

Translation

Always balanced

Cutters from the HABER family are definitely eye catching. They are classic motor sailors with exceptional interior space and standing room. Especially interesting is the new HABER 34C4, boasting as standard, a unique, patented, self-steering system, that cannot be found on any other yacht. We have met no 1 (the prototype) in Gdansk Bay.

Haber Yachts have been building sailing and motor yachts for more than 22 years. You cannot mistake the unique yachts, in sloop and cutter versions, built by this shipyard. All yachts built by HABER YACHTS, from the HABER 660 to the HABER 34C4, are strong, safe and exceptionally seaworthy, with generous living space and deck space. The yachts are custom built to individual specifications.

The HABER 34C4 is the company's first yacht in excess 10 meters. With variable draught, as low as 0.7m, this yacht is at home in shallow waters, inshore, rivers and canals, while at the same time, performs as a category A ocean-going yacht. HABER YACHTS guarantee that their yachts, built in category A or B, thanks to the design of the hull, deck and superstructure have excellent stability. These HABER yachts cannot capsize and will self-right from any position, even 180° mast down. All HABER YACHTS are designed with high quality, long lasting materials, from stainless steel to cherry wood or mahogany finish and leave no room for criticism.

The HABER YACHTS are built using specialized technology. The hulls are all hand made without moulds, like old wooden boats. In this way it is possible to fulfill any specific customer request. The length, beam, equipment, electronics, deck finish etc: can all be specified by the customer. Polyester sandwiched hulls and decks are glued together and laminated from inside.

One look at even the standard list of equipment, demonstrates that HABER YACHTS are superbly equipped, much more than "ready to sail". Antifouling, Osmosis treatment, folding propeller, teak on deck and cockpit are all standard equipment but to compliment more comfortable distance sailing there are many options like lazy jacks, electric anchor winch, hot water, shore power, log and echo equipment. All hardware is sourced from reputable European manufacturers.

In contrast with the HABER 660 and HABER 800, the superstructure of the 34C4 is not so dominant. Cutter rigging with Gaff compliments this style of yacht. While some might see a Gaff Rig as old-fashioned and uncomfortable to use, I quickly realised that this was not the case. This is a single halyard system, with a patented stainless steel slider, inside the mast, which firstly lifts the gaff to an upright position and then allows it to slide effortlessly up the mast, with the sail attached, assisted by an electric winch (recommended option). Additionally, the gaff rig allows huge flexibility in choice of sail area, in any wind condition, from light airs to storm force winds. The system is constructed in such a way as to allow all functions of raising and lowering of mast and sails, to be carried out by one person. The exceptionally strong mast base, prevents the mast from swaying, while being raised and lowered, before and after bridges for example. The boom is not connected to the mast and does not have to be disassembled. The masts pivot point is situated quite high, above the

horizontal gaff and boom. The mainsail can be left in place while the mast is lowered and raised, the latter performed with a single winch operation.

Safety of the crew is written in capital letters. Operation of boards, sails and trimming is made from the cockpit. Crew position is deep, sheltered and the transom is closed. The roof protrudes from the cabin and together with transparent side covers creates additional protection from the weather and water. Going to the front deck does not create any problems as the gangway is wide with antiskid surface. Feet can lean against high coaming and high stantions with lines and long handrails on the roof of the superstructure increases crew safety. There are fixings fitted everywhere for running safety lines during adverse weather. You can very quickly adapt to the steps on the gangway as you go forward.

Noise insulation of the engine is surprisingly good. At only 2100 RPM, the HABER 34C4 achieves Maximum Theoretical Hull Speed and at full throttle, reaches 9.5 Knots !. It is impressive how the designer and manager of HABER YACHTS, Janusz Konkol, demonstrates the new, unique, self-steering system invented by himself (see interview). Four profiled boards in this worldwide unique and patented system, which is recommended for either families or single handed sailing, allowed the yacht to achieve full self-steering during our test, first with the light wind (2-3B) then during the storm front to ca. 5B. All operations take place from the cockpit. The rudder is raised and neither it nor the tiller have to be touched. Sailing at 50 degree angle we achieved 4,6 knots at the beginning and afterwards with small heel 5,0 knots over the sea bottom. When the wind got stronger we achieved 6 knots, sometimes the log was showing even 9 knots.

