

HR 54

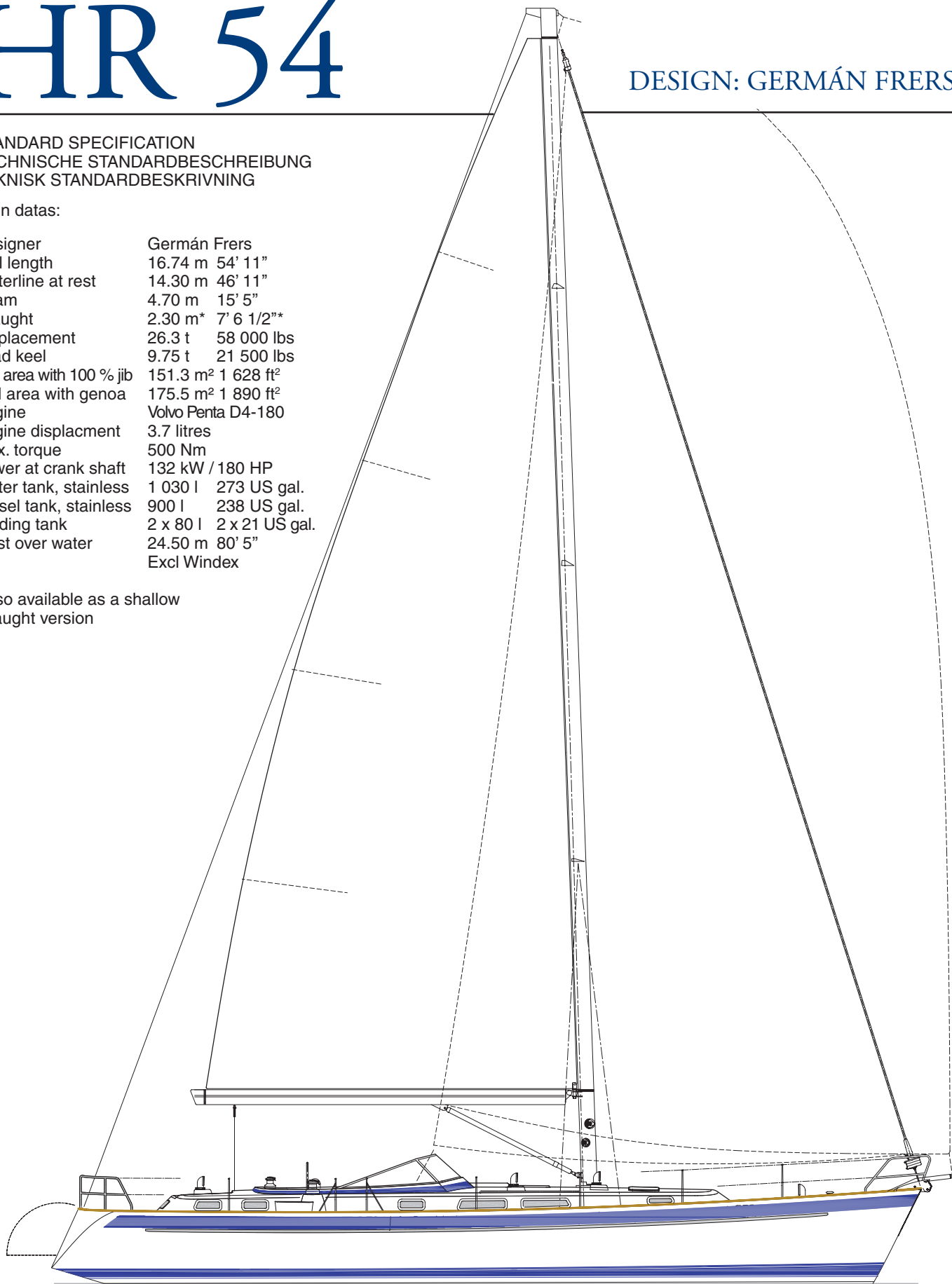
DESIGN: GERMÁN FRERS

STANDARD SPECIFICATION
TECHNISCHE STANDARDBESCHREIBUNG
TEKNISK STANDARDBESKRIVNING

Main datas:

Designer	Germán Frers
Hull length	16.74 m 54' 11"
Waterline at rest	14.30 m 46' 11"
Beam	4.70 m 15' 5"
Draught	2.30 m* 7' 6 1/2"
Displacement	26.3 t 58 000 lbs
Lead keel	9.75 t 21 500 lbs
Sail area with 100 % jib	151.3 m ² 1 628 ft ²
Sail area with genoa	175.5 m ² 1 890 ft ²
Engine	Volvo Penta D4-180
Engine displacment	3.7 litres
Max. torque	500 Nm
Power at crank shaft	132 kW / 180 HP
Water tank, stainless	1 030 l 273 US gal.
Diesel tank, stainless	900 l 238 US gal.
Holding tank	2 x 80 l 2 x 21 US gal.
Mast over water	24.50 m 80' 5"
	Excl Windex

*Also available as a shallow draught version



HR 54 Standard Specification

Hull and Deck

Laminate construction of hull: isophthalic gelcoat and isophthalic polyester is used. Hand lay-up method, insulated with Divinycell PVC-foam against heat and cold except in the keel area which is solid laminate. Integrated rubbing strake with stainless strip. Blue decorative band in gelcoat. Strong under floor reinforcements, bonded with composite. Iron beam under the floor under the mast support for additional reinforcement. Bulbed lead keel with reinforcement bolted on with 17 pieces 30 mm S/S bolts. The rudder is carefully mounted with self aligning spherical bearings for sensitive rudder feel. An emergency tiller, which operates from the aft deck, is supplied. Strong engine foundations of GRP for effective sound insulation. Deck and coachroof areas and also cockpit are of sandwich construction, solid in parts, laminated to the hull.

Deck and deck fittings

Deck, coachroof, toerail, cockpit seats, cockpit floor and side trims in top quality teak. Teak hand rails full length of superstructure. Strong stemhead fitting with integrated double anchor roller. Electric windlass with capstan. Original Delta anchor 32 kg. Chain 70 m, 12 mm. Remote control at the steering pedestal. Cockpit locker for fenders and other items. Two strong stainless cleats forward, aft and midships. Double stainless lifelines. Opening gates port and starboard. Two scuppers on each side which drain rain water overboard just under waterline to prevent dirt strips on the hull. Deck inlets for water and diesel tanks are on opposite sides to avoid errors. Genoa and mainsheet tracks with blocks. Genoa car adjustable with lines from the cockpit. Electric selftailing genoa sheet winches, Lewmar 68 CEST, two main-sheet winches; one electric Lewmar 48 CEST, and one manual Lewmar 48 CST. Hatches in foredeck, forward toilet compartment, starboard cabin, saloon and in aft cabin. 13 aluminium framed port holes, 12 of these are opening. A stainless steel swan neck fitting by the

mast for problem free threading of existing and additional mast cables. Pulpit and pushpit have opening for easy access on board. Stowage in aft deck lazarette locker, with two lids with gas springs. There is a separate gas locker on sb with stowage for two 6 kg P6 gas cylinders. Manual fold-out bathing platform in transom with bathing ladder.

