlass
- Bookshelves in v cabin and aft cabin like in the HR 55, which means more open design with white wooden slats inside
- Two opening portlights in the port side linear galley, one opening portlight in the sb side U shaped galley
- New colour for the composite stone worktops in the galley and the heads, as seen on the Hallberg-Rassy 55
- Improved aft deck lockers as on the, 55 and 64, which means improved watertightness
- Possibility for the race winning FatFurl furling mainsail, with headboard and good roach
- Possibility to install retractable bow and stern thrusters, with docking function, which makes it possible to push the boat to the dock, even if the wind is blowing from the shoreline, without the need to stand at the helm position
- Possibility to get the genoa sheet winches as REVO, which means also reversible function

World premiere 11-12 October 2013

The world premiere for the Hallberg-Rassy 48 Mk II will be in Hallberg-Rassy's Showroom in Ellös, 11-12 October 2013, for model year 2014. She will also be at the boot Düsseldorf, 18-26 January 2014.





The new Hallberg-Rassy 43 Mk III

The Hallberg-Rassy 43 Mk III is presented as model year 2014. She follows the success of the 64, 55 and 48 Mk II with more natural light, more elegance and further improved interior comfort. An already good boat got even better.

25 improvements

There are 25 improvements compared to the 43 Mk II:

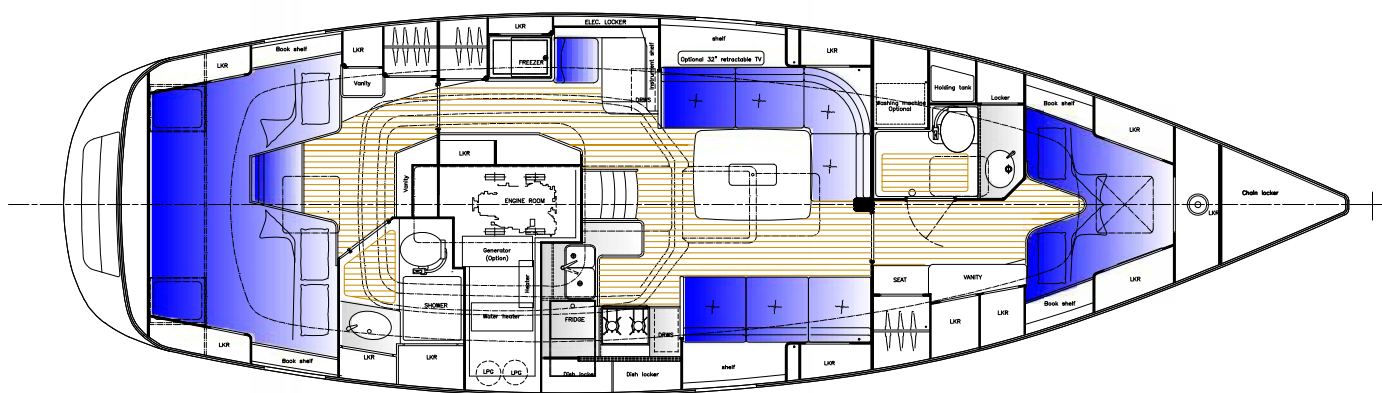
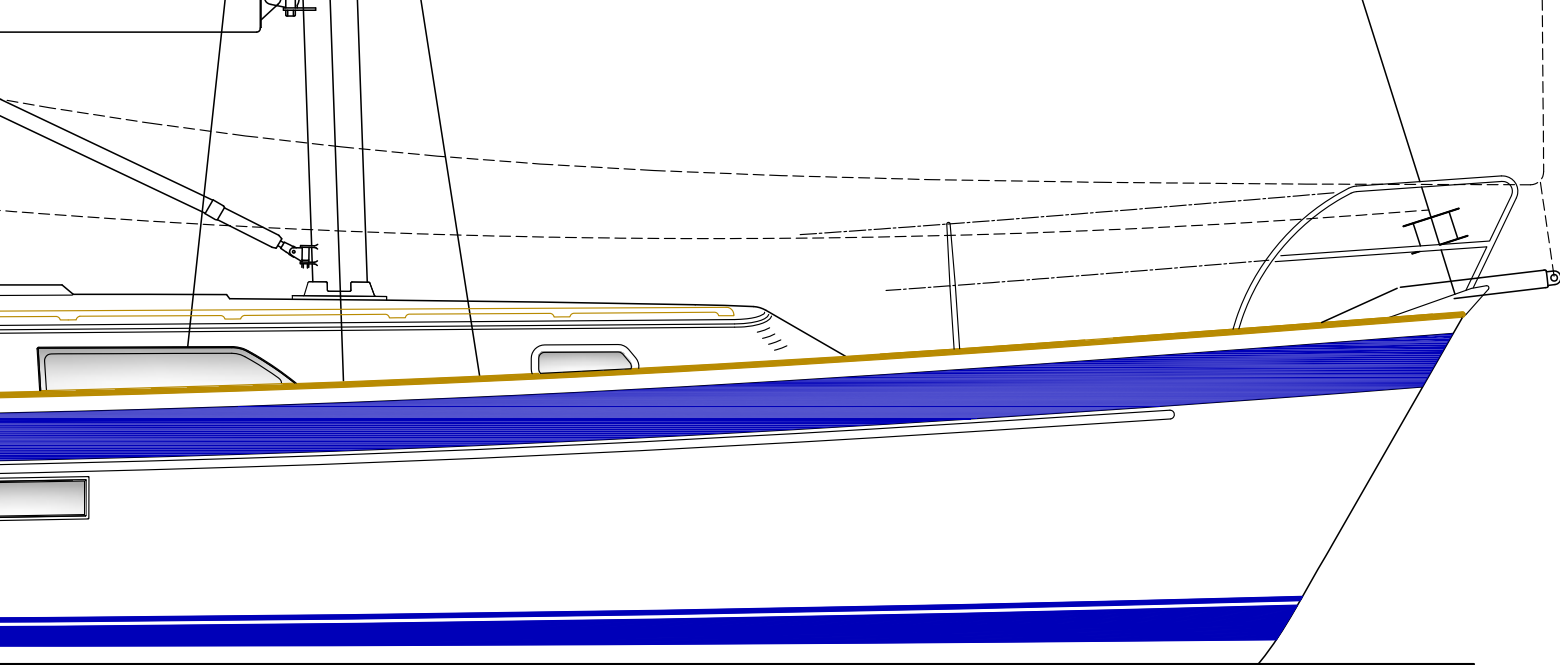
Exterior:

