

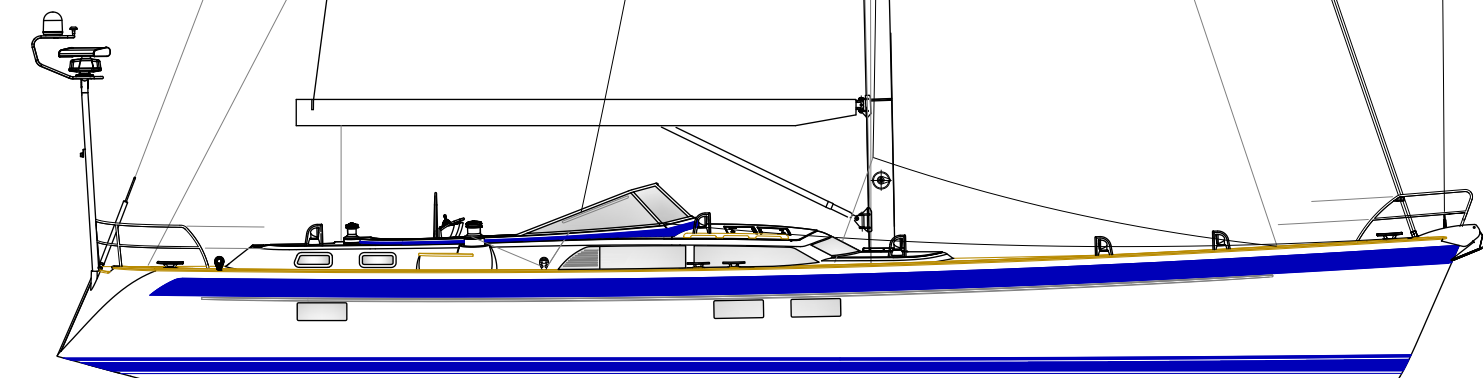
Hallberg-Rassy 64

Design: Germán Frers

STANDARD SPECIFICATION

Main datas:

Designer	Germán Frers	
Hull length	19.85 m	65' 1"
Waterline at rest	17.53 m	57' 6"
Hull beam	5.17 m	17' 0"
Maximum beam	5.20 m	17' 1"
Draught, at empty load	2.5 m	8' 2"
Displacement, empty load	36 t	79 400 lbs
Lead keel	12.7 t	28 000 lbs
Sail area with 100 % genoajib and battenless main	173 m ²	1 861 ft ²
Water tank, stainless	1 300 l	344 US gal.
Diesel tank, stainless	1 800 l	476 US gal.
Holding tanks	3x75 l	3x20 US gal.
Engine	Volvo Penta D6-280	
Engine displacement	5.5 litres	
Number of cylinders	6	
Max. torque	669 Nm	
	at 2 500 RPM	
Power at crank shaft	206 kW	280 HP
Mast over water	27.40 m	89' 11"
	Excl Windex	



Hallberg-Rassy 64 Standard Specification

Hull and deck

Hand lay-up GRP hull, insulated with Divinycell closed cell PVC-foam against heat and cold, except in the keel area and high load areas which has solid laminate. Integrated rubbing strake with stainless strip. White hull with blue decorative band in gelcoat. Isophthalic gelcoat and a protective vinylester based barrier coat between the gelcoat and the GRP. Under the mast there is a supporting steel beam moulded into the hull stiffener. Strong under floor hull stiffener. Lead keel with reinforcement bolted on with twelve M30 stainless steel bolts. Keel bolts are accessible without moving the tanks. Also the deep bilge is easily accessible. The stainless steel rudder shaft is carefully mounted with two self aligning bearings for low friction in all situations. Hull and deck completely joined by overlapping GRP-laminate. Deck and coachroof areas and also cockpit are of sandwich construction with Divinycell closed cell foam, solid in parts. Ten opening skylights and nine dorade vents. The deck is provided with scuppers, which drain under the waterline to keep the hull clean. The underwater hull is painted with two coats of epoxy primer and two coats of antifouling.

Superstructure and deck fittings

Stemhead fitting with two anchor rollers. Extra strong pulpit and pushpit 30 mm diameter of open type. LED Anchor light and LED navigation lights. Double life lines on nine pairs of stainless stanchions. Gates amidships P and SB side. Mooring cleats 36 cm forward and aft. Twin 30 cm amidships on each side. Floating Genoa track car and cutterstay car, both adjustable from the cockpit. The cutter car is linked to the genoa car.

Cutter sail car. Mainsheet push button controlled. Primary winches: Two size 77 CHST hydraulic. Secondary winches two size 58 CHST hydraulic. Soft top wind screen with security glass, aluminium frames and mid panel which opens. Chainplates, bathing ladder and other fittings are made from stainless steel.

Anchor equipment and bowthruster

Hydraulic anchor winch. The anchor winch is mounted under deck. The big chain locker is drained overboard with room for fenders above the chain. The anchor is a Delta 40 kg with, 70 m 13 mm chain. Electric bowthruster 20 HP with its own battery bank in the bow. The control is done by logical foot buttons, where starboard buttons moves the boat to starboard and port button to port.

Cockpit

Good protection from a wind shield with soft sprayhood on stainless steel tubes. Total cockpit length 3.10 m. Cockpit seats and floor covered with teak. Space for navigation instruments over the companionway sliding hatch and on the pedestal head. Wheel steering with hide covered wheel. Cardan link steering system. Single lever engine control, engine instrument panel and space for instruments near the helmsman in the pedestal. All push buttons for single handed sailing are available at the steering pedestal. Magnetic compass over the sliding hatch. There is a large high gloss varnished teak table in the cockpit. Telescopic storing of entrance washboards. Cockpit locker on starboard side. The cockpit is self draining.

Lockers

Forward a locker for anchor chain and space for fenders. Aft a huge lazarette locker with dinghy garage approximately 7.9 cubic meters volume accessible from

two hatches and from the bathing platform. Another two top opening aft deck lockers, 400 liters each, totally 8.6 cubic meter storage on aft deck. Cockpit locker on the starboard side of the cockpit. All lockers are drained.

Rig

Sloop rig, keel stepped, triple spreaders, hydraulic in mast furling. Rod rigging. Mast and boom made from silver anodised aluminium alloy. Hydraulic outhaul. Push button controlled main sheet system. Hydraulic backstay tensioner and hydraulic vang with remote panel in the cockpit. Hydraulic jib furler. Manual cutterstay furler and runners. The runners are stored at the mast when not in use. All halyards and adjustment facilities are well appropriate to the displacement of the yacht. Trimming of the halyards is possible when sailing. Deck lights on the lower spreaders. Flag lines. The mast is provided with special cable conduits. The mast has halyard winches, cleats and Windex.

Sails

EPEX membrane mainsail and genoajib in Vectran and Technora in Offshore quality from Elvström Sails, Denmark. Coded sail bags. Battenless furling mainsail 85 m². Furling genojib 88 m².

Accommodation

First class workmanship in selected mahogany, sanded and treated to a silk smooth finish. Soft-closing drawers. Lockers have invisible hinges. The floor is of wood with holly inlays, varnished and has a carpet. White ceiling accentuated with fore and aft wooden inlays.

This description refers to the standard interior version, which means galley to starboard, separate single and double berths aft with a sofa in the middle, a

saloon with a straight sofa to starboard, U shaped sofa to port as well as a centre sofa, double bed port side forward of the mast, two beds on top of each other to starboard, two heads forward of the mast and v cabin in front. A number of versions are available, some which are subject to additional cost. Other parts of this specification may be affected by the chosen version. The interior layout needs to be confirmed in writing prior to start of construction.

Galley

Seagoing layout with PlexiCor composite stone work tops fitted with wooden fiddles. Deep, double sinks. Two well insulated cold boxes plus a front opening fridge for daily use, all Isotherm SP system water cooled. One of the boxes is a freezer with watercooled electrical compressor. The freezer can also be used as a fridge or a cool box for vegetables etc. The other box is a fridge with water cooled electrical compressor. Pressure water, hot and cold. Drawers, separate locker for china and glass, plus stowage for pots and pans etc. The galley has an opening portlight towards the cockpit. Gimballed electric cooker Force 10.

Saloon and chart table

Generous saloon for all crew plus guests. All space behind and under sofas are used for stowage. Chart table with drawers. Space for nav. aids at the chart table. Comfortable seat with heeling support. Lockers and a big hanging locker for oil skins. Can Bus 24 v and 12 v electric distribution with controls at the chart table.

Toilet rooms

Water proof and easily cleaned toilet compartments in white panels and PlexiCor composite stone. Electric toilets, with fresh water flush to prevent bad smell. Holding tanks for black water. PlexiCor

wash basins with hot and cold water faucets. A large mirror on the bulkhead plus mirror doors over the wash basin in the aft toilet room. Good lighting. The floor is a moulded GRP shower stall drained directly overboard.

Engine room

The engine room is accessible from a big door in the walk through. The engine, generator, pumps, battery chargers and filters are here, easily accessible and easy to maintain. The 230 v 8 kW 50 Hz Mastervolt Whisper Ultra generator has a sound shield and is located in the engine room. Temperature engaged electric engine room fan. Special care for good sound insulation. The foam insulation is protected by metal plates. Fixed CO2 fire extinguisher in the engine room.