Cockpit

On starboard side there is a generous sized, dry stowage locker. The lid has a gas spring. The cockpit floor is covered with a teak grating. Wheel steering with single lever engine control. High gloss varnished folding teak cockpit table. Panel for engine instruments in the steering pedestal within easy reach of helmsman. Alcove in stb side of the cockpit coaming. Two large cockpit drains. Strong windscreen with opening centre section and sprayhood over front part of cockpit. The sprayhood can be rolled away neatly into a protective cover. On either side of sliding hatch there are useful teak covered work surfaces, ideal as chart tables, etc. The chart tables and the washboards are high gloss varnished (on request available as natural teak). Above the sliding hatch instruments Furuno FI-50: two Multi for speed, depth and water temperature and one Wind.

Mast and rigging

Triple spreader rig by Seldén. Main boom with outhaul and two reefs. Jib furling and reefing system Seldén Furlex. There is a removable cutter stay and removable runners. These are stored at the mast when not in use. Seldén rod kicker with gas spring. Three winches, one for reefing, two selftailing for main and jib halyards. Several cleats for various uses. Spinnaker boom track on mast is supplied as standard. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Turnbuckles and aluminium protection tubes from Seldén. Windex wind indicator and anchor light on mast top.

Sails

Mainsail and furling genoa in special Off-

shore quality by Elvström Sobstad, Denmark. Mainsail in dacron and genoa in GitterSpectra cloth. Two reefs in main, battens and coded sail bags.

Accommodation details

As standard the boat has the galley to starboard, two saloon sofas and two separate aft cabin berths. There are many options for the interior. As an option at additional cost, there are two armchairs available in the saloon and a queen size centre berth in the aft cabin with a sofa on each side and a Ladies Table to starboard. There is a walk through galley to port available. You may also order a Skipper's Cabin in front. All these options are subject to additional costs. You may combine the different interior versions.

All interior woodwork in light mahogany matt silk finish. Locker doors with rounded edges and ventilation above. Floor is varnished wood with inlaid holly strips. Saloon and aft cabin ceiling has panelling with mahogany strips and ceilings in remainder of boat have light lining. Cushions on all berths 12 cm / 5" thick and resting on unvarnished, well-ventilated boards to avoid condensation. Handholds are in all the right positions. The boat is carpeted throughout, except directly in front of the galley, press studs avoid movement. Portholes and skylights are fitted with curtains.

Saloon

The settee offers comfortable seating. On the starboard side a 2.35 / 7' 8 1/2" long L-sofa that has backrests with hinges so that the space behind can be utilised as storage. The sofa corner is rounded. On port side 2.15 m 7' 1" long settee. The backrests can be lifted to reveal additional storage. Between the settees a strong table with foldable sides. Bar in the table. As an option at additional cost two easy chairs can be ordered. Headroom in saloon 2.02 m / 6' 7 1/2".

Galley

U shaped, placed to starboard. Working surface in white Corian with strong, all

round fiddle rail, which is milled so it can be used as a handhold as well. Two carefully insulated boxes with baskets, one top opening box for fridge and one top loaded in the walkthrough for freezer. The latter may be switched over to fridge using the same compressor. Fridge and Freezer compressors are sea water cooled. Extra deep, double sink. 3 burner Force 10 gas cooker with oven, well gimballed and locking device for oven door and also for the cooker when in use in the marina. Safety switch on gas pipe. Crockery locker and cutlery drawer. Bread board. Room for saucepans and other kitchen utensils. There are special places for the waste bin and other items.

Forward Heads Compartment

Bulkheads and lockers in white formica. Teak grating, Corian wash basin and Corian countertops. There is a large mirror. Separate shower with watertight shower stall, plexi glass doors. Shower water drained by pump directly overboard without going into bilges. Hand switch for shower pump for utmost safety. Strong, reliable pump action toilet. Stainless 80 litres holding tank, emptied by gravity or by deck pump out. Cupboard above and below washbasin. Ventilation through opening porthole and hatch.

Forward Cabin

The door to the forward cabin has been arranged in such a way to allow free movement for dressing and undressing. Two 2.12 m/7' long berths with ample stowage above and below and in addition a number of lockers. Large deck hatch for light, ventilation and access for sails. Dorade vent on fore deck.

Starboard side cabin

On starboard a sleeping cabin, either with one double berth or two berths on different levels. The upper berth is then foldable to create more elbow space when not in use. There is a mirror and hanging locker.

Chart Table and Walkthrough

A comfortable chart table seat with spaci-

ous chart table. Above a shelf and space for mounting instruments like radar/chart plotter etc. Five drawers and stowage slots. There is a larger rubber sealed door access to the walk-in engine room off the walkthrough. Bookshelf for A4 files. Good headroom 1.96 m/6' 5" in the walkthrough thanks to use of cockpit coaming for headroom.

Aft Cabin

Aft cabin has two hanging lockers on port-side and two comfortable berths, one 2.07 m / 6' 10" long x 150 cm / 4' 11" wide and the other 2.20 m / 7' 3" long and 100 cm / 3' 3" wide. Stowage room below and above. There is a mirror fitted. Seat between the berths. As an option at additional cost one big double centre bed and a seat on each side, with Ladies Table to starboard, may be ordered.

Aft Heads

Bulkheads and lockers in white formica. Teak grating, Corian wash basin, Corian countertops and two large mirrors. Separate shower with watertight shower stall, plexi glass doors. Shower water drained by pump directly overboard without going into bilges. Hand switch for shower pump for utmost safety. Strong, reliable pump action toilet. Stainless 80 litres/21 US gallon holding tank, emptied by gravity or by deck pump out. Cupboard above and below washbasin. Ventilation through opening porthole.

Engine and Engine Room

Walk-in engine room. The sound insulation is covered by perforated aluminium linings. Engine: Volvo Penta D4-180, 132 kW/180 HP at crank shaft. Maximum torque 500 Nm. 3.7 litres displacement. The engine has balance shafts, common rail fuel injection, double overhead camshafts and four valves per cylinder. Mounted with four rubber feet on strong foundations to avoid vibration and noise. Fixed 3 bladed propeller. Water-cooled rubber exhaust pipe. Freshwater cooled engine. Aqua Drive flexible link for a quiet and smooth engine. The hot freshwater circuit is led into a 80 litres well insulated

hot water tank. Due to the good insulation water remains hot for many hours after the engine has been run. The engine is served by a separate 12 V battery. There is a large filter for cooling water. The bilge pump has been installed in a position where it can be cleaned even in extremely bad weather conditions.

Diesel

Approximately 900 Litres / 238 US gall-on in two stainless steel tanks, below the floor in saloon with fuel gauge. The tanks are filled through deck inlets. Between tanks and engine there is a further large water and coarse filter in addition to the one on the engine. The cruising range in calm waters is approximately 1 200 nautical miles.

