

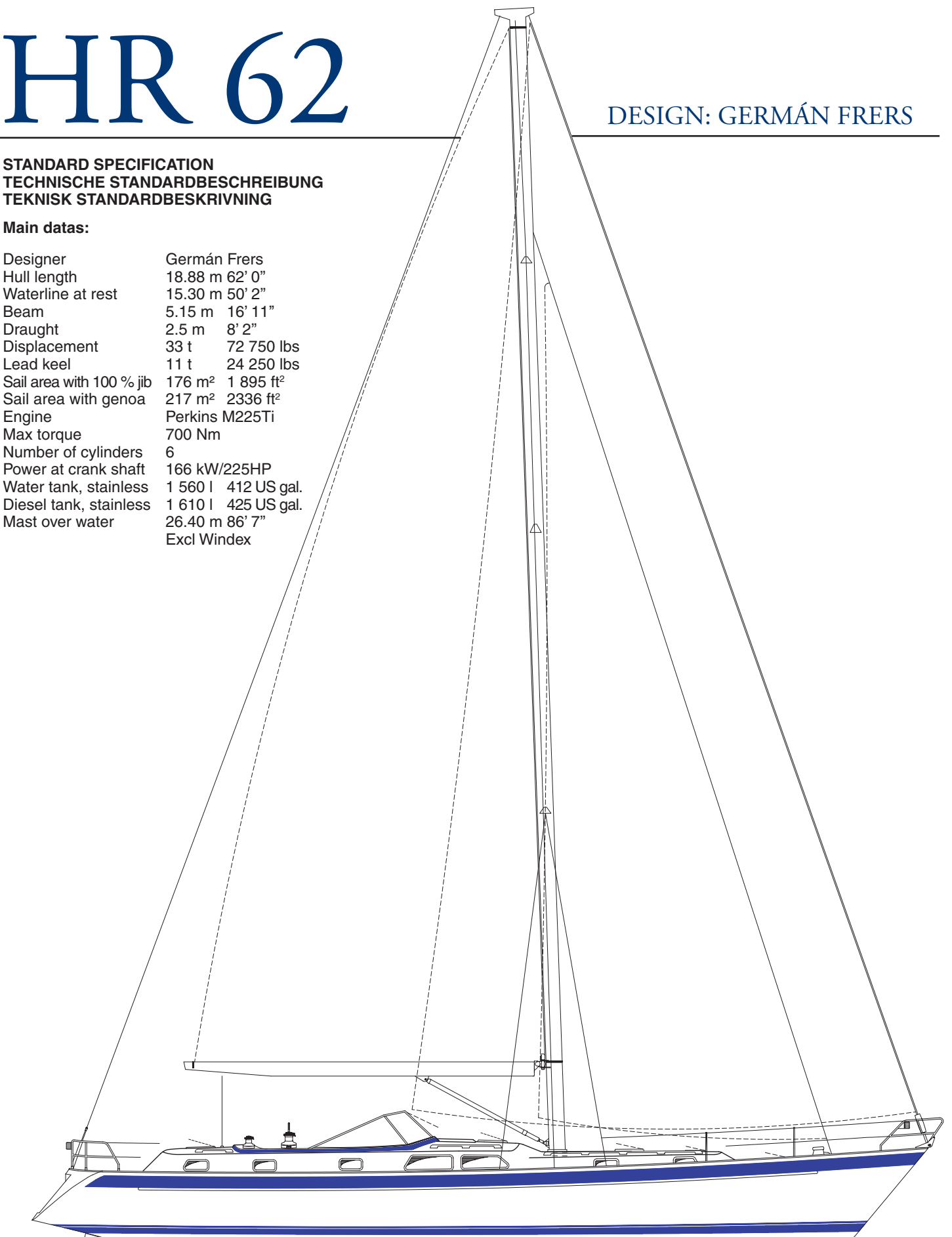
# HR 62

DESIGN: GERMÁN FRERS

## STANDARD SPECIFICATION TECHNISCHE STANDARDBESCHREIBUNG TEKNISK STANDARDBESKRIVNING

### Main datas:

Designer	Germán Frers	
Hull length	18.88 m	62' 0"
Waterline at rest	15.30 m	50' 2"
Beam	5.15 m	16' 11"
Draught	2.5 m	8' 2"
Displacement	33 t	72 750 lbs
Lead keel	11 t	24 250 lbs
Sail area with 100 % jib	176 m <sup>2</sup>	1 895 ft <sup>2</sup>
Sail area with genoa	217 m <sup>2</sup>	2336 ft <sup>2</sup>
Engine	Perkins M225Ti	
Max torque	700 Nm	
Number of cylinders	6	
Power at crank shaft	166 kW/225HP	
Water tank, stainless	1 560 l	412 US gal.
Diesel tank, stainless	1 610 l	425 US gal.
Mast over water	26.40 m	86' 7"
	Excl Windex	





The designer, Germán Frers from Argentina, at the helm of a Hallberg-Rassy 62

## Comments by her designer:

As the top of the range of high quality offshore cruising boats produced by this world renowned builder, the HR 62 represents years of experience and a synergy of efforts on the part of Hallberg-Rassy and our design office to produce the best possible yacht of its kind.