- New saloon portlights; larger, frameless, tempered glass, like on the 48 Mk II, 55 and 64, give more natural light
- 4 hull portlights; two in the saloon and two in the aft cabin, give eye-contact to the world outside while seated in the saloon
- New low profile ventilators with built in ping pong balls like on the 412, 48 Mk II and 55
- New more elegant design of the windshield with rounded top on the side panels, similar to the 412, 48 Mk II and 55

- New more elegant design of the pushpit and pulpit, similar to the 412 and 55
- Larger forward anchor locker
- Improved aft deck lockers as on the 48 Mk II, 55 and 64, which means improved watertightness
- Possibility for the race winning FatFurl furling main-sail, with headboard and good roach
- Possibility to install retractable bow and stern thrusters, with docking function, which makes it possible to push the boat to the dock, even if the wind is blowing from the shoreline, without the need to stand at the helm position
- Possibility to get the genoa sheet winches as REVO, which means also reversible function

Interior improvements

- L shaped port side sofa in the saloon 8 cm longer
- Starboard saloon sofa 1 cm longer



Well proven and contemporary comfort

- Space between entrance stair to saloon table increased
- White painted wooden panels in the alcoves in the saloon improves brightness of the cabin
- Possibility for good size retractable 32 inch TV on port side of the saloon
- Possibility for retractable washboard for the entrance
- V cabin 5 cm longer berths, lower, located slightly more aft in the boat. Because of that, the width of the berths is kept the same
- Forward toilet compartment from the Hallberg-Rassy 412, with separate shower with plexi glass doors and space for a 230 v washing machine
- Larger galley: 7 cm more worktop in the aft end
- Galley centre part extended 7 cm for more worktop space
- Opening portlight between galley and cockpit
- New colour for the composite stone worktops in the galley and the heads
- Possibility for real centre line berth in aft cabin, sofa to port, make-up table to starboard
- When centre line berth is ordered, the aft deck lockers are deeper and narrower than with the standard arrangement, to allow for full height in the aft cabin to sleep with your feet at the forward end. When standard aft cabin layout with two individual berths are ordered, then the aft deck storage has the same shape as on the 43 Mk II
- Bookshelves in v cabin and aft cabin as on the Hallberg-Rassy 55, which means more open arrangement and white wooden lining inside the alcoves
- Upgraded service batteries to AGM deepcycle

World premiere 11-12 October 2013

The world premiere for the Hallberg-Rassy 43 Mk III will be in Hallberg-Rassy's Showroom in Ellös, 11-12 October 2013, for model year 2014. She will also be at the boot Düsseldorf, 18-26 January 2014.



German Hallberg-Rassy 412 "Luna" came second overall

Results German Hallberg-Rassy Cup 2013

Position	Boat	Handicap	Sailed time	Corrected time
1	Hallberg-Rassy 43 Mk II "Vela"	95	04:07:00	04:20:00
2	Hallberg-Rassy 412 "Luna"	92	04:14:07	04:36:13
3	Hallberg-Rassy 372 "Mimmi Al Berta"	96	04:27:01	05:38:09
4	Hallberg-Rassy 342 "Nordwind"	100	04:38:12	04:38:12
5	Hallberg-Rassy 31 Mk II "Endeavour"	110	05:06:06	04:38:16
6	Hallberg-Rassy 310 "Ahoi Marie"	103	04:46:48	04:38:27
7	Hallberg-Rassy 34 "Sycorax"	104	04:50:18	04:39:08
8	Hallberg-Rassy 37 "Elise"	102	04:47:06	04:41:28
9	Hallberg-Rassy 53 "Ikarus"	92	04:20:04	04:42:41
10	Hallberg-Rassy 31 "Triple X"	106	05:02:19	04:45:12
11	Hallberg-Rassy 372, "Sir Henry"	100	04:46:59	04:46:59
12	Hallberg-Rassy 48 "Tramp"	93	04:38:28	04:48:51
13	Hallberg-Rassy 372 "Jan van Gent"	98	04:47:25	04:53:17
14	Hallberg-Rassy 40 "Infinity"	96	04:43:50	04:55:40
15	Hallberg-Rassy 312 "Diva"	112	05:39:11	05:02:51
16	Hallberg-Rassy 342 "Bribri"	99	05:02:18	05:05:21
17	Hallberg-Rassy 342 "True Love"	104	05:20:20	05:08:01
18	Hallberg-Rassy 34 "Aurel"	102	DNF	DNF
18	Hallberg-Rassy 412 "New Vision"	93	DNF	DNF
18	Hallberg-Rassy 37 "Dry Water"	103	DNF	DNF
18	Hallberg-Rassy 342 "Forschi"	102	DNF	DNF
18	Hallberg-Rassy 42E "Quadro II"	107	DNF	DNF
18	Hallberg-Rassy 37 "Camporosa"	102	DNF	DNF
18	Hallberg-Rassy 46 "Lotta"	100	DNS	DNS
18	Hallberg-Rassy 31 Mk II "Lobras"	107	DNS	DNS



German Hallberg-Rassy 53 "Ikarus" 9th overall



25 yachts in German Hallberg-Rassy Cup 2013

The **Hallberg-Rassy 43 Mk II "Vela"** with in-mast furling and Epex sails won the German Hallberg-Rassy Cup, 29 June 2013 overall. Number two overall was the **Hallberg-Rassy 412 "Luna"**. Those two boats were also Number 1 and 2 in the category from 37 ft and larger.