Water

Water capacity is approximately 910 litres / 241 US gallon under the floor in the saloon in stainless tanks. There is a water gauge. The water goes to a pump and then on to a pressure equalising tank, and from there via a manifold is distributed to a 75 litres/20 US gallon hot water calorifier (heated by 230 V and the engine's cooling water) and the cold water system. As soon as a water tap is turned on the water which is under pressure in the pipes starts to flow. As soon as the pressure reduces the electric pump begins to work and will continue until the pressure is built up again after closing tap. Filling of water tanks is through deck inlet. There is a carbon filter for the fresh water system. There are three bilge pumps; one manual, one electric and one high capacity electric emergency bilge pump that is floodable. The emergency pump is operable from the cockpit.

Electricity

Three separate circuits; one with 12 Volt and 140 Ah battery for engine start and one 24 Volt 210 Ah for general 24 V use on board, covered by four 6 v 210 Ah traction tubular cell batteries. One 12 Volt 210 Ah for general 12 V use on board, covered by two 6 v 210 Ah traction tubular cell batteries. Charging of batteries is by one 140 A

12 V and one 55 A 24 V alternator from the engine, as well as from shore connection and a 24 V 50 A charger. Remote panel for the charger, showing battery status. Lighting throughout the boat is located in all the important positions. There are adjustable lights above berths and settee. Electric sockets at inner chart table and in the cockpit. Electric panel with circuit breakers. There is a water and diesel meter. International navigation lights, steaming light and anchor light with switch on the panel for extra safety. The electric panel has provision for additional outlets. A wiring diagram is supplied with each boat.

Heating

Two Webasto Airtop 3500 Diesel, 3.5 kW, with outlets in saloon, forward cabin, starboard cabin, heads compartments and aft cabin. As far as possible double heater hoses are used in each other for insulation purpose. Also the hull is well insulated and therefore heating and consequently electric consumption will be minimal. The heating exhaust flue is led outside through the blue decorative stripe. The heating is installed in the engine room and is easily accessible for servicing. All outlets, except in the saloon, can be regulated separately.

Refrigeration

Two water cooled Isotherm SP systems with 24 V Danfoss compressor units, one for refrigeration and one for freezer. Both are very economical to run. The freezer has a double thermostat, enabling to use the freezer as fridge if required.

Ventilation

5 hatches, 12 opening port holes, companionway washboards, 7 dorade vents; in forward cabin, forwards heads compartment, in the starboard cabin and two in the saloon and two in the aft cabin. Separate electric engine room ventilation.

Steering

Lewmar/Whitlock wheel steering. Cardan linked rod steering with progressive purchase combines safety and fine feel in the best

possible way. Illuminated compass. Leather covered steering wheel.

Safety and General

All outside skin fittings are speedily and securely sealed by using ball-valves with Delrin-sealer. Double hose clips are used under water. For the toilet special non-diffusing hoses are used. All electric cables are, where possible, laid in special channels and where this is not possible, cables are safely loomed away from the hull. There are large limber holes so that any water can easily drain to the bilge. The bilge is accessible by a removable floor panel without having to remove the steps. Inspection hatches for easy access to stop cocks and speed transducer. Four fire extinguishers, one fitted to the saloon table, one in the forward cabin, one in the aft cabin and one in the cockpit locker.

Type of Finish

The interior is treated with a two component silk finish varnish. The underwater hull has two applications of epoxi primer and two coats of antifouling.

Certification

The boat is CE certified by Germanischer Lloyd and delivered with a CE certificate and a CE plaque for category A (unlimited ocean voyages).