The high performance, well balanced, strong hull of moderate draft is matched by an efficient and easy to handle sail plan.

The areas reserved for leisure on deck are very generous and the interior has plenty of natural light and ventilation.

A new owner will immediately be able to appreciate Hallberg-Rassy's know how in building and fitting out their yachts, as much as their design and performance in all conditions.

**Germán Frers**



## HR 62 Standard Specification

### Hull

Hand lay-up method with woven rovings, isophthalic polyester and isophthalic gelcoat, colour number white 1000. The hull is insulated from 20 cm under the water line up with Divinycell PVC foam core. There is a decorative blue stripe in gelcoat. A rubbing strake with stainless strip situated below the blue stripe. The under water hull is painted with two coats of epoxy primer and two coats of antifouling. Blue double water line. Built-in longitudinal and athwartships stiffener. Lead keel bolted on with 14 M36 stainless steel keel bolts. Keel bolts are accessible without moving the tanks. Also the deep bilge is easily accessible. The Rudder in GRP, rudder shaft 100 mm stainless steel. Heavy cast bronze rudder fittings. High class roller bearings.

### Deck

Hand lay-up method. Gelcoat: white number 1000. GRP-sandwich construction, Divinycell PVC foam core for strength and insulation. Blue decorative stripe around the cockpit. Hull and deck completely joined by overlapping GRP-laminate. Deck, coach roof, handrails and seats are all solid teak. 15 windows, 14 of them opening, eight deckhatches and seven Dorade-vents. The deck is provided with scuppers, which drain under the waterline to keep the hull clean.

### Superstructure and deck fittings

Stemhead fitted with two anchor rollers. Extra strong pulpit and pushpit 30 mm diameter of open type. Anchor light and international navigation lights. Double life lines on eight pairs of stainless stanchions, total height 72 cm. Gates amidships P and SB side. Mooring cleats 40 cm forward and aft. 30 cm amidships. Floating Genoa track car, adjustable from the cockpit. Cutter sail car. Block and double foot blocks from Lewmar. Mainsheet 1:4, sheeted on a track with a Lewmar 50 CEST electric winch. Primary winches: Two Lewmar 77 CEST electric. Secondary winches two Lewmar 58 CEST electric. Soft top with toughened glass, aluminium frames and mid panel which opens. A hard top is an option at additional cost. Chainplates, bathing ladder and other fittings are made from stainless steel.

### Anchor equipment and bowthruster

Great attention has been paid to easy and safe anchoring. The anchor winch is Lewmar, electrical 2 000 W with capstan and gypsy. The motor is situated under deck for protection against water. The chain falls smoothly into the big chain locker, which is drained overboard. In the locker, there is space for five fenders above the chain. The anchor can be controlled up and down by buttons both at the windlass and from the steering pedestal. The anchor is a Delta 40 kg,

the chain 65 m 13 mm (DIN 766). The bowthruster has 15 HP and runs on 24 volts. 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. Cockpit seats and floor covered with teak. Space for navigation instruments over the companionway sliding hatch. Wheel steering with hide covered wheel. Cardan link steering system. Single lever engine control, compass, 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. A high gloss varnished folding teak table is fitted on the pedestal. The cockpit is self draining.

### **Lockers**

Forward a drained locker for anchor chain and space for fenders. Aft a huge lazarette locker with approximately 3 400 litres volume accessible from two hatches. Special gas locker at port side for two 6 kg gas bottles.

### **Rig**

Sloop rig, 3 spreaders, hydraulic in mast furling from Seldén Mast AB, Sweden. Rod rig and turnbuckles original Navtec. Mast and boom made from silver anodised aluminium alloy. Hydraulic outhaul. Hydraulic backstay tensioner and hydraulic vang from Holmatro. A removable cutter stay and removable runners. These 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. Two deck lights on the lower spreaders. Fitting for spinnaker boom and halyard. Flag lines. The mast is provided with special cable conduits. Halyard winches. Cleats. Deck stepped mast on a solid mast support integrated with the main bulkhead. Hydraulic genoa furling and reefing system Seldén Furlex. Windex.

### **Sails**

Mainsail and genoa in VC Vectran cloth and Offshore quality from Elvström Sobstad, Denmark. Coded sail bags.

