

Hallberg-Rassy 43 Mk II

A famous offshore cruiser gets an upgrade

Hallberg-Rassy introduced the HR 43 in 2001 and since then has built 150 of the mid-sized blue water boats. Last year HR introduced the Mk II version at their annual summer open house in Sweden and this year the boat will make its U.S. debut.

The 43 is a classic center cockpit cruising boat in the Swedish tradition with a German Frers designed hull and a robust, roller furling Selden rig. The 43, with a large after cabin and private head, a comfortable saloon that will seat six and a pleasant guest cabin forward, has become a much favored couple's cruising boat.

Built to the highest standards and scantlings, the HR 43 has proven itself over many tens of thousands of sea



miles. But, after six years in production, HR thought it was time to give the 43 an upgrade and bring out the Mk II version.

While sticking with the proven hull and underwater appendages, the new version has a new deck mold that incorporates many small but important improvements from better winch mounts to sleeker hatch frames to more ergo-dynamic cockpit seat backs.

A new taller rig has been adapted to the hull giving the Mk II version more power and speed under sail, and they have used a slightly fractional headsail design that has worked well on several of the new HRs.

Down below the HR designers went through the entire interior to make it more useful and attractive. They have added bookshelves and handholds, upgraded the arm-chair options for the saloon, expanded galley counter space, improved the comfort of the navigator's seat and much more.

Hallberg-Rassy is one of the world's most respected builders of offshore quality cruising boats. The Mk II version of the HR 43 delivers all of the quality you expect, plus the company's ongoing commitment to refining great boats into truly excellent ones.

Specifications: LOA 44'6"; LWL 38'7"; Beam 13'5"; Draft 6'7"; Displacement 28,000 lbs.; Ballast 9,950 lbs.; Sail Area 1,024 sq. ft.

Hallberg-Rassy, Ellös, Sweden www.hallberg-rassy.com

Pacific Seacraft Rises

The famous American builder is back in business

Some 20 years ago, Pacific Seacraft was hailed by Forbes magazine as "one of the best companies in America." But, under a series of owners, the decades were not kind to the company and last year it fell into receivership.

In stepped Steve Brodie from Washington, N.C., who bought the molds, hired several key Pacific Seacraft employees and moved the whole operation 3,000 miles from Los Angeles to North Carolina.

This fall Brodie and his team are relaunching Pacific Seacraft and will have new boats on display at the Annapolis sailboat show in October.

Pacific Seacraft is building the classic Bill Crealock designs that once marked the builder as a leader in the cruising market—the 31, 34, 37 and 40. Displacement cutters with full keels and skeg hung rudders, the designs are conservative and well proven.

All of the boats have short bowsprits, which are used to spread out the cutter sail plans and to house two cruising anchors. **The 31 and 34 have traditional transoms with small lazarette lockers and the 37 and 40 are double ended.**

Down below, the interiors of the boats are traditional and designed to be comfortable and safe offshore. Hand holds are everywhere and the furniture is so well and robustly assembled that you could drop one of these boats off a cliff and the hull and interior would survive.

Brodie has dedicated himself to building Pacific Sea-



Photo credit Bill Kund

crafts to the highest standards and has chosen top of the line gear and equipment throughout. The boats coming out of Washington, N.C., are miles ahead of the boats that were built in California over the last three years.

For those who value the traditional virtues of displacement offshore designs and seek cruising boats that are built to be as rugged as possible, then the new Pacific Seacrafts will have great appeal. And, if you are looking for a boat built to the highest "Bristol" standards, Steve Brodie is the man to build it for you.

Contact: Pacific Seacraft, Washington, N.C. (252) 948-1421 www.pacificseacraft.com

Bavaria 40

A stylish new Flagship for Bavaria's mid-size cruisers

A large volume builder of cruising boats in a completely modern facility in Germany, Bavaria yachts launches new models every year and continually upgrades its styling and its brand. This year, the builder is making a new statement about the look and styling of their mid-range cruising boats and have created the signature for this statement in the new Bavaria 40 Cruiser.

The 40 Cruiser has a thoroughly modern hull with a sharp bow, matching transom and a low, pleasing cabin top. The whole look is sleeker than the earlier Bavarias. Note also that the transom folds in and out on an electric hinge. The 40 has optional teak decks, which give it a "yacht" style and will also improve traction in wet conditions.

The rig is a simple roller furling system from Selden.

The mainmast is 57 feet above the water and has a two-spreader, in-mast roller furling rig. The mainsheet runs to the traveler on the cabin top just forward of the molded dodger base and runs the full width of the cabin. The 130-percent genoa is mounted on a Selden roller furling unit. Note that the sheeting angles for the headsail are quite narrow, so the boat promises to perform well upwind.

The new 40 has twin wheels in the cockpit so you will always

have good visibility at the helm and will have open access to the swim platform aft. Because the cabin top is quite low, crew in the cockpit won't have much protection from spray when the dodger is folded down; when the dodger is up, the cockpit will be dry and secure.

The saloon below decks has a large dinette to starboard with seating around the table for six. The galley is to port. It has double sinks, a two-burner stove and oven and a microwave oven. The icebox is large and the double sinks are as near the boat's centerline as possible. The chart table aft is large enough for spreading out charts and for mounting all of the electronics you will need.

The standard 40 has twin double cabins aft and a master cabin with a V-berth forward. Plus, there are two heads, one aft to port, and the other forward in the forward cabin. The after head has a separate shower stall.

The fit and finish of Bavarias is generally very good. The boats are built in high volume production lines so you cannot really customize the interior at the factory. But such building techniques allow the builder to pass along cost savings, so owners are able to buy a large, comfortable cruising boat at a very fair price. This new 40 Cruiser is good looking and should be a great coastal cruiser and occasional pas-sagemaker.

Specifications: LOA 40'6"; LWL 35'4"; Beam 13'1"; Draft 6'5"; Displacement 18,700 lbs.; Ballast 5,720 lbs.; Sail Area 910 sq. ft.

Contact: Bavaria Yachts, Annapolis, Md.; Ph: (410) 990-0007; www.bavariayachts.com