Loose Equipment

Flagstaff

Boat hook

6 Fenders; two 10 x 25 and four 12 x 30

6 Mooring lines 10 m / 33'

Emergency tiller

Two winch handles

Spare light bulbs

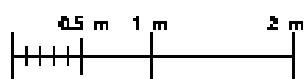
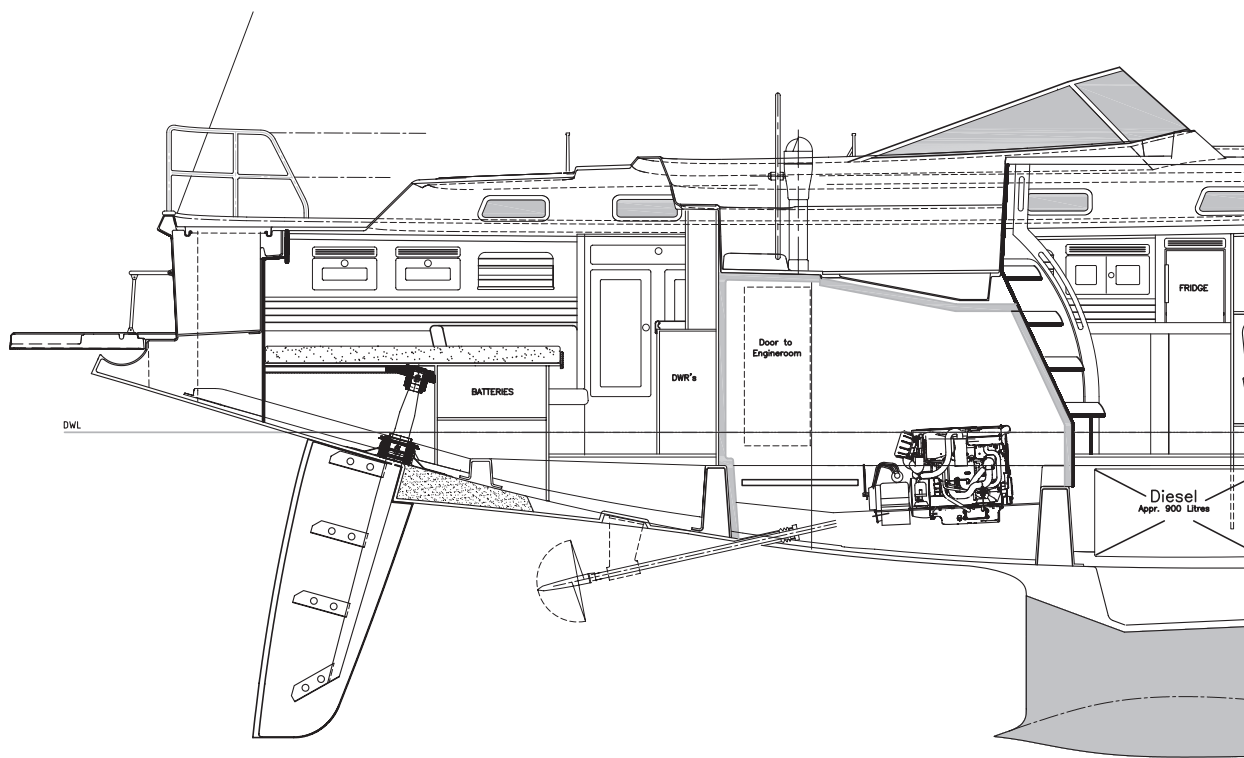
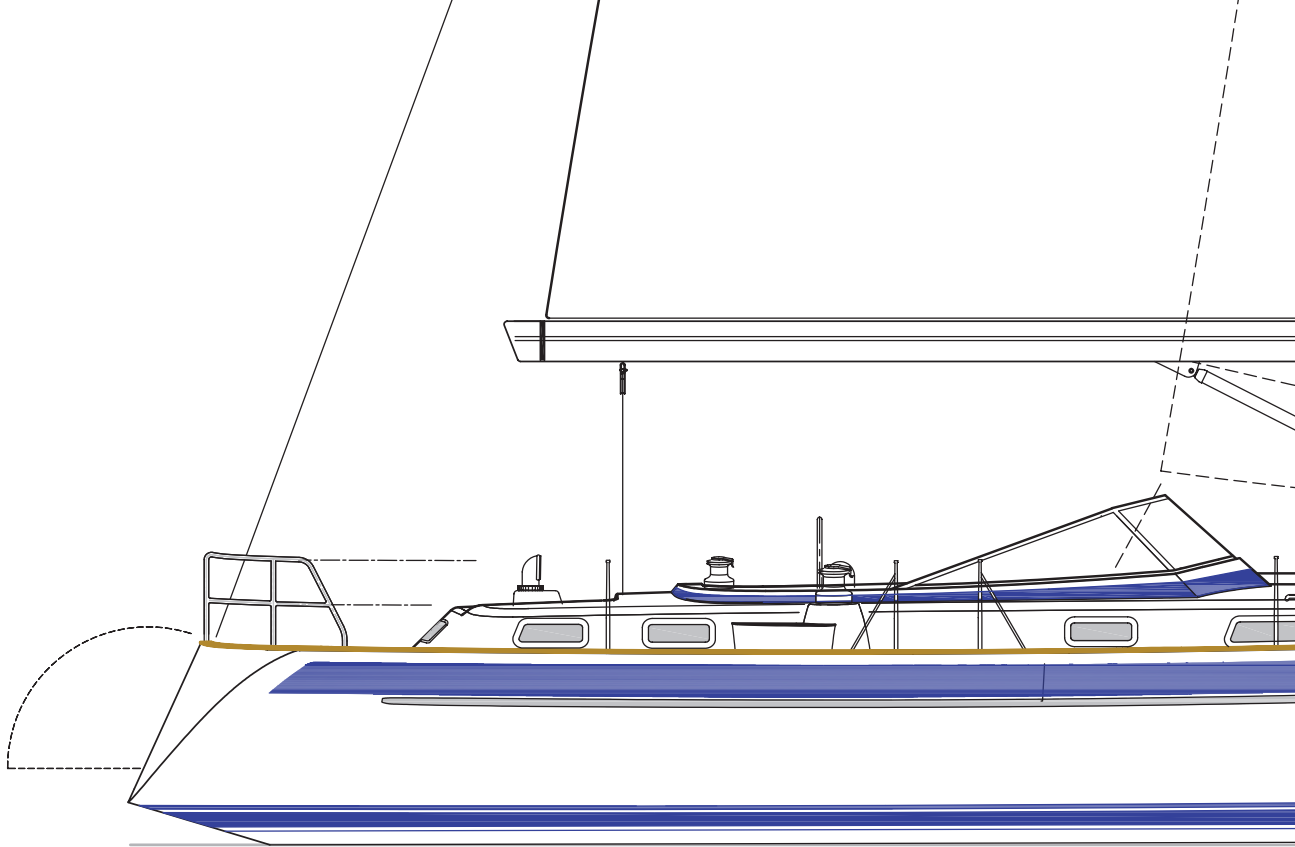
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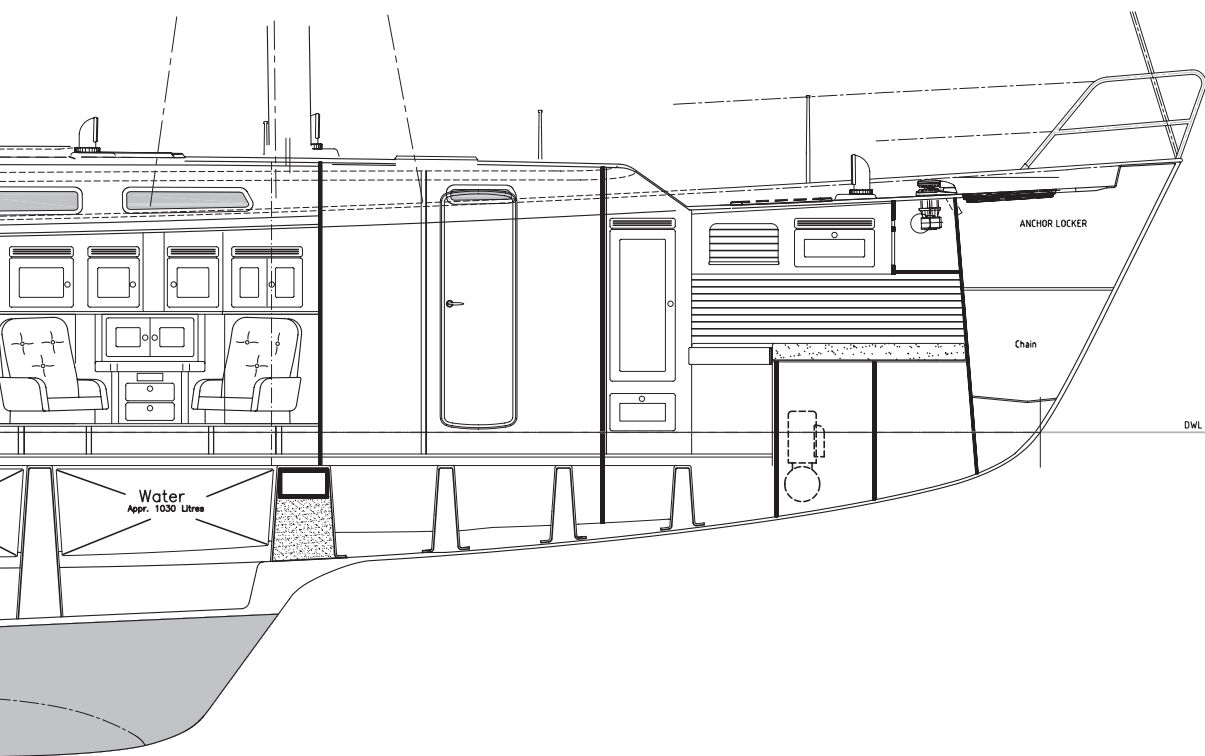
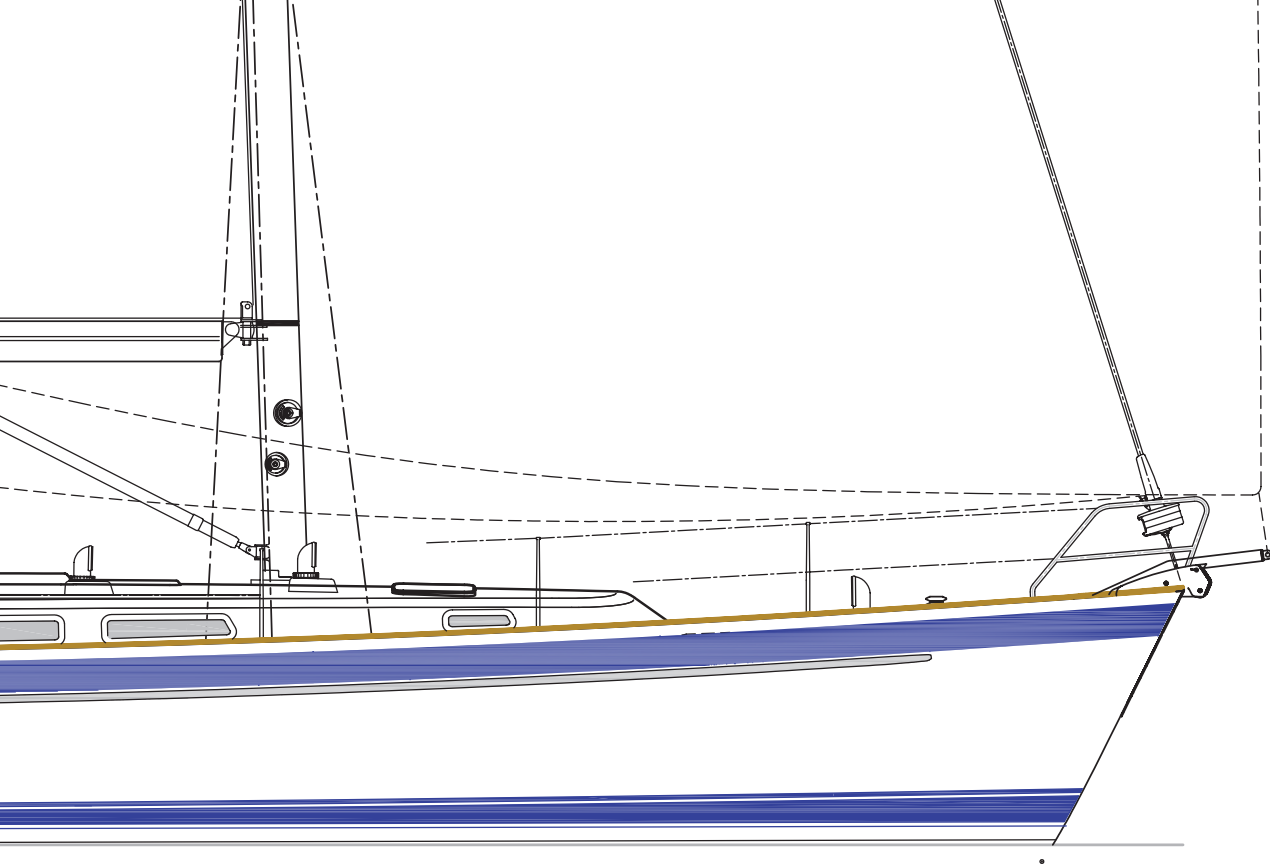
Chosen extra equipment may effect this standard specification.

