

Hallberg-Rassy 57 Standard Specification

Hull and Deck

Hand lay-up GRP hull, insulated with Divynocell closed cell PVC-foam against heat and cold, except in the keel area and high load areas which have 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. Strong under floor reinforcements. Steel beam molded into the hull stiffener under the mast support for additional reinforcement. Reinforced lead keel with bulb bolted on with 30 mm stainless steel bolts. The rudders are carefully mounted with self-aligning spherical bearings for sensitive rudder feel. Emergency steering is supplied. Strong engine foundations of GRP for effective sound insulation. Deck and coach roof areas and also cockpit are of sandwich construction, solid in parts, laminated to the hull. Six hull porthlights.

Deck and deck fittings

Deck, toerail, cockpit seats, cockpit floor and side trims in top quality teak. Teak hand rails. Strong stemhead fitting with integrated double anchor roller. Electric windlass. Stainless Ultra anchor 45 kg. Chain 70 m, 12 mm. Cockpit locker. Two strong stainless cleats forward, aft and four midships. Double stainless guardrails. Opening gates port and starboard. Three scuppers on each side which drain rain water overboard just under waterline to prevent staining the hull. Headsail tracks with blocks. Headsail car adjustable with lines from the cockpit. Electric selftailing genoa sheet winches, Lewmar 70 Evo chrome electric, one electric main sheet winch Lewmar 50 Evo chrome electric. Hatches in foredeck, forward toilet compartment, starboard cabin, saloon and in aft cabin. Many port holes, 7 of these are opening. Pulpit and pushpit have opening for easy access on board. Stowage in three aft deck lazarette lockers, with four lids. Cockpit locker, big deck storage between forward cabin and the anchor locker. All in all ten cubic meters of deck storage. Push button operated fold-out bathing platform in transom with bathing ladder.

Cockpit

On starboard side there is a dry stowage locker. The lid has a gas spring. The cockpit floor is covered with a teak grating. Twin wheels steering with single lever engine control. The wheels are leather covered. Removable teak cockpit table. Panel for engine instruments in a steering pedestal within easy reach of helmsman. Two large cockpit drains. Strong windscreen, tempered glass with opening

center 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. These work tables and the washboards are high gloss varnished (on request available as natural teak). Above the sliding hatch Raymarine instruments; one i50 Speed, one i50 Depth and i60 Wind.

Mast and rigging

Triple swept back spreaders rig, Seldén Furlin, hydraulic in-mast furling. Main boom with outhaul. Jib furling and reefing system Seldén Furlex TD with under deck drum. Rigid vang with gas spring. Hydraulic backstay tensioner. Selftailing winches for main and jib halyards. Several cleats for various uses. Generous dimensions of standing and running rigging avoid fatigue during unrestricted ocean sailing. Windex wind indicator and led anchor light on mast top.

Sails

Furling mainsail and furling genoajib in polyester Pro Radial Trioptimal, in special Offshore quality by Elvstrøm Sails, Denmark. Coded sail bags.

Accommodation details

One level sole throughout the boat. As standard the boat has the galley to starboard, two saloon sofas and two separate aft cabin berths. There are many layout options including two armchairs available in the saloon and a queen size centre berth in the aft cabin with a sofa on each side and a vanity table. There is a linear 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 with horizontal grain. Flat locker doors, invisible hinges and ventilation above. Floor is varnished wood with inlaid holly strips. Saloon and aft cabin ceiling have paneling with mahogany strips and ceilings in remainder of boat has 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. Portholes are fitted with curtains. Skylight hatches in sleeping cabins have curtains.

Saloon

The settee offers comfortable seating. On the starboard side a 2.48 / 8' 2" long L-sofa that has backrests with hinges so that the space behind can be utilised as storage. On port side 2.10 m 6' 11" 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 2.16 m / 7' 1".