Engine

Engine: Volvo Penta D6-280, 5.5 liters cylinder volume, 206 kW/280 hp crankshaft power, 6 cylinder common rail fuel injection system, turbo charged marine diesel with aftercooler, 24 valves with hydraulic lash adjusters, double overhead camshafts, oil-cooled pistons with two compression rings and one oil scraper ring and replaceable valve seats. 669 Nm torque at 2 500 rpm. Hydraulic gear box. The engine is mounted with an Aqua-drive flexible link for quiet and smooth engine run. The engine is fresh water cooled. Single lever EVC-D control for rpm and gear shift. The instrument panel includes tachometer, temperature gauge, oil pressure and voltmeter for engine start battery, acoustic and optic warnings. 3 bladed two-gear Gori sailing propeller with overdrive. A fixed 3 bladed propeller is supplied as a spare. Shaft 50 mm stainless steel. Electrical 20 hp bow thruster with separate battery bank.

Fuel and fresh water

Fuel: 1 800 liters in stainless steel tanks

under the saloon floor. Fresh water: 1 300 liters, also in tanks of stainless steel situated under the floor in the saloon. Keel bolts are accessible without moving the tanks. Manholes are provided for easy inspection and cleaning of all tank sections. Active coal filter and twin double pumps for the fresh water system for high redundancy. Pressure water hot and cold at all faucets. The hot water is heated by the engine and also by the 230 v shore connection or generator and is stored in a well insulated 75 liters tank.

Electricity

Mastervolt Whisper Ultra 8 kW 230 V 50 Hz power generator with sound shield. Two 24 v 80 A alternators on main engine. Service batteries: Tubular cell 24 v 420 Ah, as well as Tubular cell 12 v 210 Ah. Engine start battery 100 Ah 24 v. Bowthruster batteries 50 Ah 48 v. Can Bus system for the 24 v and 12 v systems. Gauge for fuel and water. Good lighting. 230 v shore connection with zinc saver. Mastervolt Combi 120 A 24 v charger / 4000 W-24 v-230 v inverter. Three Mastervolt Magic chargers; for engine start batteries, bow thruster batteries and 12 v service batteries. There are 230 v power outlets in each cabin. 12 v outlet at nav station.

Hoses etc.

All drains from the selfdraining cockpit, sinks, washbasins, etc. are of durable material. Pipes for hot and cold water are of domestic use quality. All through hull fittings are provided with seacocks. Double hose clamps near and under the water line. All clamps in stainless steel. Manual membrane bilge pump, electric bilge pump and an electrical emergency bilge pump, which can be flooded.

Ventilation

Great effort is made for good ventilation inside and outside. 17 opening skylights

and portlights, nine dorade vents. All interior lockers are equipped with ventilation. Temperature engaged electric engine room fan. The berth boards have plenty of holes and are unvarnished for good ventilation.

Natural light

Great effort is made for lots of natural light. There are 30 natural light inlets into the boat; ten skylights, 13 superstructure portlights, six fixed hull portlights and a milk coloured sliding hatch at the entrance.

Upholstery etc.

Cushions in the sleeping cabins are 12 cm sandwich foam covered with high class furniture fabrics. The major part inside of the hull has wooden lining.

Instrumentation

Furuno FI-50: two Multi displays with Triducer for speed, depth and water temperature, one analogue Wind display with transducer. All these displays are fitted over the sliding hatch. Magnetic compass over the sliding hatch.

Certification

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

Remaining

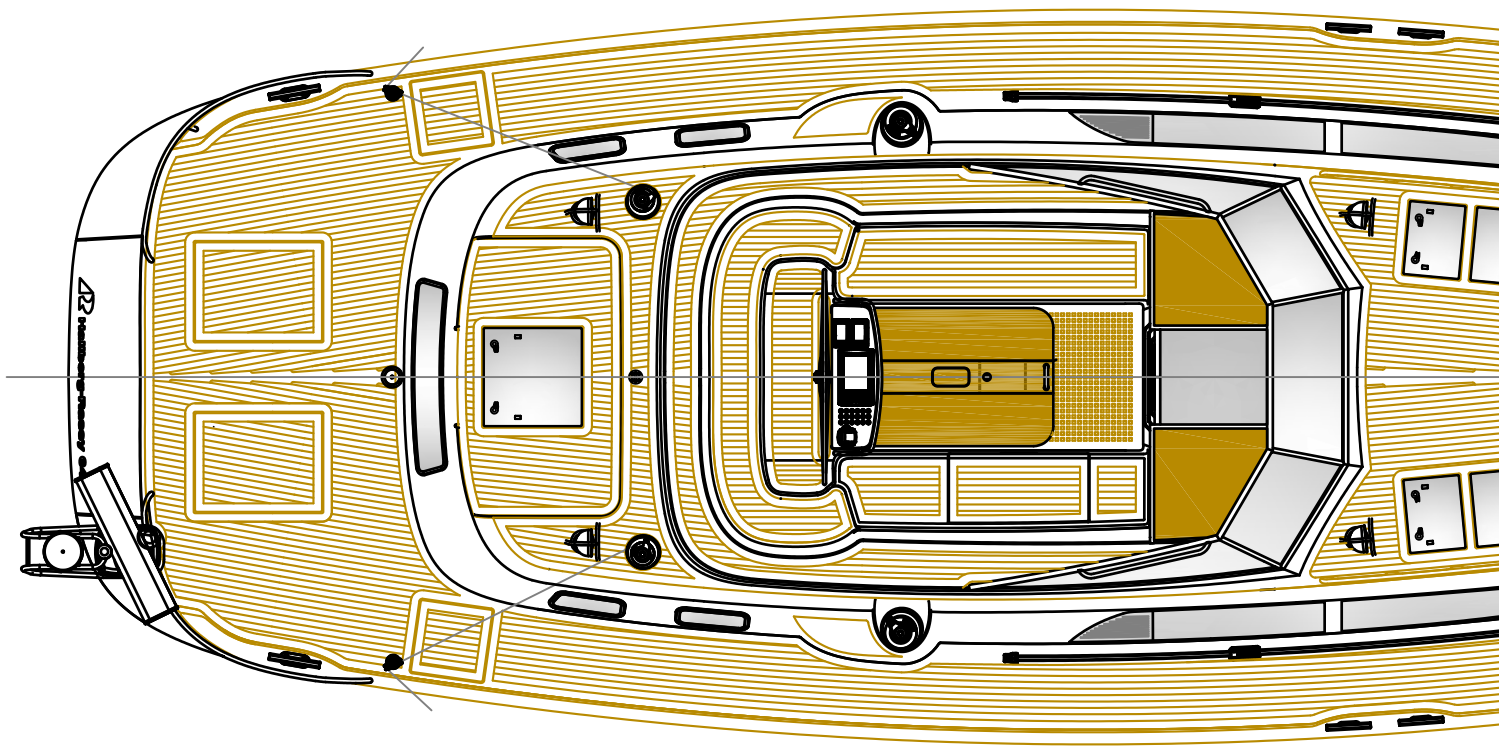
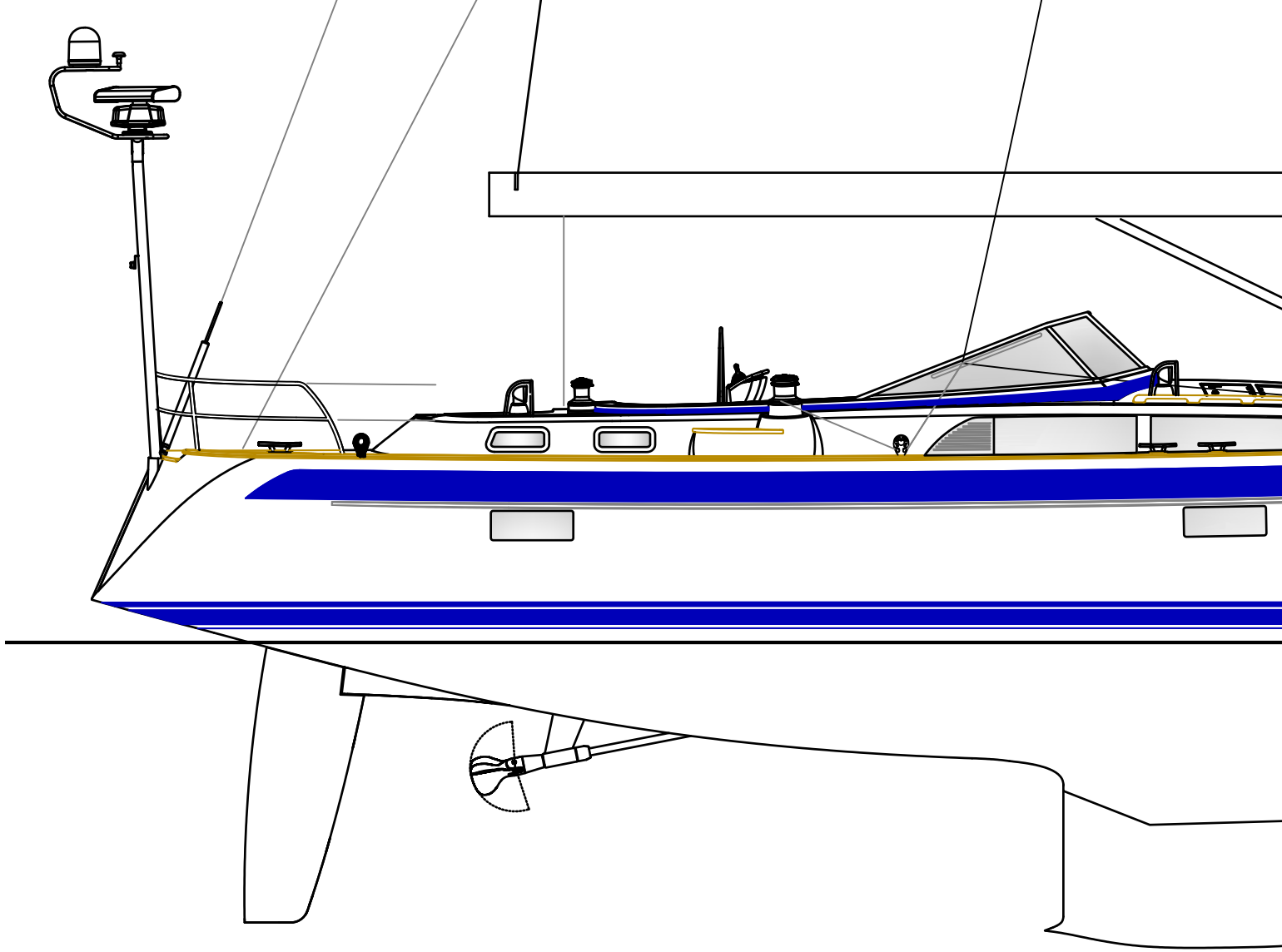
Six 18 mm 10 m mooring lines
Six fenders 12 x 32 "
Boat hook
Flag staff
Windex
Fire extinguishers, 4 x 2 kg
Spare light bulbs