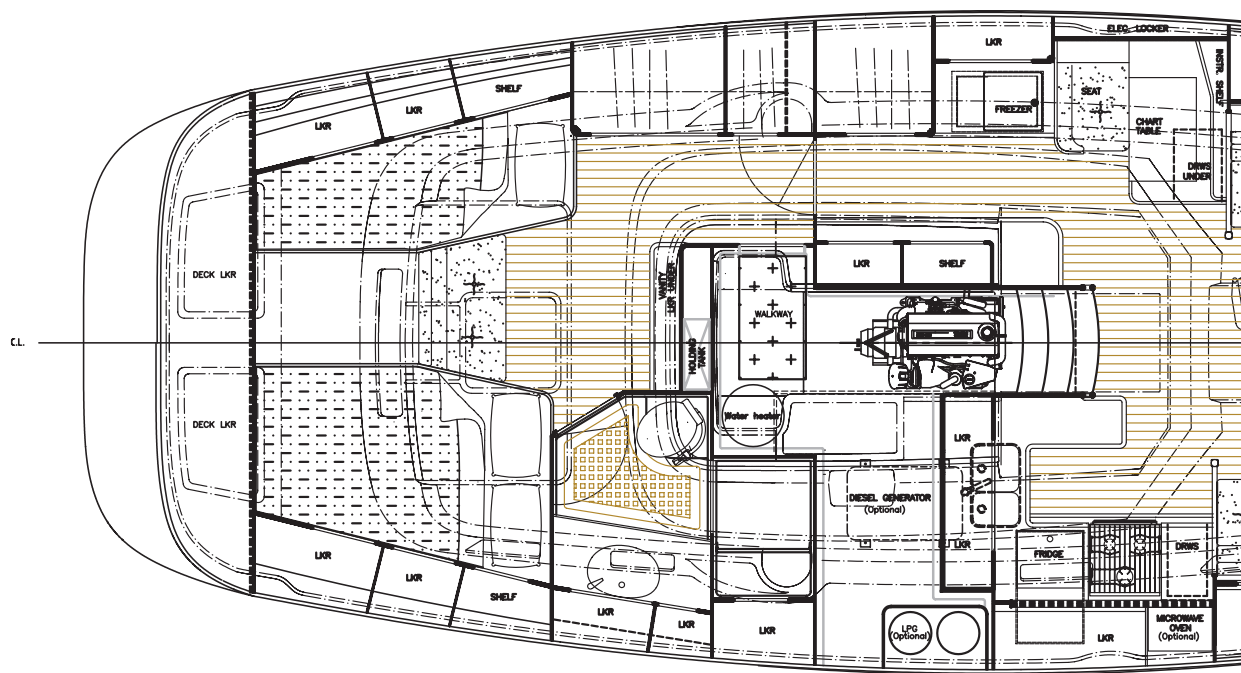
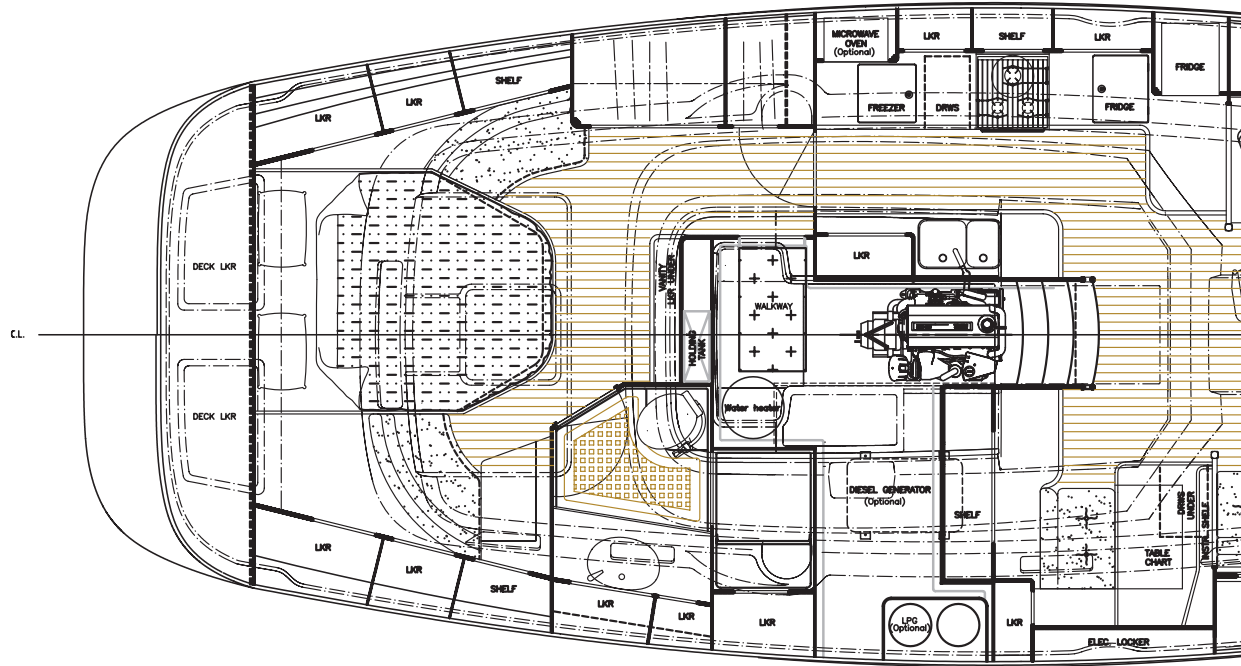
Drawings are for orientation only.

