



2016 Hallberg-Rassy Hallberg-Rassy 64

Boat Type: Cruiser



OVERVIEW

The new Hallberg-Rassy 64 is literally the greatest boat ever built by Hallberg-Rassy. It is unmistakably a true Hallberg-Rassy and at the same time she offers a lot of new features. The Hallberg-Rassy 64 is a blue water cruiser for yachting connoisseurs. The new flagship, manageable by a family crew.

Standard equipment is generous with hydraulic push button sail handling, 20 hp bow thruster, 8 kW generator, 120 A charger, 4000 W inverter, flush mounted skylights, basic instruments, teak deck and membrane sails all included in the base price.

The deck is clean and uncluttered. There is a sun deck integrated into the aft cabin roof. The cockpit is unusually large; 3.10 m long, that's 55 cm longer than on the Hallberg-Rassy 62. There is a large, fixed, teak cockpit table.

Below deck living areas have lots of natural light; there are no less than thirty-one (31) port lights and skylights in the boat. The interior offers twelve choices in 5 sections, creating layouts available for all tastes and needs. Below deck living areas have lots of natural light; there are no less than thirty-one (31) port lights and skylights in the boat.

The walk-in engine room is large, has room for lots of technical equipment, is well sound insulated and allows for easy maintenance. The engine is big, a 6 cylinder Volvo Penta D6-300 with 300 HP. The fuel capacity is large at 1800 liters. and water are 1 300 liters. of fresh water. In calm water with a clean underwater body, the fuel consumption is one liter per nautical mile, which means around 1 800 nautical miles range!

This yacht is a real mile eater full of amenities for the comfort and safety of the crew.

SPECIFICATIONS

Basic Information

Manufacturer:	Hallberg-Rassy	Boat Type:	Cruiser
Model:	Hallberg-Rassy 64	Hull Material:	Fiberglass
Year:	2016	Hull Type:	Displacement
Category:	Sail		

Dimensions & Weight

Length:	65.00 ft	Draft - max:	8 ft 2 in - 2.49 meter
LOA:	65 ft 1 in - 19.84 meter	Bridge Clearance:	89 ft 11 in - 27.41 meter
Beam:	17 ft - 5.18 meter	Dry Weight:	79400 ft
Deadrise Aft:	-		

Tank Capacities

Fuel Tank:	476 gallons - 4 tank(s)	Holding Tank:	60 gallons - 3 tank(s)
Fresh Water Tank:	344 gallons - 5 tank(s)		

Accommodations

Total Cabins:	-	Crew Cabins:	-
Total Berths:	-	Crew Berths:	-
Total Sleeps:	-	Crew Sleeps:	-
Total Heads:	-	Crew Heads:	-
Captains Cabin:	Yes		

FEATURES

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. Captive mainsheet push button controlled with hydraulic cylinder in the main boom. Primary winches: Two size 80 CHST hydraulic. Secondary winches two size 55 CHST hydraulic. Soft top wind screen with toughened 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 elegantly mounted under deck. The big chain locker is drained overboard. In the locker, there is space for fenders above the chain. The anchor is a Delta 40 kg, the chain 70 m 13 mm. Electric bowthruster 20 HP with own battery bank in the bow. The control is done by logical foot buttons, where starboard 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 pedestal. Magnetic compass over the siding 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 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 this is possible when sailing. Deck lights on the lower spreaders. Fitting for spinnaker boom and halyard. 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 genoajib 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 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 with a freezer with electrical compressor. The freezer can also be used as a fridge or a cool box for vegetables etc. 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 additional 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 electrical 24 v and 12 v electric distribution with controls at the chart table.

Toilet rooms

Water proof and easily cleaned toilet compartments in white formica and composite stone. Electric toilets, with fresh water flush to prevent bad smell. Holding tanks for black water. Composite stone work tops and 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 formed GRP shower stall drained directly overboard.

Engine room

The engine room is accessible from a big door in the walk through. The power generator, pumps, battery chargers and filters are here, easily accessible and easy to maintain. The 230 v 8 kW 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 covered by metal plates. Fixed CO2 fire extinguisher in the engine room.

Engine

Engine: Volvo Penta D6-300, 5.5 liters cylinder volume, 221 kW/300 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 Aquadrive 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.

Fuel and fresh water

Fuel: 1 800 liters in stainless steel tanks. 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

Whisper Ultra 8 kW 230 V 50 Hz power generator with sound shield. Two 24 v 80 A alternators on main engine. Service batteries: Flat plate 470 Ah, 24 v as well as Flat plate 235 Ah, 12 v. Engine start battery 100 Ah 24 v. Bowthruster batteries 50 Ah 48 v. 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-230V inverter. Three Mastervolt Magic chargers; for engine start batteries, bow thruster batteries and 12 v service batteries. There are 230 v power outlets at suitable positions. 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 food quality. All through hull fittings are provided with seacocks. Double hose clips near and under the water line. All clips 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 bases 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

Raymarine i50 Speed, i50 Depth and i60 Wind. 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

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

Attachment

- [HR 64 Brochure](#)

- [HR 64 Layouts](#)
- [HR 64 Standard Specifications](#)

GALLERY



Eastland Yacht Sales