Furling mainsail 80.9 m<sup>2</sup>

Furling genoa 122 m<sup>2</sup>

Total 202.9 m<sup>2</sup> with furling genoa.

### **Accommodation**

First class workmanship in selected mahogany, sanded and treated to a silk smooth finish. Soft-closing drawers. Lockers have invisible, stainless steel hinges. The floor is of wood with holly inlays, varnished and with carpet. White ceiling accentuated with fore and aft teak inlays. The floor is the same level throughout the boat.

This description refers to the standard interior version, which means galley to starboard, centre berth aft, 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 white Corian work tops fitted with fiddles. Deep, double sinks. Two well insulated cold boxes plus a front opening fridge. One of the boxes with a freezer with electrical compressor for longer use. The freezer can also be used as a cool box for vegetables etc. The other box with electrical fridge compressor. Front opening fridge for daily use. The compressors for the two boxes are water cooled and located in the engine room. Pressure water, hot and cold. Drawers, separate locker for china and glass, plus stowage for pots and pans etc. Window opens. Gimballed gas cooker Force 10.

### **Saloon and chart table**

Generous saloon for all crew plus additional guests. Headroom 2.04 m. All space behind and under sofas and arm chairs are used for stowage. Chart table with drawers. Space for nav. aids at the chart table. Comfortable seat with heeling support. Lockers and two big hanging lockers for oil skins. Electrical panel with labelled trip switches. All electrical controls can be centred in this area.

### **Toilet rooms**

Water proof and easily cleaned toilet compartments in white formica and Corian. Electric toilets, with fresh water flush to prevent bad smell. Holding tanks for black water. Corian wash basins with hot and cold water faucets. A large mirror and good lighting. The floor is a formed GRP shower stall drained by a tube through a filter and then pumped directly overboard.

### **Engine room**

The engine compartment is accessible from a big door in the walk through. The power generator, all pumps, cooling compressors, battery chargers, heaters and filters are here, easily accessible and easy to clean. The 230 v 6 kW Mastervolt Whisper Ultra generator has a sound shield and is located in the engine room. Special care for good sound insulation. The foam insulation is covered by metal plates.

### **Engine**

Engine: Perkins M225Ti, 6.0 litres cylinder volume,

166 kW/225 hp, 6 cylinder direct injected turbo charged marine Diesel with intercooler. 700 Nm torque. Hydraulic gear box. The engine is mounted on a special flexible engine bed, including Aquadrive flexible link. Every effort is made, including propeller and lamination of the hull, to reduce noise, with exceptional results. The engine is fresh water cooled and equipped with oil cooler. Single lever 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, left hand. A fixed 3 bladed propeller is supplied as a spare. Shaft 50 mm stainless steel. Maintenance free rubber shaft seal. Electrical 15 hp bow thruster.

#### **Fuel and fresh water**

Fuel: 1 610 litres in two stainless steel tanks. Fresh water: 1 560 litres, also in two tanks of stainless steel situated under the floor in the saloon. Manholes are provided for easy inspection and cleaning of all sections. Active coal filter and double pumps for the fresh water system. Pressure water hot and cold at all faucets. The warm water is heated by the engine and also by the 230 v shore connection and is stored in a well insulated 75 litres tank, which is located under the aft cabin berth.

#### **Electricity**

Mastervolt Whisper Ultra 6 kW 230 V 50 Hz power generator with sound shield. Lighting: 24 v, 110 A alternator on main engine. Service batteries: Tubular cell 420 Ah, 24 v. Engine start battery 140 Ah 12 v. Instrument battery tubular cell 210 Ah 12 v. Engine circuit: 12 v 70 A alternator. Main switch for engine start and lighting batteries. Automatic fuses. Voltmeter for engine and consumer battery. Gauge for fuel and water. Good lighting. The major part is halogen light. 230 v shore connection and three battery chargers: two 50 A (totally 100 A), 24 V for service and one 25 A 12 v for instruments. There are 12 v, 24 v and 230 v power outlets at suitable positions.

#### **Heaters**

Two Webasto 5 kW each diesel air heaters. The output of the heaters are variable and automatically controlled by a thermostat. The heaters work independent of each other.

#### **Hoses etc.**

All drain from the selfdraining cockpit, sinks, washbasins, etc. are of durable material. Pipes for hot and cold water are polyethylene 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 and an electrical emergency bilge pump, which can be flooded.

#### **Ventilation**

Great effort is made for good ventilation inside and outside. 15 tailor made Lewmar Ocean windows, of which 14 open, eight Lewmar deckhatches, Dorade- or Electrolux vents to all cabins. All interior lockers are equipped with ventilation. The berth bases have plenty of holes and are unvarnished for good ventilation.