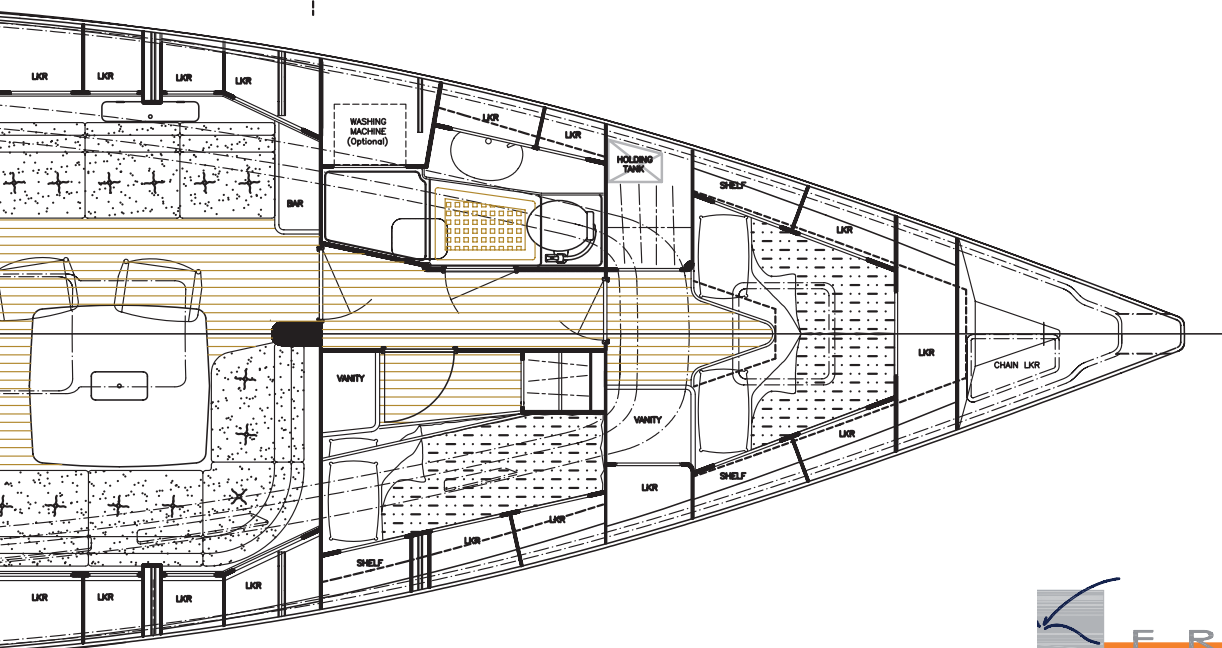
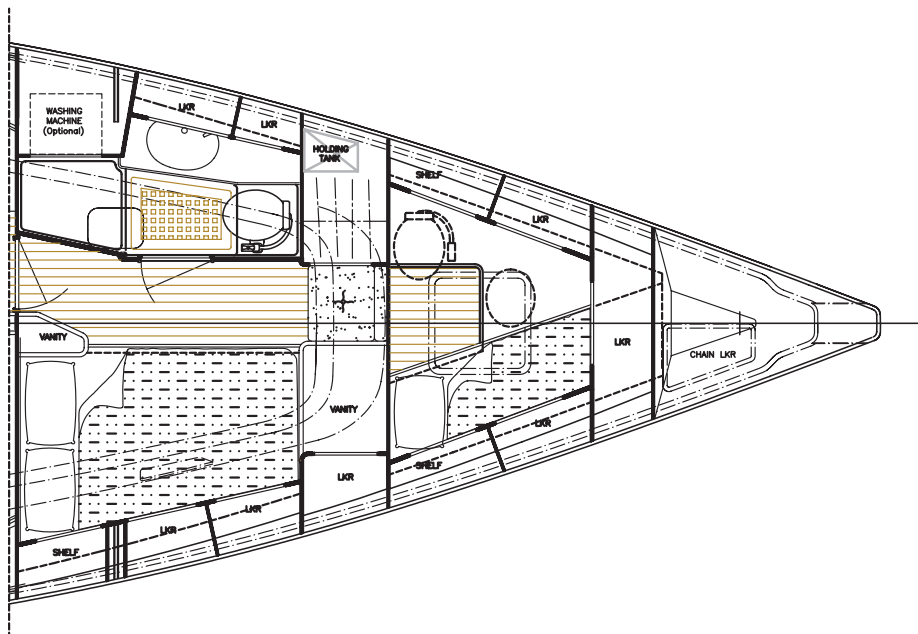
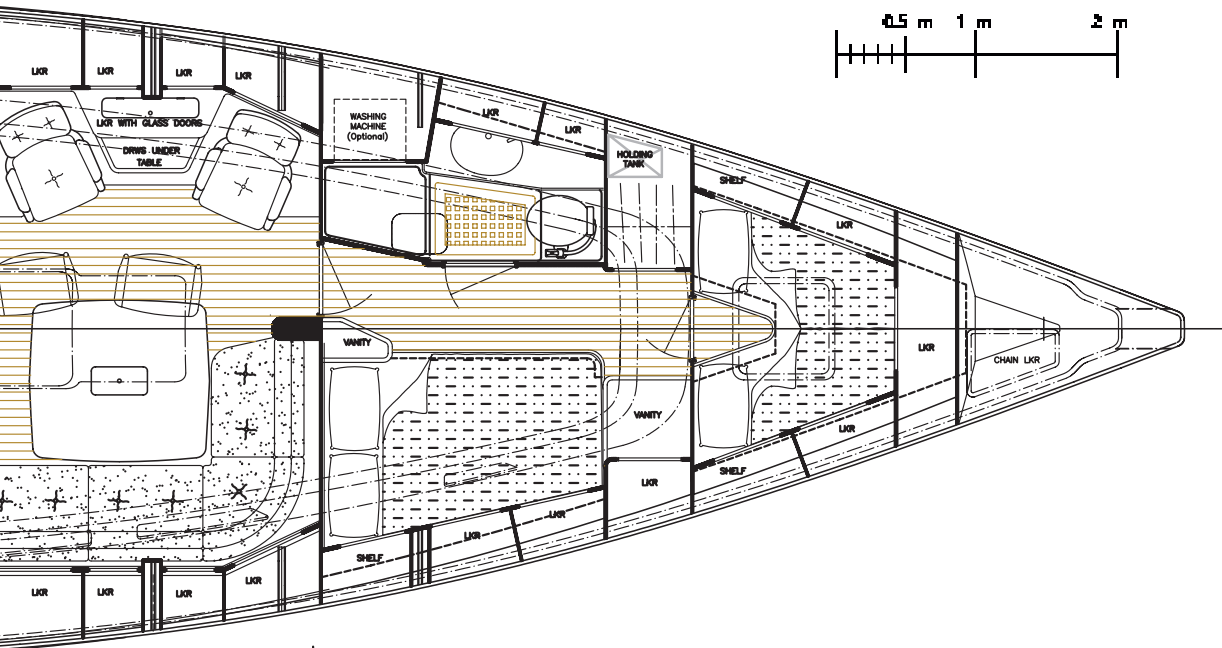
Measurements are not to be taken from these drawings.