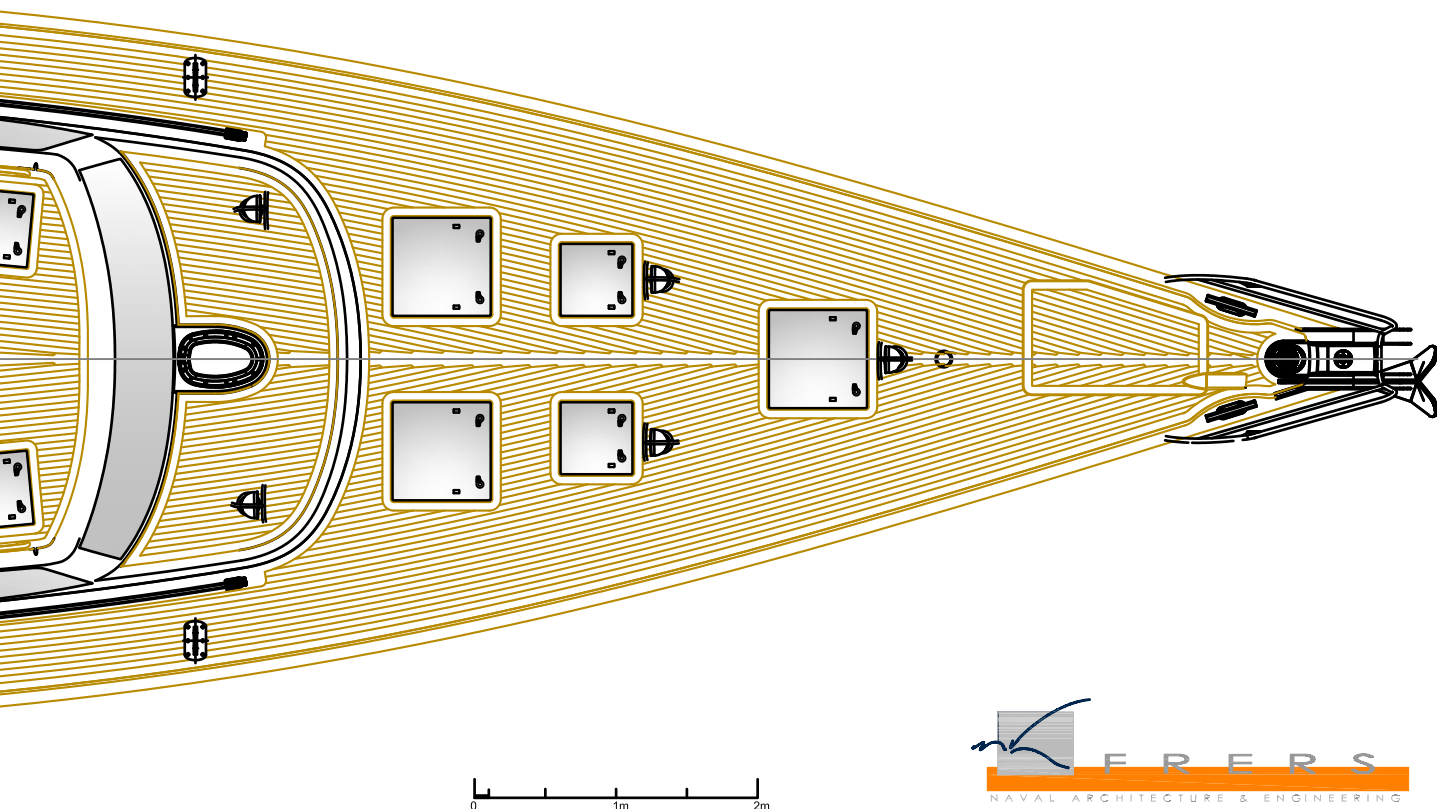
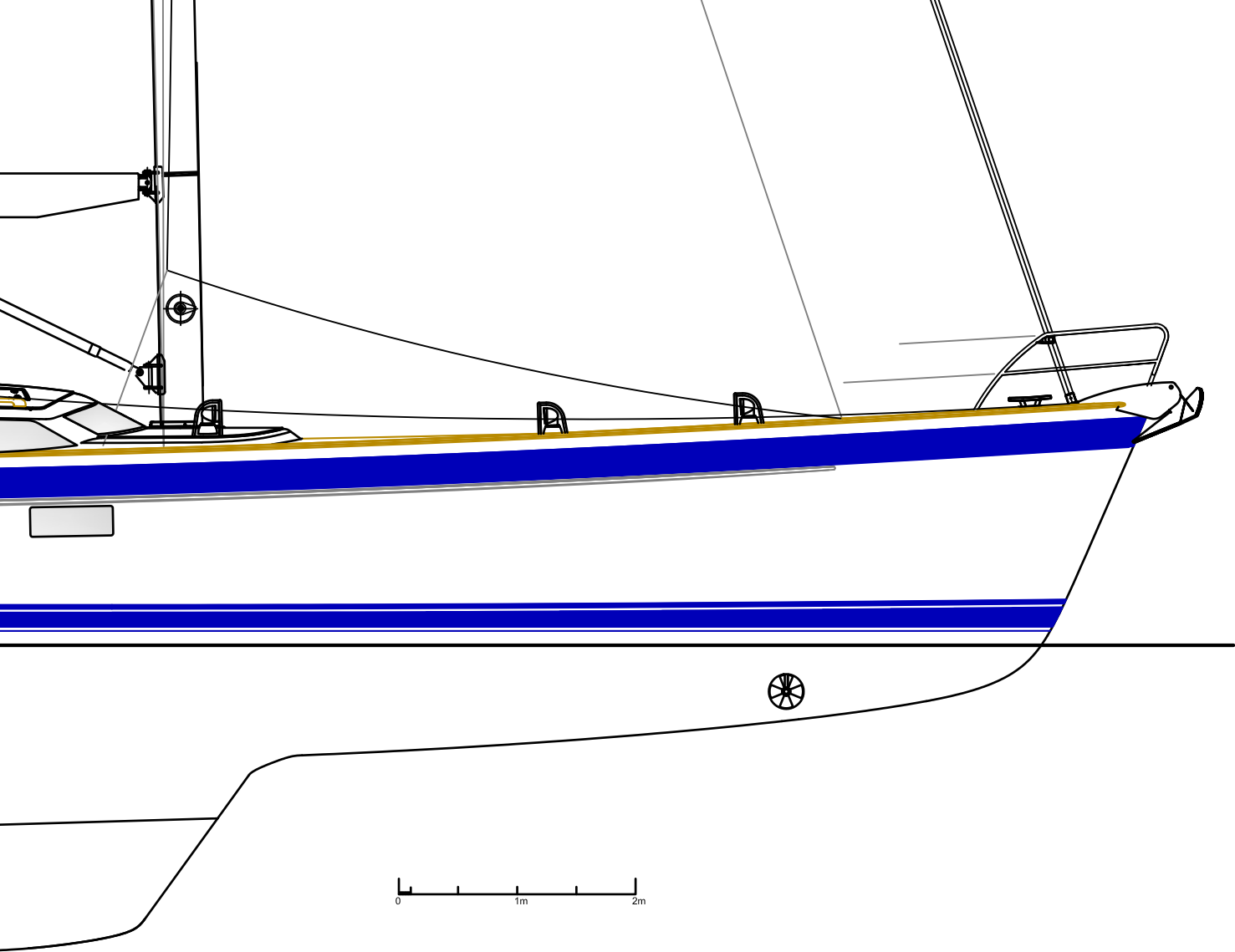
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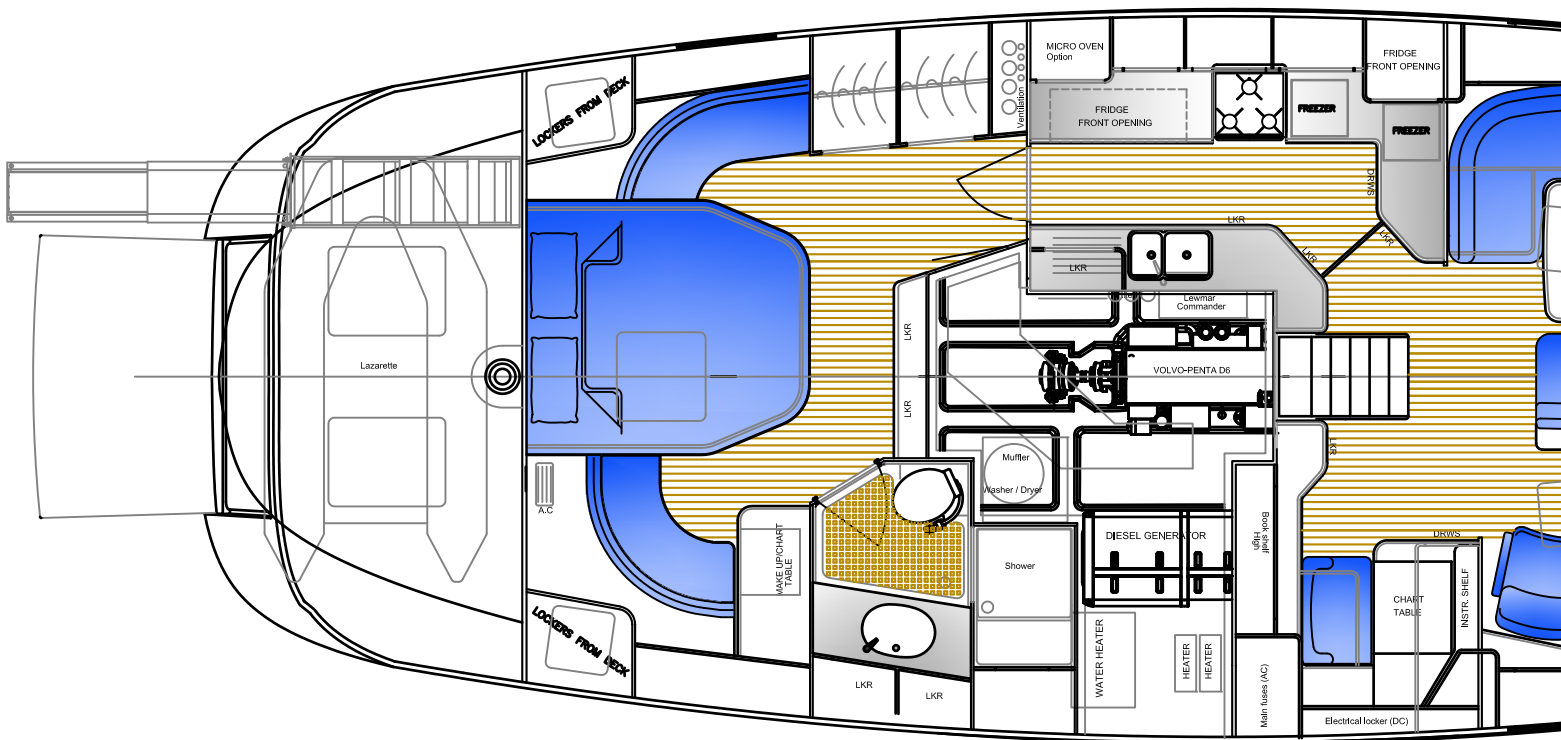
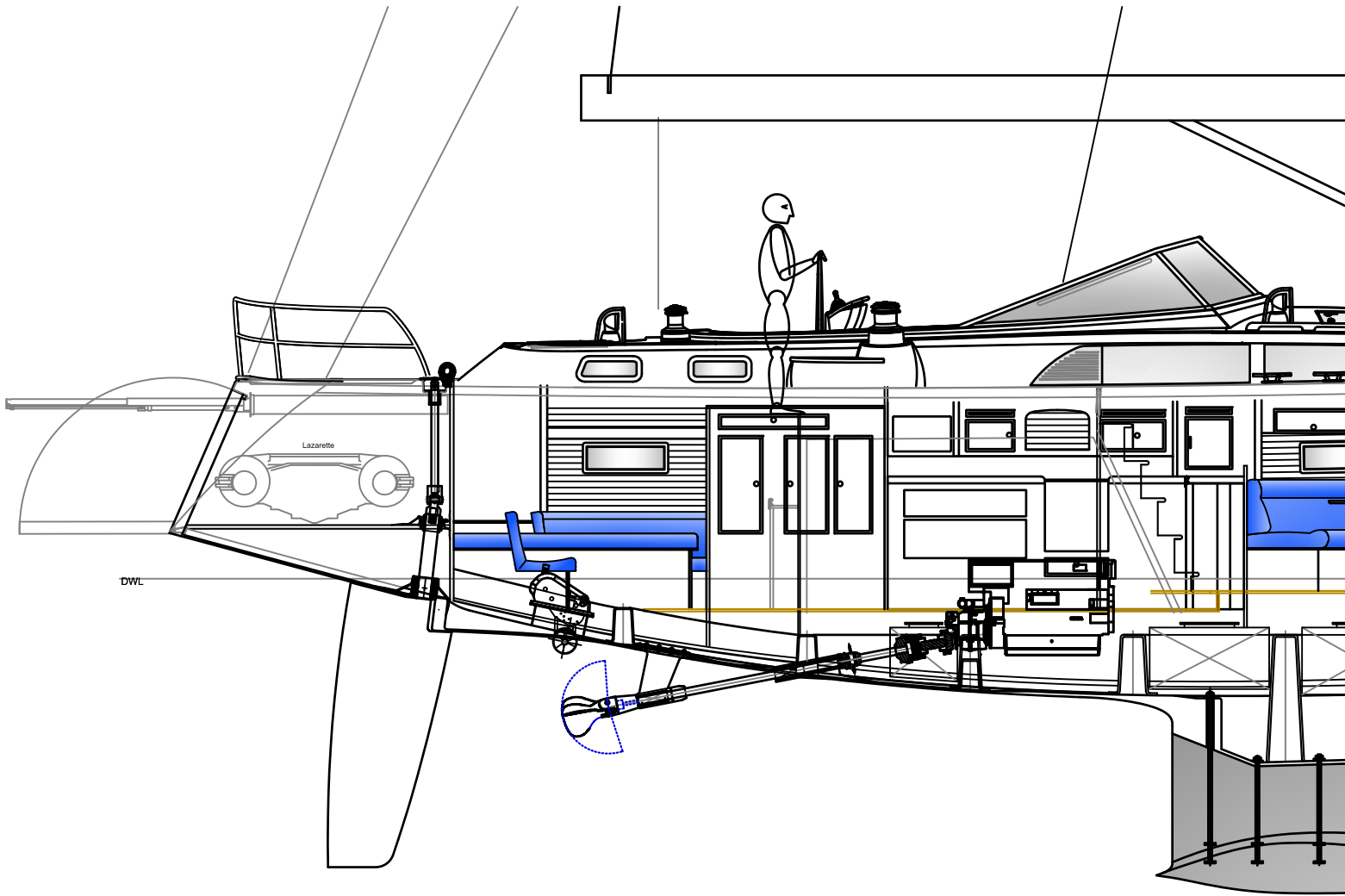
Chosen extra equipment may affect this standard specification.

