

FRERS DESIGNED PRODUCTION YACHTS

ARIES (Argentina)	<i>Aries 37 and 371</i>
ALAN MORGAN YACHTING (Britain)	<i>Mystic 46, 51 and 60</i>
ARPE/NAUTIVELA (Argentina)	<i>Roy 32, 1/4 tonner, Roy 38 and Roy 42</i>
BENETEAU (France)	<i>First 42, First 435, First 456, Idylle 13 and 15m, and Beneteau 51</i>
BRACOSUL (Brazil)	<i>34ft Cruiser</i>
CADETE	<i>(30ft One-design)</i>
CANTIERE DEL PARDO (Italy)	<i>Grand Soleil 40, 42, 44, and 52</i>
CANTIERE NAVALI D'ESTE (Italy)	<i>Este 24 and 31</i>
CARBRASMAR (Brazil)	<i>24ft cruiser</i>
CARLOS FEDERICO (Argentina)	<i>Potro 8.6m</i>
CARROLL MARINE (USA)	<i>Carroll 30, 33, 38, 41 and 46</i>
CESPEDES (Argentina)	<i>Cobra 1000</i>
CESPEDES & PEONA (Argentina)	<i>CP 30 and CP 26</i>
CNB YACHTS (Italy)	<i>CNB 56</i>
COAST CATAMARAN (Brazil)	<i>20ft day sailer</i>
D'ANGELO (Argentina)	<i>1/2 tonner</i>
DUFOUR (France)	<i>Dufour 3800 and 39</i>
DURYLUZ (Argentina)	<i>16ft sailing dinghy and 6m day sailer</i>
FAST YACHTS (Brazil)	<i>Fast 38, Fast 395 and Fast 500</i>
F&C (Argentina)	<i>31, 37, 39, 40, 43 and 44</i>
FOLLI (Italy)	<i>3-man One-design keelboat</i>
GARDA (Italy)	<i>9m cruiser</i>
GRUMETE	<i>23ft 6in One-design</i>
HALLBERG-RASSY (Sweden)	<i>HR31, HR34, HR36, HR39, HR40, HR42, HR43, HR45, HR46, HR53 and HR62</i>
HINTERHOELLER YACHTS (Canada)	<i>Niagara 31</i>
LASER (Argentina)	<i>20ft day sailer</i>
MARCO (Argentina)	<i>Pandora 27, 28, 31, 38, 385, 41 and 42</i>
MARTIN AMENGUAL (Argentina)	<i>Finest 25</i>
MAXI DOLPHIN (Italy)	<i>10PF</i>
MOODY & SON (Britain)	<i>Moody 379</i>
MERIDIANO NAUTICO (Argentina)	<i>33ft cruiser</i>
NAUTA (Spain)	<i>Wind 44 and 46</i>

NAUTOR (Finland)	<i>Swan 36, 40, 44, 45, 46, 48, 51, 53, 55, 56, 59, 60, 61, 62RS, 651, 68, 70, 77, 80, 82RS, 86, 90, 100RS, and 112</i>
NEW WAVE (USA)	<i>F3</i>
OKAZAKI (Japan)	<i>Okazaki 31 and 41</i>
PALMER-JOHNSON (USA)	<i>PJ 46 and PJ 47</i>
PEREZ SEGURA (Argentina)	<i>Micro tonner</i>
PLENAMAR (Argentina)	<i>Plenamar 36</i>
PRESTIGE YACHTS (Australia)	<i>Prestige 40</i>
QUEEN LONG MARINE (Taiwan)	<i>Hylas 38, 44, 46, 51, 54 and 54RS</i>
ROBERTO RIVAS (Argentina)	<i>Cachalote 16.5m motorsailer</i>
SAGRADINI (Argentina)	<i>Iroco 34</i>
SANTA EULALIA (Spain)	<i>Cirus 314</i>
SPEEDCRAFT (Argentina)	<i>Match 30 and 40</i>
STOREBRO BRUKS (Sweden)	<i>Storebro J34 and Grand series 62 powerboats</i>
THE BOATWORKS (USA)	<i>Dawn 41 and 48</i>
VR YACHTS (Italy)	<i>VR47</i>
YACHTING WORLD LIGHT CREST	<i>24ft 10in One-design</i>
YC COSTA SMERALDA (Italy)	<i>888 One-design</i>
YU CHING MARINE (Taiwan)	<i>Yu Ching 48</i>

'Lady Bee', the Beneteau First 456 skippered by Peter Blake, representing New-Zealand in the 1983 Admiral's Cup

PHOTO - ALISTAIR BLACKPPEL

once seen simply as auxiliary power, now, with the aid of secondary generators fitted to the larger designs, it has become a driving force for all the onboard systems too and is given far greater priority in terms of performance, space and sound proofing.

Traditional looks matched to modern underwater shapes is also in vogue. One example is *Ffotein II* (see page 177). In this case, the Frers design office was called on to recreate the classic cruising looks first drawn by Frers Snr. This was the first in a series of retro-cruiser designs that embody a strong sense of safety and security with modern-day performance.

Christoph Rassy also values these sturdy traditions. His distinct range of Hallberg-Rassy yachts built in Sweden for families who enjoy cruising in comfort rather than racing, all embody what he calls his 'Safety-fast' philosophy. Frers and Rassy have developed a unique partnership in the design and build of these fast, seaworthy designs which range in size from 31 to 62ft. There is a subtle blend between traditional cruising concepts that exude confidence such as deep cockpits and wrap-around coamings, and modern medium displacement hulls that are designed to be easily driven.

These are yachts for fast, safe passage-making, built to the highest Scandinavian standards. Christoph Rassy is a practical-minded, lifelong yachtsman whose team of craftsmen share his exacting attention to detail. There is a feel of quality about these yachts that is all too rare in production boat building these days. From their teak-laid decks and strong fittings to their sumptuous interiors, comfort and practicality blend as one.

There is a quality here that goes far beyond first appearances, as a look behind the cushions and louvred mahogany cupboard doors will show. These yachts are designed and built for crossing oceans and to give a lifetime of enjoyable cruising. Each yacht is moulded by hand to the highest specifications set by Germanischer Lloyd, whose surveyors check each boat.

The HR 34 (below) is one of Hallberg-Rassy's 'wolves in sheep's' clothing. Her traditional lines and protected cockpit belies the high daily runs that this 34 footer can achieve even with a crew of two. With a double berth forward, two pilot berths in the main cabin and a second double berth situated beneath the cockpit, she has a surprising amount of room for a yacht of this size.