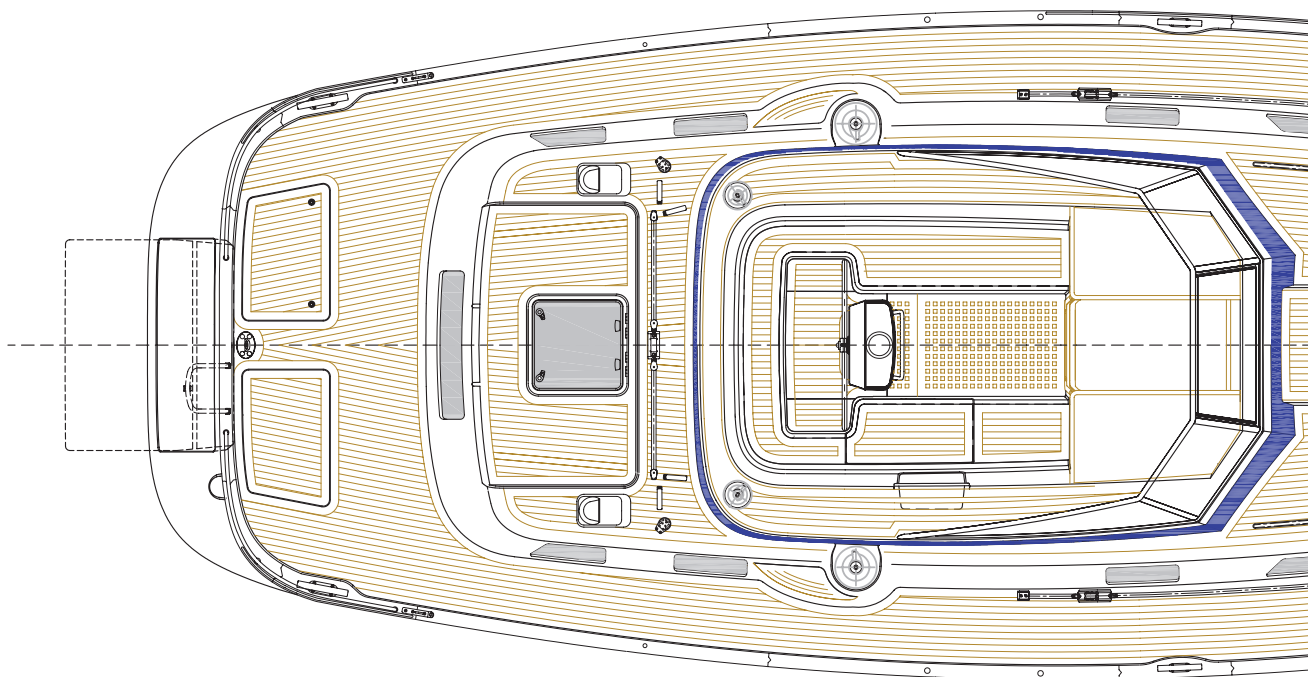
Drawings may show optional equipment.