In the category up to 36 ft, the **Hallberg-Rassy 342 "Nordwind"** won and number two was the **31 Mk II "Endeavour"**.

The race offered very various wind conditions, with 8 knots at the beginning, increasing slowly, and suddenly came a dramatic increase to 35 knots of wind, combined with a 60-70 degrees change of wind direction.

25 boats from Germany and Sweden gathered

in Ancora Marina in Neustadt, Bay of Lübeck, where Hallberg-Rassy's German sales office also is located.

All crews had a very good time. There were two dinners and one breakfast together. The prizegiving was on Saturday evening, with dinner, music and dancing.

A handicap system called Yardstick was used. The lower the Yardstick, the faster you have to sail. The sailed time is divided by the Yardstick figure, resulting in the calculated time. The handicap figure compensates for fixed or folding propeller, whether you have spinnaker, gennaker or code zero, if you have a genoa or a jib, if you have traditional mast or in-mast furling, if you have a battenless main or furling main with battens.



First photos of the new



Lots of comfort and natural light



New Hallberg-Rassy 55





Hallberg-Rassy 412 again outperformed racingboats

A Dutch Hallberg-Rassy 412 recently sailed the 40 NM double handed race "40 Mijl van Bru" and won big time!

There were totally 180 participants and the Hallberg-Rassy 412 with in-mast furling won her class. The 412 was the fastest overall on corrected time but also on the water the 412 beat First 40.7, X-43, X-46, XP-38, XP-33 on boatspeed!

The crew consisted of Marnix Hameeteman, Dutch Hallberg-Rassy importer, and Jaap de Waal. Congratulations to this achievement!

The result is another proof that the Hallberg-Rassy 412, an easy to sail and comfortable cruiser with in-mast furling, is capable of outperforming the hottest racing boats of the same size.

Gori[®] propeller



www.gori-propeller.dk

New book in preparation about Hallberg-Rassy 42E around the world

How does a middle-aged, seasick electrician with no money end up spending three years sailing around the world?

Dreams have a logic all of their own. Some start with a flash of insight or a moment of recklessness. This one started with a handshake.

On a cycling holiday in France in 1997, my best friend Carl asked me an unexpected question. I'm going to sail around the world. Would you like to come with me?? Are you serious? You have no boat, we have no money and neither one of us knows the first thing about sailing. What's more, I get seasick in 2 minutes. Believe me, if decades of nagging from my father hasn't gotten me out on water, what makes you think I'm going to start now??

The subject changed and we got on with our cycling, but the conversation stayed with me. After a very long, sleepless night I found myself saying :You know it might not be such a bad idea, after all. I mean, how hard can it be? You're on.

So we shook hands and it was a done deal. The little details - buying a boat, learning to sail and saving up money - took five years, but in 2002, we sailed away from Helsingborg, Sweden for a three year voyage that would change both of us forever.

I came home a new man with new dreams. One of

them was writing a book. The book already appeared in Swedish: "Segla med Albatross".

The story, however, is bigger and deserves a bigger audience. This is why Yanne has brought in a talented writer, Tracey Christiansen, to help retell our story in English. The Spanish multi-artist Rodolfo Navarro will help us with illustrations, layout and music.

The result is Brave or Stupid, a book for anyone who has ever had a dream, anyone who has ever gone beyond what is sensible and realistic to discover a whole new world outside and a whole new person inside. The book is full of photos and illustrations from a journey that is everything you would expect and much you wouldn't.

Yanne need your help to make this book a reality. He has started raising funds for production through a crowd-sourcing site called Indiegogo. Watch the video and then go to Indiegogo to read sample chapters. Remember, any contribution you can make will go a long way!

Rewards range from an ebook edition to a two-day cruise on the S/Y Albatross - the sailboat that took them around the world.

To read more, please got to <http://braveorstupid.com>

The crew of Hallberg-Rassy 42E Albatross will hold this years Open House lecture, see page 6.

