

Hallberg-Rassy Hallberg-Rassy 55

Boat Type: Cruiser



OVERVIEW

The Hallberg-Rassy 55 connects closely to the HR 64; the whole boat is laid out for great comfort for a small crew, with a very bright and inviting interior. The interior is in one level throughout the boat. . Compared [to the 54](#), the new 55 has longer cockpit. The helmsman's position is slightly elevated like on the 64. The superstructure of the 55 is lower in the forward end compared to the 54 and more elegant.

The HR 55 features a walk in engine room with a large door. Inside is the Volvo D4-180 along with all the technical equipment like a low RPM generator, double heaters, all pumps, filters, pressure equalizer for the fresh water system, AquaDrive flexible coupling for the engine shaft, high pressure pump for the water maker, just to mention a few. All easy to maintain, all well sound insulated.

The HR55 is a true luxury cruiser.

SPECIFICATIONS

Basic Information

Manufacturer:	Hallberg-Rassy	Boat Type:	Cruiser
Model:	Hallberg-Rassy 55	Hull Material:	Fiberglass
Year:	2016	Hull Type:	Displacement
Category:	Sail		

Dimensions & Weight

Length:	55.00 ft	Draft - max:	7 ft 7 in - 2.31 meter
LOA:	54 ft 9 in - 16.69 meter	Bridge Clearance:	80 ft 5 in - 24.51 meter
Beam:	15 ft 5 in - 4.7 meter	Dry Weight:	58000 ft
Deadrise Aft:	-		

Tank Capacities

Fuel Tank:	238 gallons - 2 tank(s)	Holding Tank:	42 gallons - 2 tank(s)
Fresh Water Tank:	278 gallons - 2 tank(s)		

Accommodations

Total Cabins:	-	Crew Cabins:	-
Total Berths:	-	Crew Berths:	-
Total Sleeps:	-	Crew Sleeps:	-
Total Heads:	-	Crew Heads:	-
Captains Cabin:	No		

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. Strong under floor reinforcements, bonded with composite. Steel beam molded into the hull stiffener under the mast support for additional reinforcement. Reinforced lead keel with bulb 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 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. Four hull portlights.

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. 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 guardrails. 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 65 Evo chrome electric, two main-sheet winches; one

electric Lewmar 45 Evo chrome, and one manual Lewmar 45 Evo chrome. Hatches in foredeck, forward toilet compartment, starboard cabin, saloon and in aft cabin. 14 port holes, 9 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 PK6 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. The wheel is leather covered. 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. 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 spreader rig by Seldén. Main boom with outhaul and two reefs. Jib furling and reefing system Seldén Furler. There is a removable cutter stay and removable runners. These are stored at the mast when not in use. Rigid vang with gas spring. Three winches, one for reefing, two self-tailing 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 Offshore quality by Elvström Sails, 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. Flat locker doors, invisible hinges and ventilation above. Floor is varnished teak with inlaid holly strips. Saloon and aft cabin ceiling has paneling 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 composite stone 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 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, composite stone wash basin and composite stone 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. 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 spacious 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 portside 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, composite stone wash basin, composite stone 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. 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 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 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.

Diesel

Approximately 900 Litres / 275 US gallon 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 1 600 nautical miles, provided that a Gori overdrive propeller is ordered and that 1300 RPM (60 % of maximum RPM) and 7.2 knots is used.

Water

Water capacity is 1 050 litres / 275 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 100 Ah, AGM with CCA value 1250, starter battery for engine start, and one 24 Volt 230 Ah AGM deepcycle for general 24 V use on board, covered by four 6 v 230 Ah AGM deepcycle batteries. One 12 Volt 230 Ah AGM deepcycle for general 12 V use on board, covered by two 6 v 230 Ah AGM deepcycle 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. 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 system has provision for additional outlets. A wiring diagram is supplied with each boat.

Heating

Two Webasto Airtop Evo 3900 Diesel, 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.

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

7 hatches, 9 opening port holes, companionway washboards, 7 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 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 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 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 10 x 25

6 Mooring lines 10 m / 33'

Emergency tiller

One winch handle

Spare light bulbs

Attachment

- [HR 55 Brochure](#)
- [HR 55 Standard Specifications](#)

GALLERY