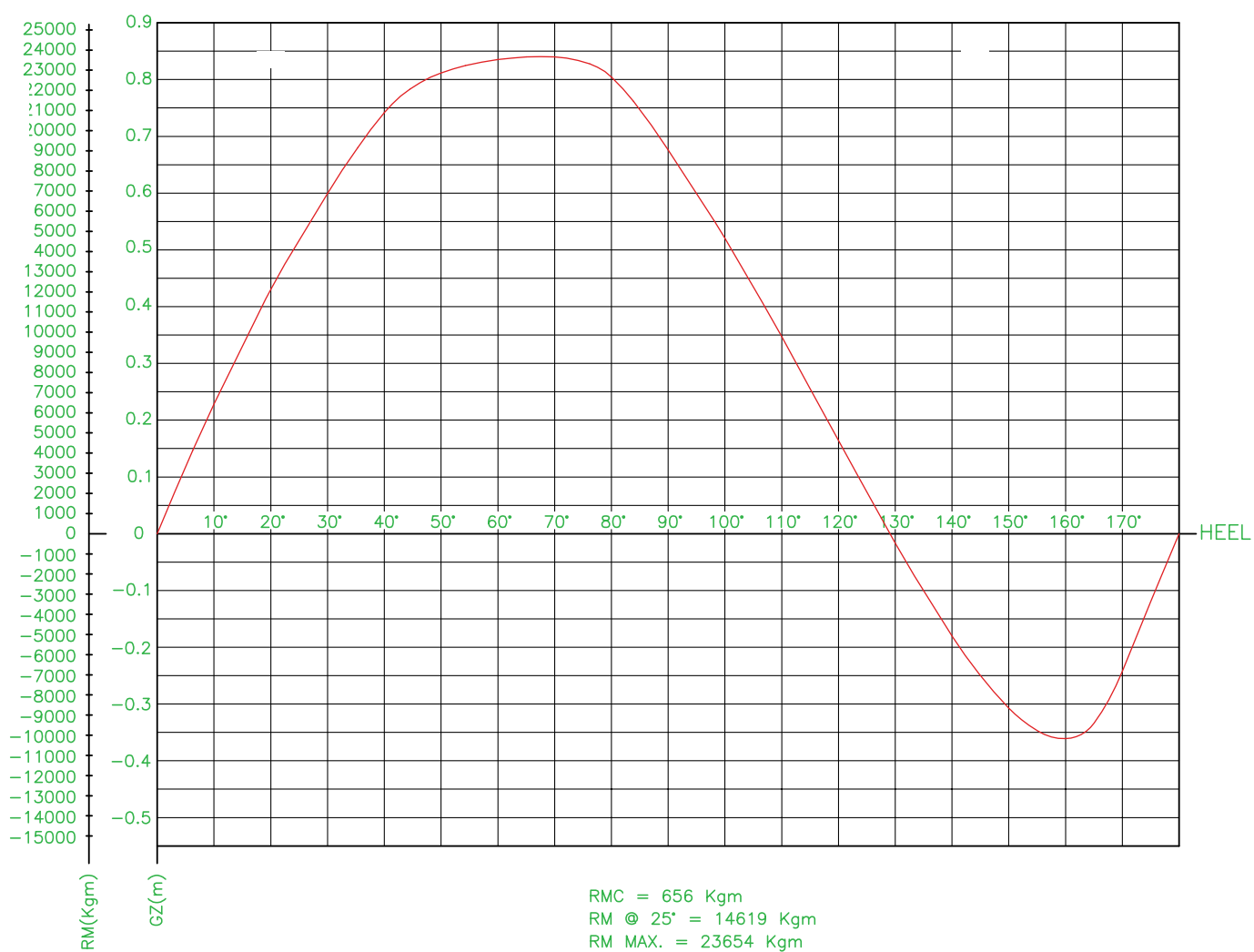


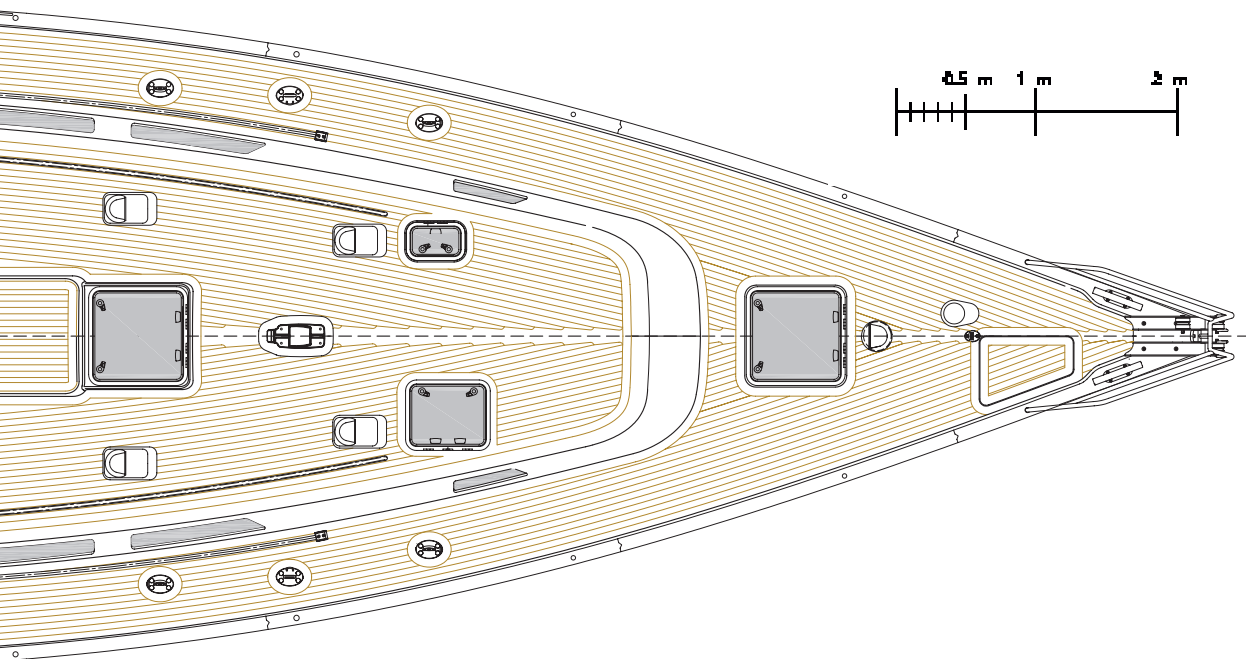




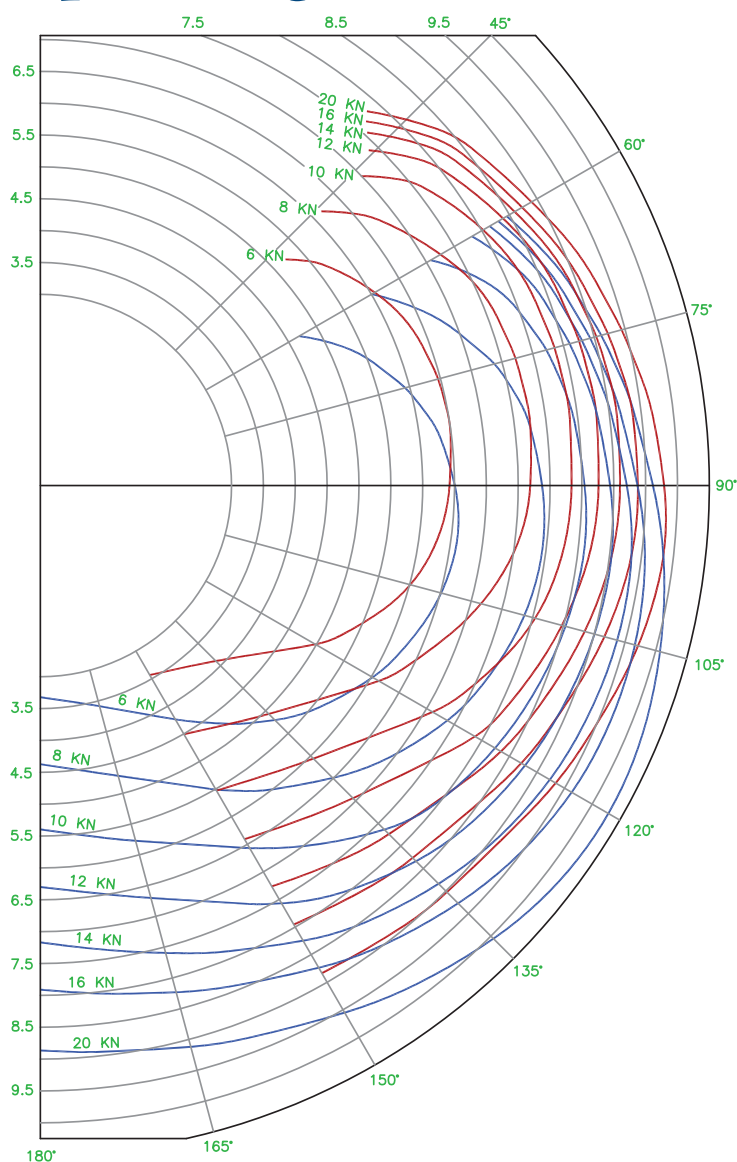


Stability curve





Speed diagram



Comments by Germán Frers:

This diagram shows average speed, not top speeds in various wind conditions and sailing angles. They can be used as a guide to sail the boat at best using the apparent angles up wind and downwind which yield the best VMG (speed made good)
 Red lines = with genoa
 Blue lines = with spinnaker

Kommentar von Germán Frers:

Dieses Diagramm zeigt die Durchschnittsfahrt, nicht Topfahrt, in verschiedenen Windstärken und Richtungen. Das Diagramm kann als eine Orientierung auf Trimmfahrten benutzt werden, um die richtige Höhe am und vor dem Wind zu finden.
 Rote Striche: mit Genua
 Blaue Striche: mit Spinnaker

Kommentar av konstruktören Germán Frers:

Diagrammet visar genomsnittsfarter, ej toppfarter, i olika vindstyrkor och vid olika vinklar mot vinden. Diagrammet kan användas för att hitta rätt VMG (effektiv fart mot mål) på kryss såväl som på undanvind.
 Röda linjer: med genua
 Blåa linjer: med spinnaker



Photo: Tor Johnson / PhotoResourceHawaii.com This photo shows a Hallberg-Rassy 46



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