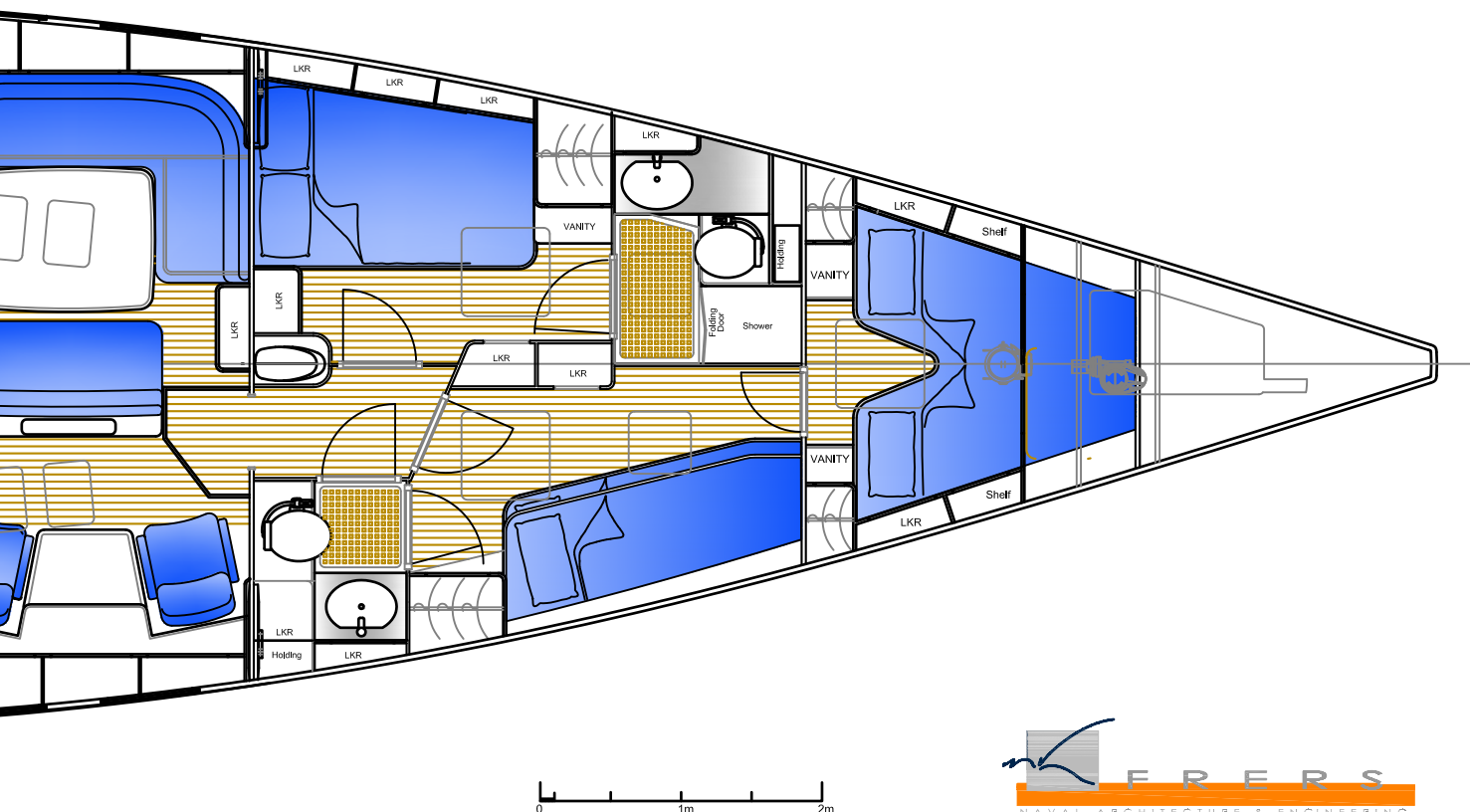
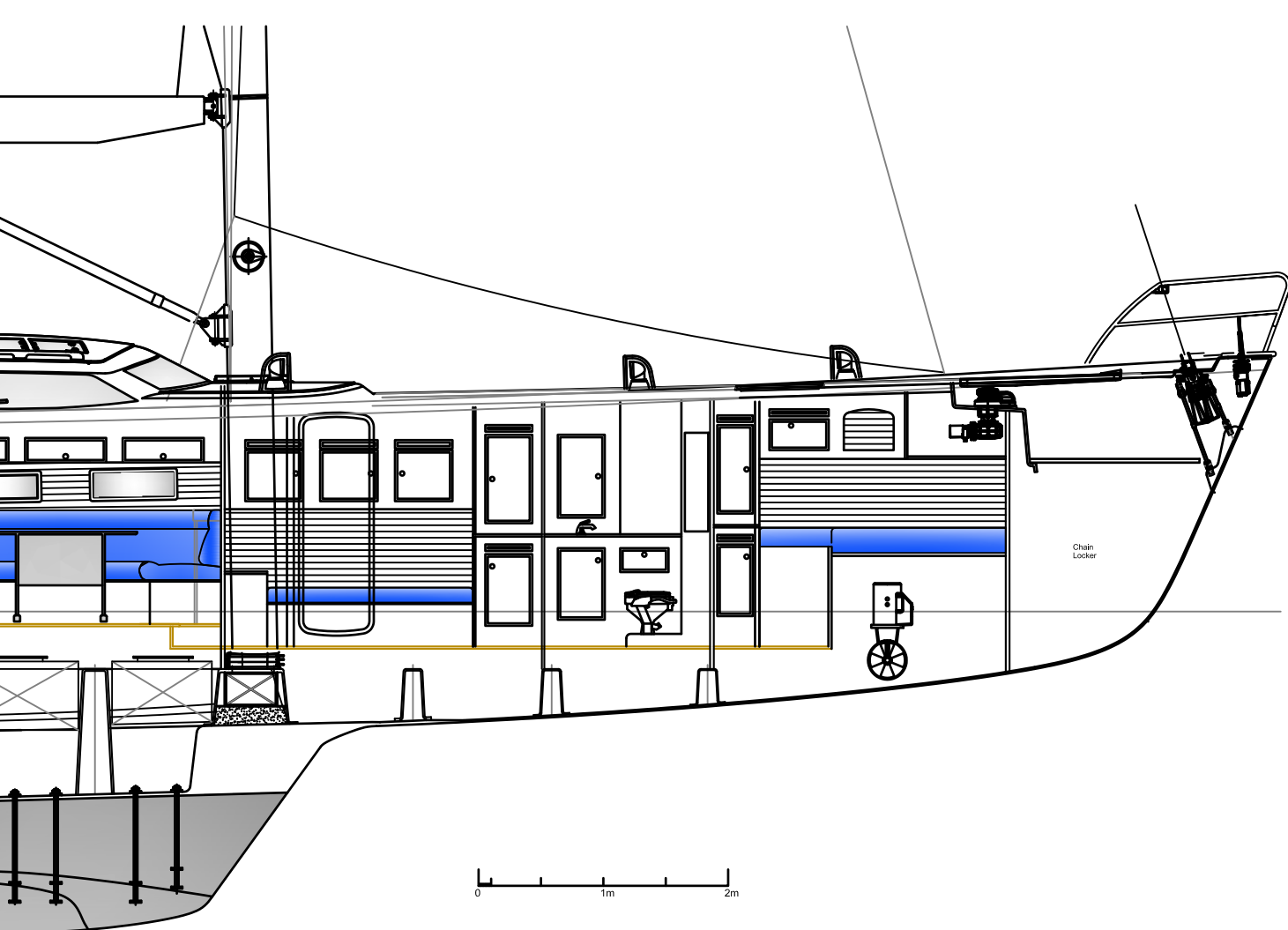
Drawings are for orientation only. Measurements are not to be taken from these drawings.