Hallberg-Rassy on Swedish national TV

Saturday 23 March at 16.30 in the national Swedish TV channel TV4, there was a program called Kust och Hav, where a part is about the Hallberg-Rassy Open House weekend in August.

You may also see the program on-line, at www.tv4play.se, search for Kust och Hav. Please watch especially from 16 minutes 55 seconds into the film.



Stem på årets luksuriøse seilbåt

Hvilken båt synes du fortjener å vinne: Amel 55, Discovery 57, Hallberg-Rassy 412, eller 13.58 other Southbay 47.

Årstilsvarende
-avsluttet på
Feltwork 18. des 2011 kl 12:30
Utført av: 12. des 2011
kl 09:43

19. januar blir det kjent hvilke båter som får den prestisjefulle prisen som hvert år blir utdelt under Boat i Design. I år er det fire priser: Hestegablene, Familien, Laksjøen, Skarpsjøen og Spisestue seilbåten. Prisen blir gitt av journalister fra ledende seilbåter i Europa hvor Seilas er en av dem. Utvalget av båter i år er fra Skarpsjøen, Hestegablene, Familien og Seilas. Disse båtene ble testet i Skarpsjøen og Seilas 2.

Du finner alle båtene som er nominerte her.

Hva synes våre lesere
Det blir mye diskusjon i juryrommet under nomineringen, og når vi plukker ut vinneren. For alle avtaler vi i Seilas 2.



Hallberg-Rassy 412 is the people's choice winner for European Yacht of the Year

The magazine Seilas in Norway asked their readers and web site visitors to vote which boat they think is the most worthy winner of the European Yacht of the Year, Luxury cruiser category. The result is a massive win for the Hallberg-Rassy 412 which got no less than 72.8 per cent of the votes. Number two got only 8.1 per cent. So the people's choice is clearly Hallberg-Rassy.



Open House weekend 23-25 August 2013

Each year, for the last 20 years, Hallberg-Rassy hosts an Open House for sailing enthusiasts from all over the world. This year the event will be held on the weekend of August 24th through 26th. The Open House Weekend in 2012 was a success, some 24 000 people came to see the boats and the yard's workshops. We have also invited our competitors and suppliers to join us. There will be over 100 new yachts, many of those boats are premieres. There are also 83 suppliers of yacht equipment ashore. There is no other in-water boat show 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.

The new 55, 48 Mk II and 43 Mk III

Between 10.00 - 18.00 Friday to Sunday the Hallberg-Rassy 310, 342, 372, 40, 412, 55 and 64 are shown in the water and many Hallberg-Rassy yachts under construction in different stages in the workshops, including a **pre-view** of the new **Hallberg-Rassy 48 Mk II** and **43 Mk III**, see pages 14-17. It will be possible to walk through the yard's workshops from 15.00 hours on Friday afternoon. By special appointment, there is limited possibilities for trial sails on Monday 26 August.

Lecture on bluewater cruising Friday evening

Friday evening there will be a lecture in Swedish by Janne and Calle who have sailed Hallberg-Rassy 42E "Albatross" around the world. There is an application needed for the Saturday night dinner and the lecture, see pages 6 and 23 for details.

Accommodation

Last year the hotels around were 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: 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 (apartments) 0304-51100, Tofta Gård (hostel) 0304-50380, Bed & Breakfast 12 km from the yard, +46-(0)731-827126, Kobbar och Skär, cottage rental, +46 (0)72-74 18 866. For tips about another 125 hotels in the Gothenburg area, one hours drive south of the yard, please visit www.hallberg-rassy.com



- GRUNDAT 1943 -

AFTCOCKPIT YACHTS: HALLBERG-RASSY 310 - 342 - 372 - 412 CENTERCOCKPIT YACHTS: 40 - 43 Mk III - 48 Mk II - 55 - 64
HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS, SWEDEN. TEL +46-(0)304-54 800. info@hallberg-rassy.se

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