Galley

U shaped, placed to starboard. Working surface in Corian with strong, all round wooden 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 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. Force 10 electric cooker with oven, well gimballed and locking device for oven door and also for the cooker when in use in the marina. Manual 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. 110 litres/28 US gallon 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. Two 2.00 m/6' 7" ' long separate berths with ample stowage above and below and two additional hanging lockers. Two large deck hatches for light, ventilation and access for sails. Automatic vent on fore deck.

Starboard side cabin

On starboard a double bed sleeping cabin. Good elbow space. There is a vanity, several lockers and a hanging locker.

Work Table and Walkthrough

A comfortable work table seat with spacious table to port. Drawers, stowage slots and a wet locker. There is a larger rubber sealed door access to the walk-in engine room off the walkthrough. Good headroom 2.05 m/6' 9" in the walkthrough thanks to use of cockpit coaming for headroom.

Aft Cabin

Aft cabin has a generous hanging locker and two comfortable berths, 2.06 m / 6' 9" long x 90 cm / 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 vanity table, may be ordered.

Aft Heads

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Engine and Engine Room

Walk-in engine room. The sound insulation is covered by perforated aluminium linings. Engine: Volvo Penta D4-175, 129 kW/175 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 75 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 start 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. There is a sump pump in the engine room in order to empty water or dirt from the fuel tank.

Bow thruster

Sleipner SidePower bow thruster, 300 kg thrust at 24 volts, tunnel installation.

Diesel

Approximately 1 050 Litres / 277 US gallon in three stainless steel tanks, below the floor in saloon with fuel gauge. Main tank appx 660 l, port side tank appx 180 l, sb tank appx 210 l. 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.

Fresh Water

Water capacity is 1 030 litres / 271 US gallon under the floor in the saloon in stainless tanks. There is a water gauge. The two under floor tanks are connected to one appx 665 liters, sb cabin tank has appx 290 l and the hot water calorifier has 75 litres capacity. 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. When the pressure is reduced, 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 inlets. There is a carbon filter for the fresh water system. There are three bilge pumps; one manual, one electric and one high capacity submersible electric emergency bilge pump. The emergency pump is operated from the cockpit.

Electricity

Generator Cummins Onan 17.5 kW 230 v 50 Hz in sound shield. 230 v shore power with outlets in each cabin. Mastervolt Combi Ultra 24v/230v 3500 W 100 A. Three separate circuits; one with 12 Volt and 75 Ah battery for engine start, and one 24 Volt 230 Ah deepcycle for general 24 V use on board, covered by four 6 v 230 Ah deepcycle batteries. One 12 Volt 230 Ah deepcycle for general 12 V use on board, covered by two 6 v 230 Ah deepcycle batteries. Charging of batteries is by one 140 A 12 V and one 55 A 24 V alternator from the engine. 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. There is a water and diesel meter. International led navigation lights, led steaming light and led anchor light. A wiring diagram is supplied with each boat.

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

Seven hatches, seven opening port holes, companionway washboards, nine vents; in forward cabin, forwards heads compartment, in the starboard cabin, two in the saloon, two in the aft cabin, one over the large aft deck locker and one over the big forward deck locker. Separate electric engine room ventilation.

Steering

Twin Lewmar wheel steering. Cardan linked rod steering with progressive purchase combines safety and fine feel in the best possible way. Illuminated compass. Leather covered steering wheels.

Safety and General

All outside skin fittings are speedily and securely sealed by using ballvalves 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. 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 DNV-GL (Det Norske Veritas-Germanischer Lloyd) and delivered with a CE certificate and a CE plaque for category A (unlimited ocean voyages).

Loose Equipment

- Flagstaff
- Boat hook
- 4 Fenders 10 x 25
- 4 Mooring lines 10 m / 33'
- Emergency steering
- Fire blanket for the galley
- Emergency stair for the aft cabin
- One winch handle

Modifications reserved.

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 do show optional equipment.

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