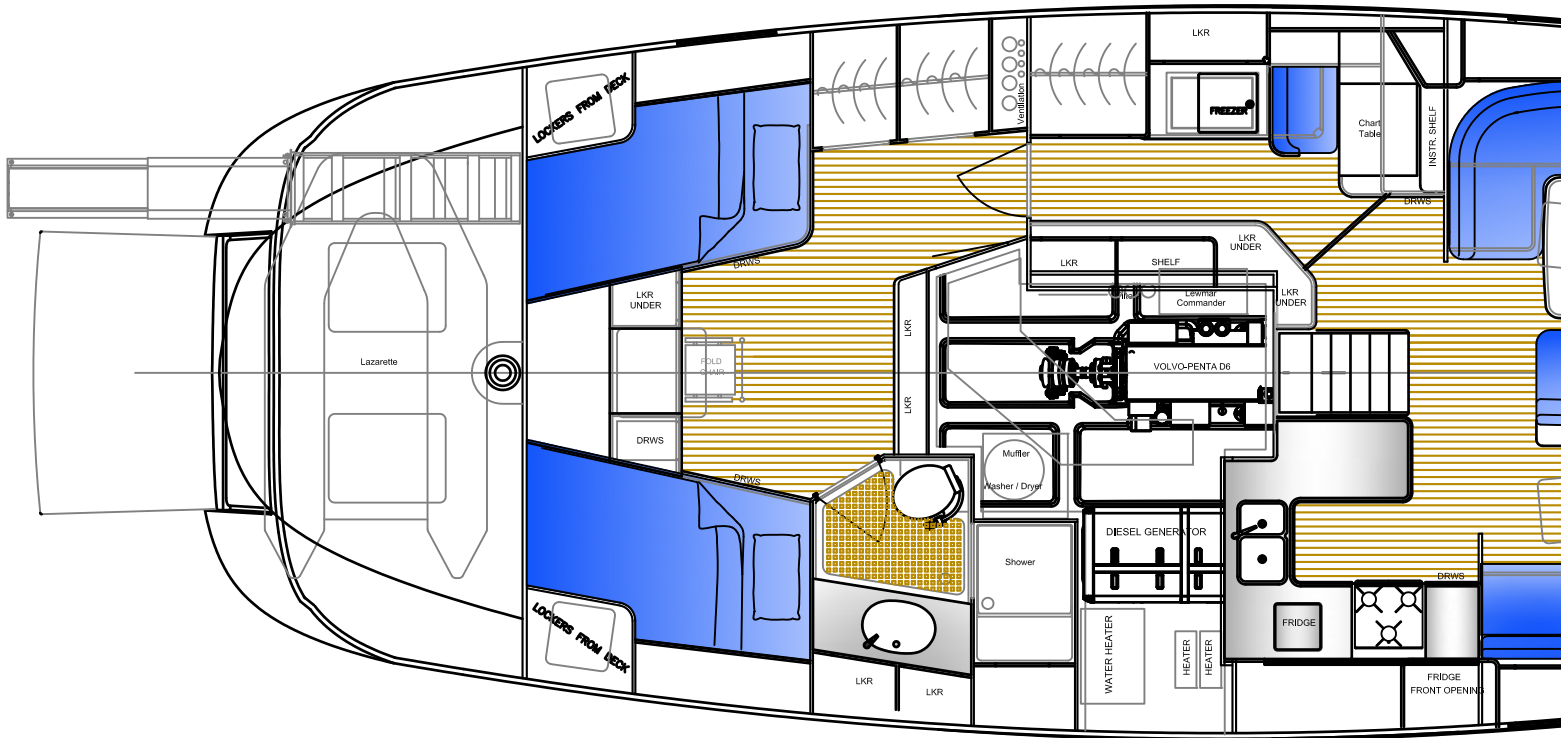
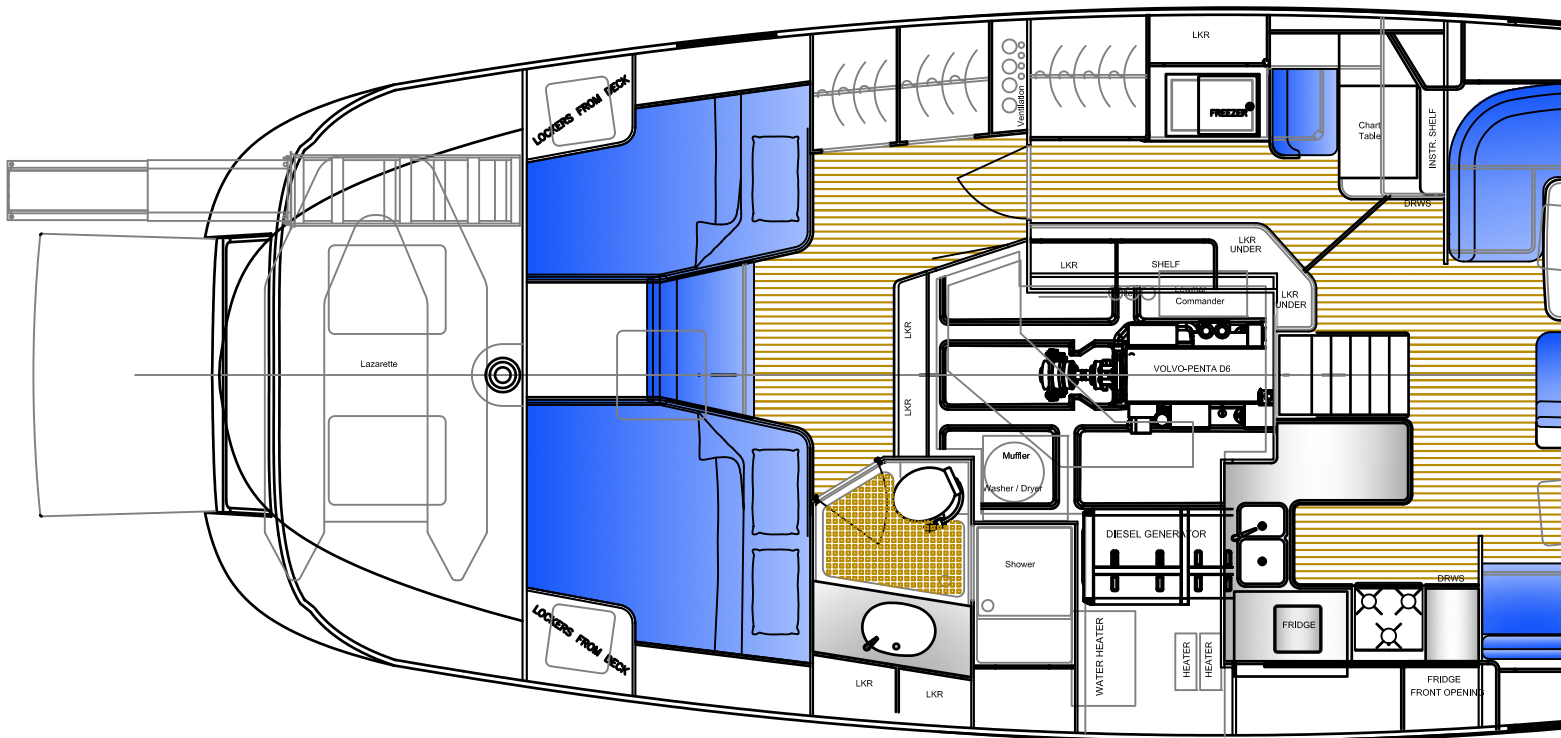
Drawings and photos show optional equipment.