We walk down from the cockpit by the companionway on 3 steps to a large bright decksaloon with the table and U - shaped sofa which accommodates 4 to 5 people. On the opposite side there is navigation table and optional inside helmsman seat. Another four steps lead to the lower living rooms with big cabin, double bed in forpeak and through the long pantry on portside to the bright aft cabin with wardrobe and additional armchair. Thanks to the folding sides of the table in the cabin there are 6 berths onboard. Only the head with separate shower and manual toilet, accessed from the cabin seems, bit small with a full crew onboard. As you would expect on a motorsailor, the standing height and storage space are more than adequate. The striking thing is the number of safety handrails around the deck for varying sea conditions. At first sight, the impact of the technical room next to the aft cabin is stunning. It is the heart of the self steering system, where all mechanical elements for steering with the 4 boards is located and where the system can be inspected and serviced. All electrical connections are already made, so it is a simple matter of connecting a P.C. with associated software and the self-steering system works automatically, to enable self-steering on any point of sail.

The HABER 34C4 is an outstanding and very interesting yacht, unique and exceptional, compared with modern mainstream deck-saloons. It sails well and has been designed and built to a high standard. The HABER 34C4 gives the possibility of a truly unique one-off construction. Thanks to the variety of equipment, the price can be tailored to individual needs.

Michael Krieg

Technical data

Hull length	10,40 m
Length of the water line	9,40 m
Theoretical speed of yacht	7,5 kn
Beam	3,65 m
Draught	0,70 - 2,10 m
Weight	9.000 kg
Ballast	3.000 kg
Sails	
Main sail	34,0 m ²
Fore sail	19,0 m ²
Genoa	31,0 m ²
Inboard engine	Yanmar 39 KM
CE	Design category A
Constructor	Janusz Konkol

Warranty: 2 years / 5 years (Osmosis)

For technical help we thank to:

Hirschmann

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Standard equipment

VC17 antifouling and osmosis 2x 5 x VC
Gori folding propeller
Bowsprit with anchor
Electric capstan
Teak (main deck, the seats and the floor of the cockpit, fender)
4 winches with selector for genoa and jib
Stainless steel bowsprit with slat
Roler front sails
Lazybag

Separate Shower
Electric Toilet
Pressurized water system, water pressure pump
The wooden floor in the mess and decksaloon
Hot water boiler for about 20 l
Raymarine ST60 Bidata - Log and depth sounder
The electrical connection to the mainland by 230 V

Additional equipment

Internal control
Computer-controlled self-steering system

Competition

Nauticat 331

Technical data

LOA	10,4 m	Sails	56,9 m
LWL	8,6 m	Height above waterline	14,3 m
Beam	3,4 m	Engine	75 hp
Draft	1,48 m	Fresh water capacity	450 l
Draft, deep	1,65 m	Fuel capacity	500 l
Displacement	8,3 tons	Boat design category	B

Price on request

Nauticat is built by the one of the best known shipyards producing traditional motorsailers and decksaloon yachts. Nauticat 331 is based on Nauticat 33, which has been built for over 40 years. In comparison to other traditional motorsailers the shipyard, since the first projects, was not only focused on easy operation, durability and safety but mostly on nautical properties.

Sirius 35 DS

Technical data

LOA	10,60 m
LWL	9,70 m
Beam (Max)	3,48 m
Draft deep keel	1,90 m
Ballast	2,6 t
Weight	7,4 t
Sails:	
Mainsail standard	31,5 m ²
Genoa	40,0 m ²

“Sirius 35DS as most of the Sirius yachts can be also equipped, for additional payment, in cutter type of rigging, so depending on weather the self-tacking foresail can be replaced very fast with genoa. Double use of space under the saloon in the widest place on the yacht is the hit.

Descriptions of images

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“This yacht is built without the molds. In this way the customer can make his dreams happen, especially concerning the length of the yacht.”

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“Gaff and cutter type of rigging gives big choice of sails”

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“Standing height thanks to superstructure and lot of storage place on the yacht”

“Patented system of self steering of HABER34C4 is worldwide unique”