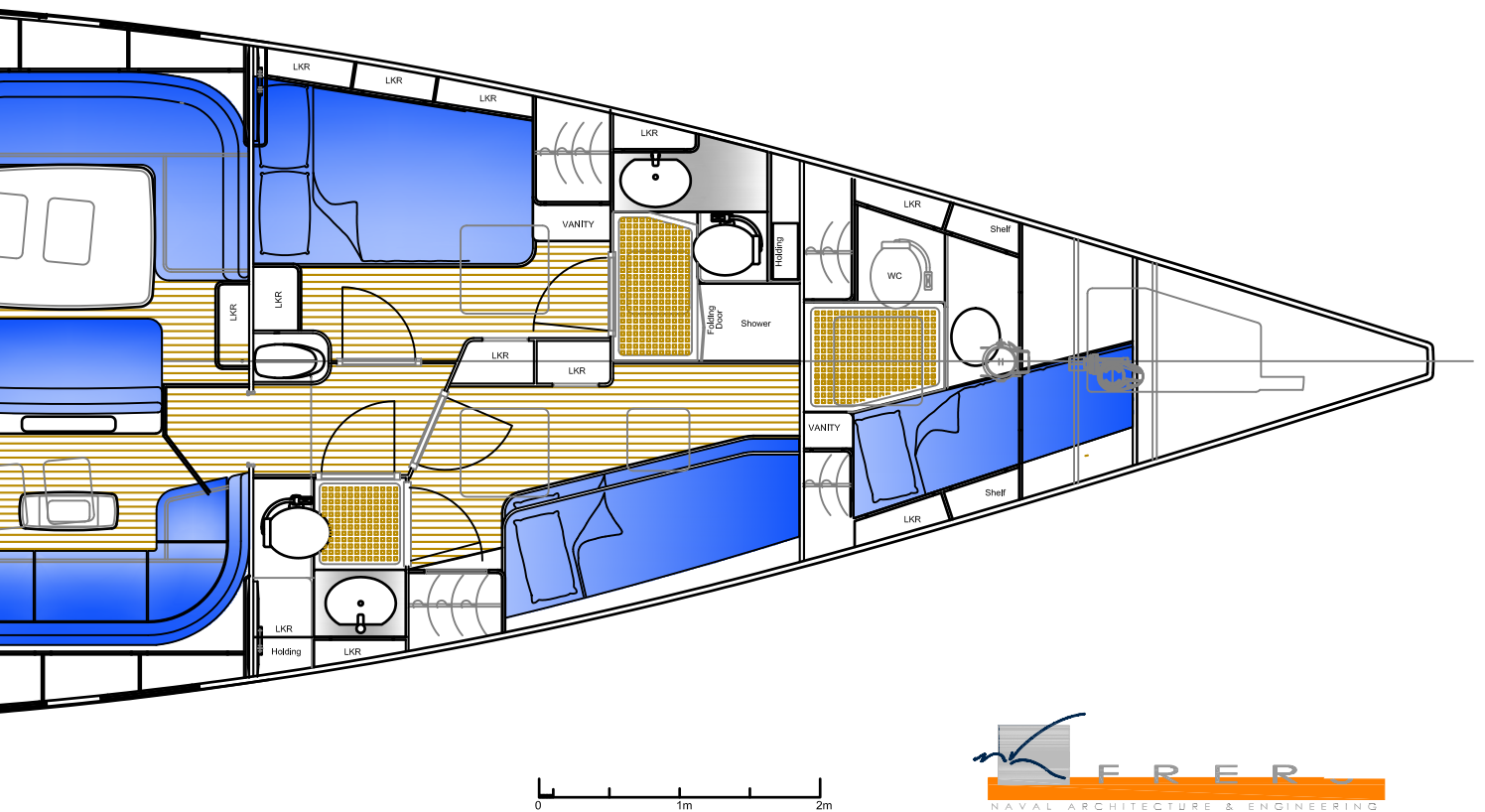
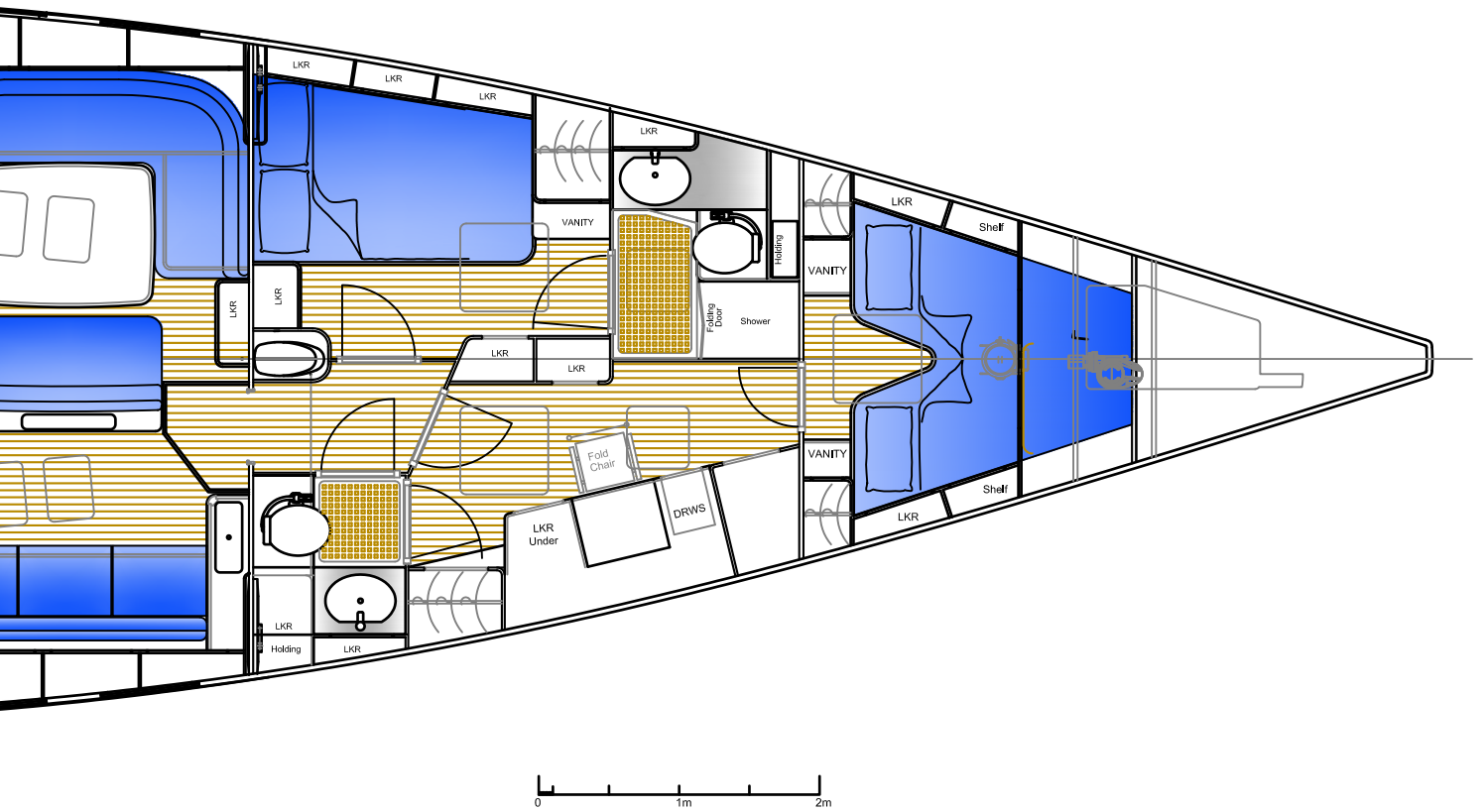


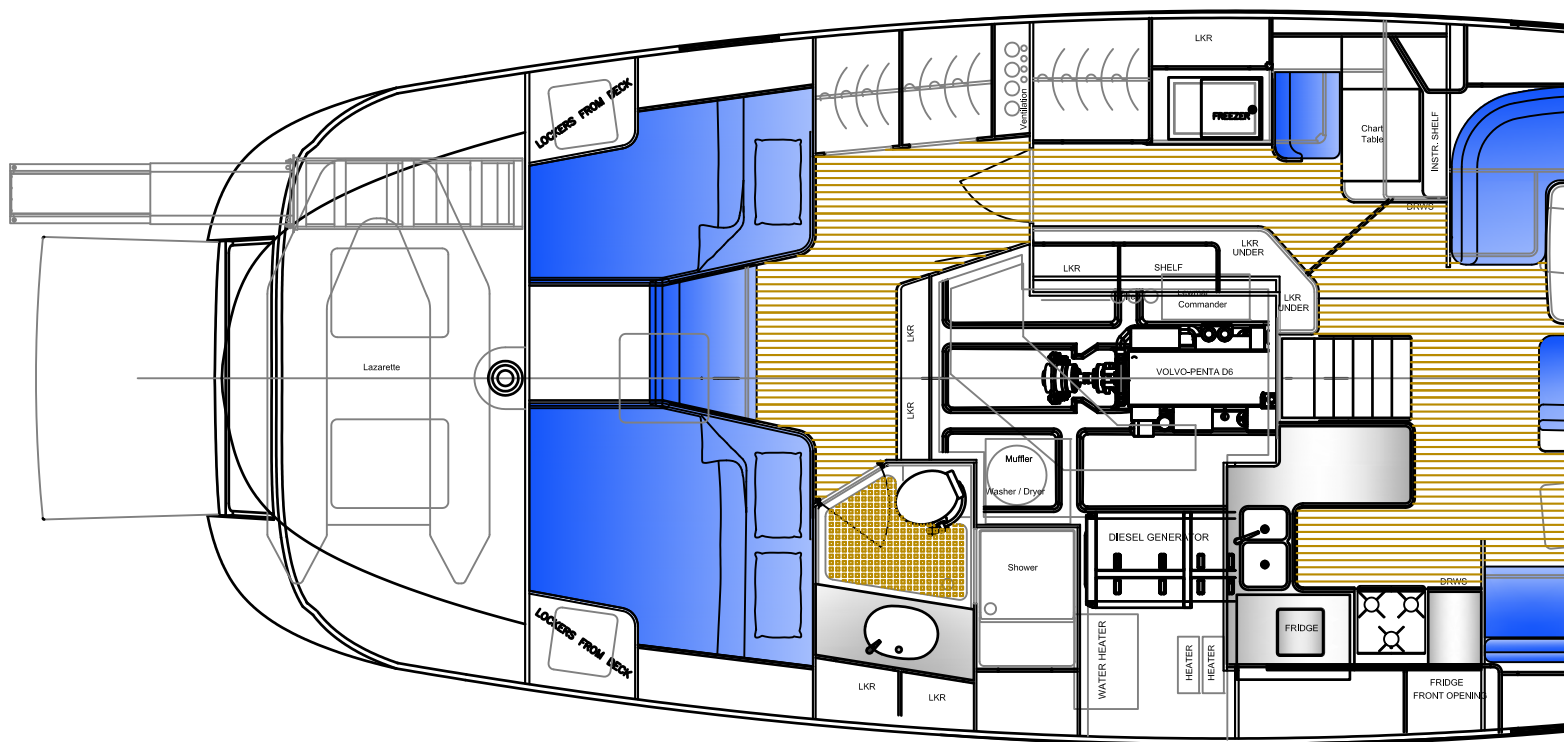












Overview available interior layouts

Section 1, aft cabin, standard version:

- Two separate berths in the aft cabin: a single and a double, seat in-between

Further versions at additional cost:

- Center berth for two in aft cabin, sofa on port and starboard, worktable to starboard
- Two separate single berths in the aft cabin, work table in-between

Section 2, galley/navtable, standard version:

- Navtable to port, galley to starboard

Further versions at additional cost:

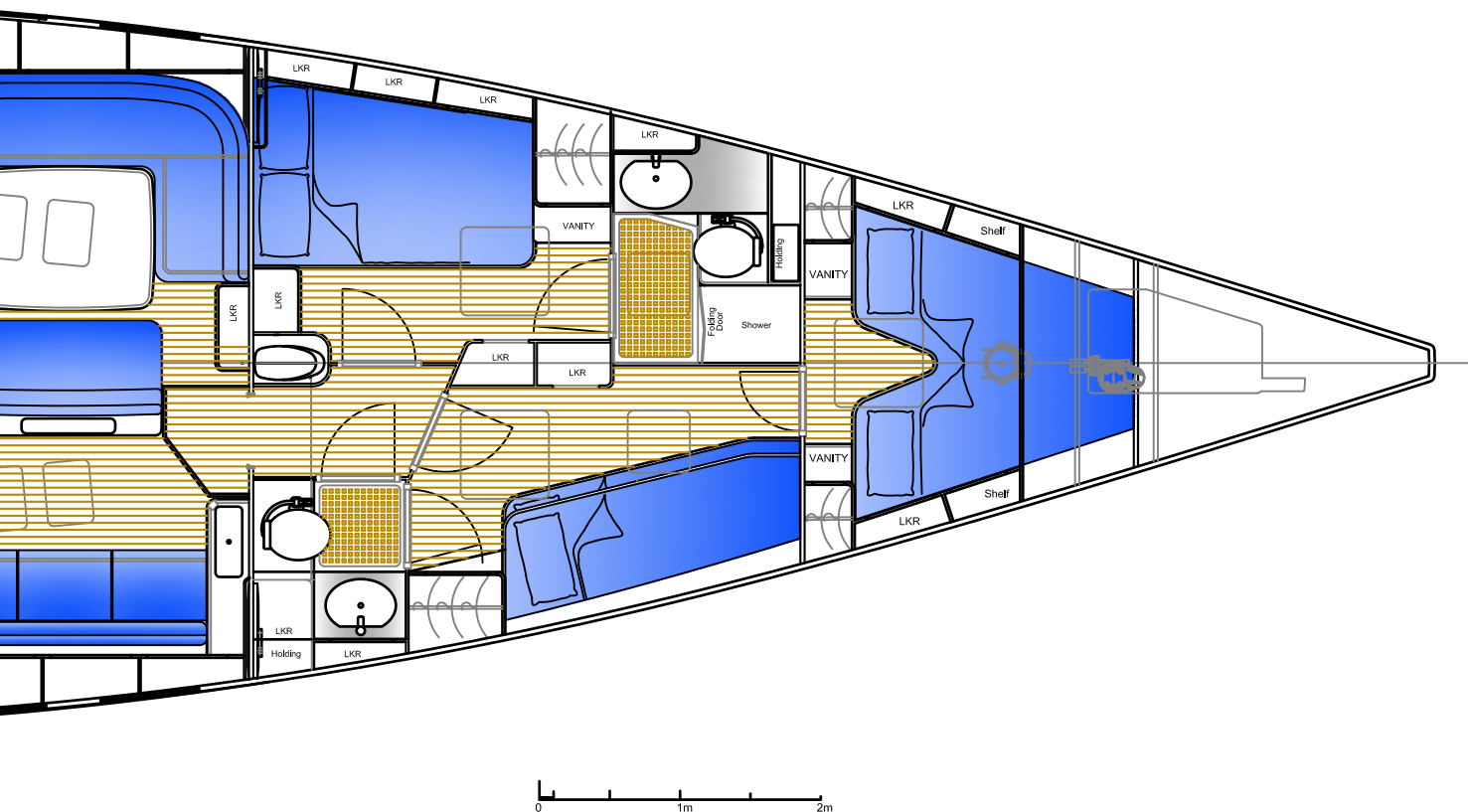
- Navtable to starboard, larger galley to port with larger fridges and freezer

Section 3, saloon, standard version:

- Saloon with U sofa to port, centre sofa, straight settee to starboard

Further versions at additional cost:

- Saloon with U sofa to port, centre sofa, armchairs to starboard
- Saloon with U sofa to port, centre sofa, L sofa with small table to starboard



Section 4, two cabins forward of the mast, standard version:

- Double cabin to port, two beds on top of each other to starboard

Further version at additional cost:

- Double cabin to port, office to starboard

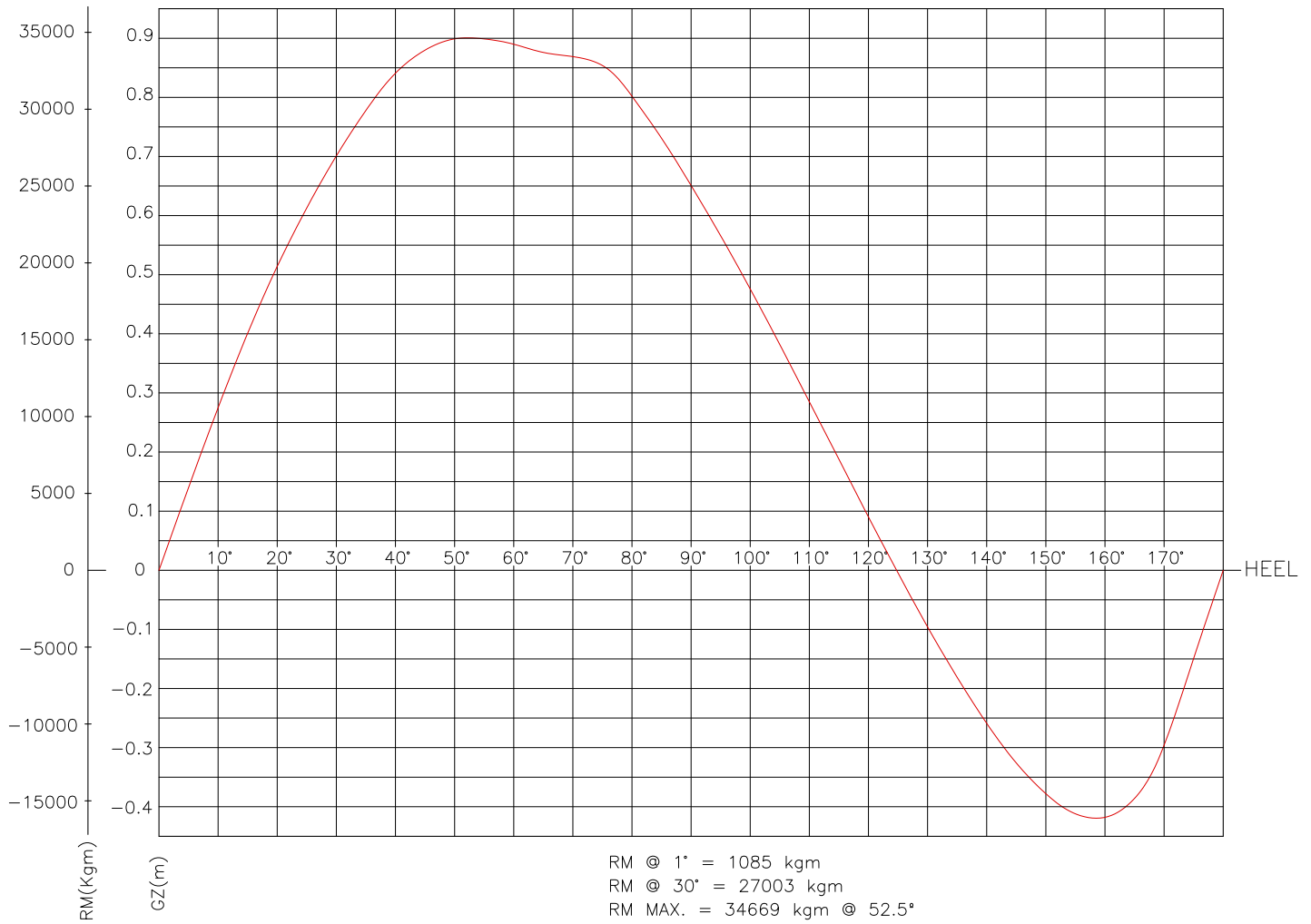
Section 5, cabin in front, standard version:

- V cabin in front with access from starboard cabin

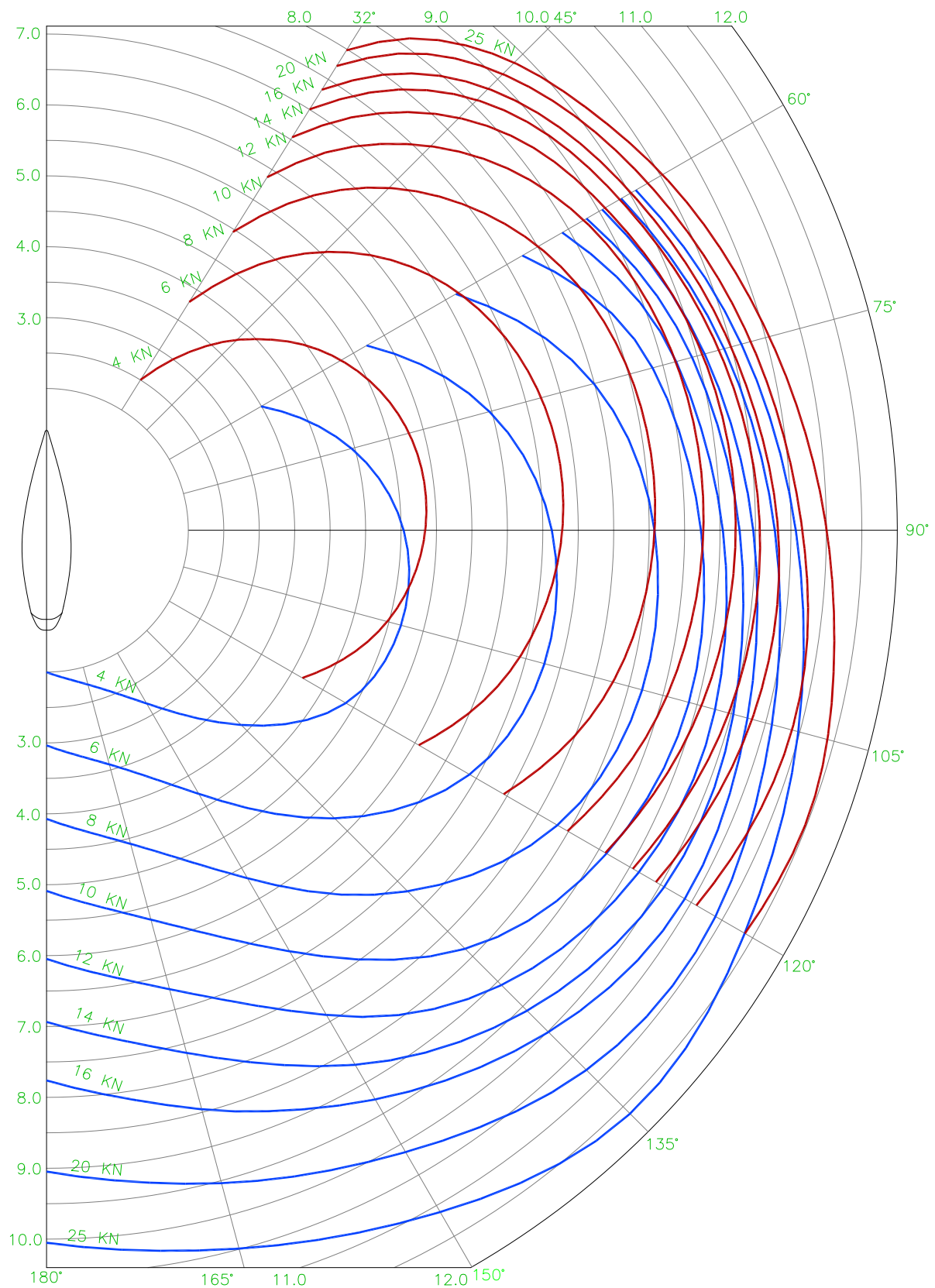
Further version at additional cost:

- Skipper's cabin in front with own entrance and own WC

Stability curve



Speed prediction 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



- Established 1943 -

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