#### **Upholstery etc.**

Cushions in the sleeping cabins are fully sprung mattresses and the saloon cushions are 12 cm (4 1/2") polyeter foam covered with high class furniture fabrics. The major part inside of the hull has teak lining.

#### **Instrumentation**

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

#### **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**

For further improved reliability, all important equipment is dual, such as the heaters, cooling units, fresh water pressure pumps and battery chargers.

6 pcs 18 mm 10 m mooring lines  
6 fenders 12 x 32 "  
Boat hook  
Flag staff  
Windex  
Fire extinguishers, 3 x 2 kg  
Spare light bulbs

*Modifications reserved.*

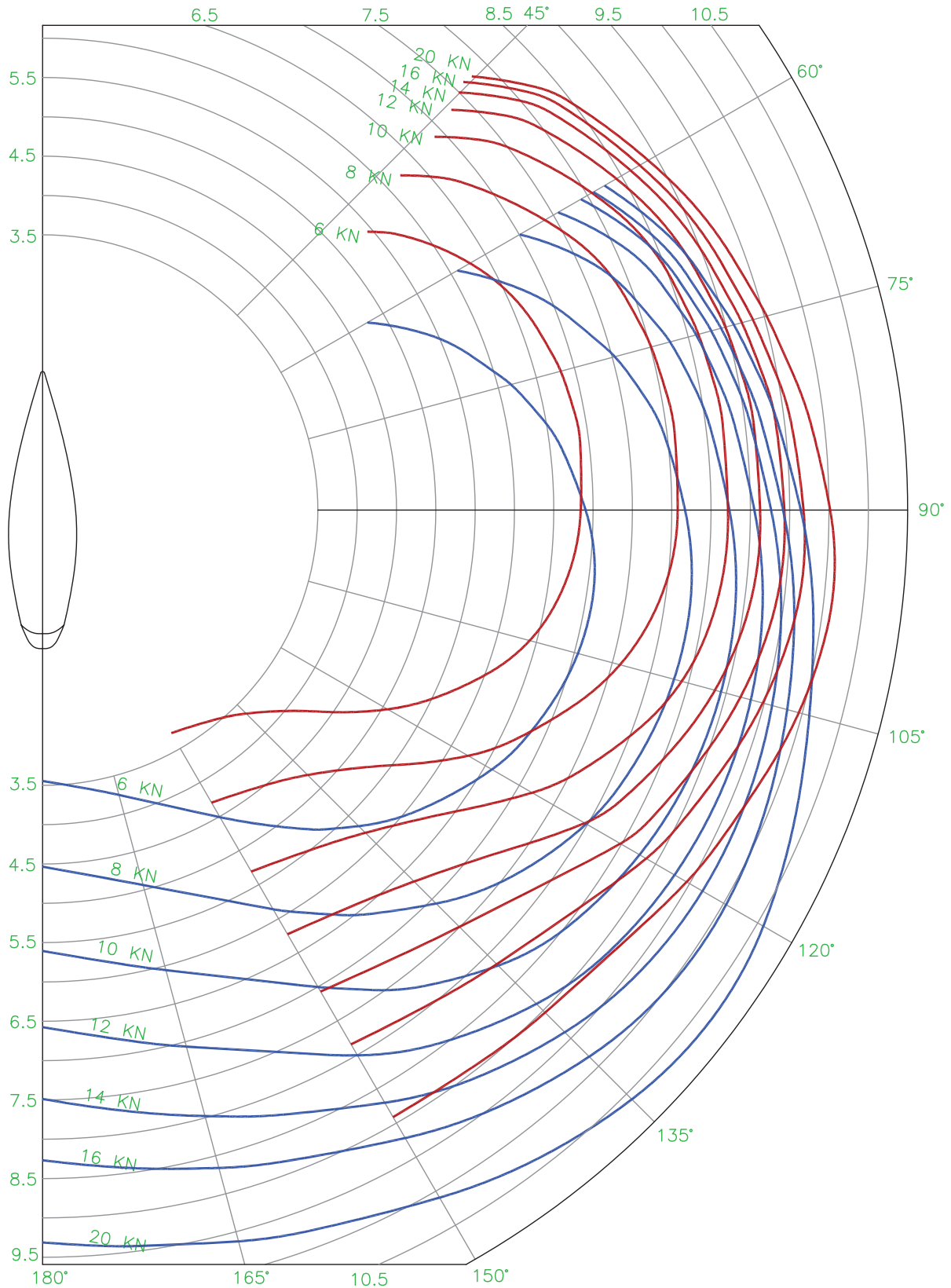
*Chosen extra equipment may affect this standard specification.*

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

*Drawings and photos show optional equipment.*

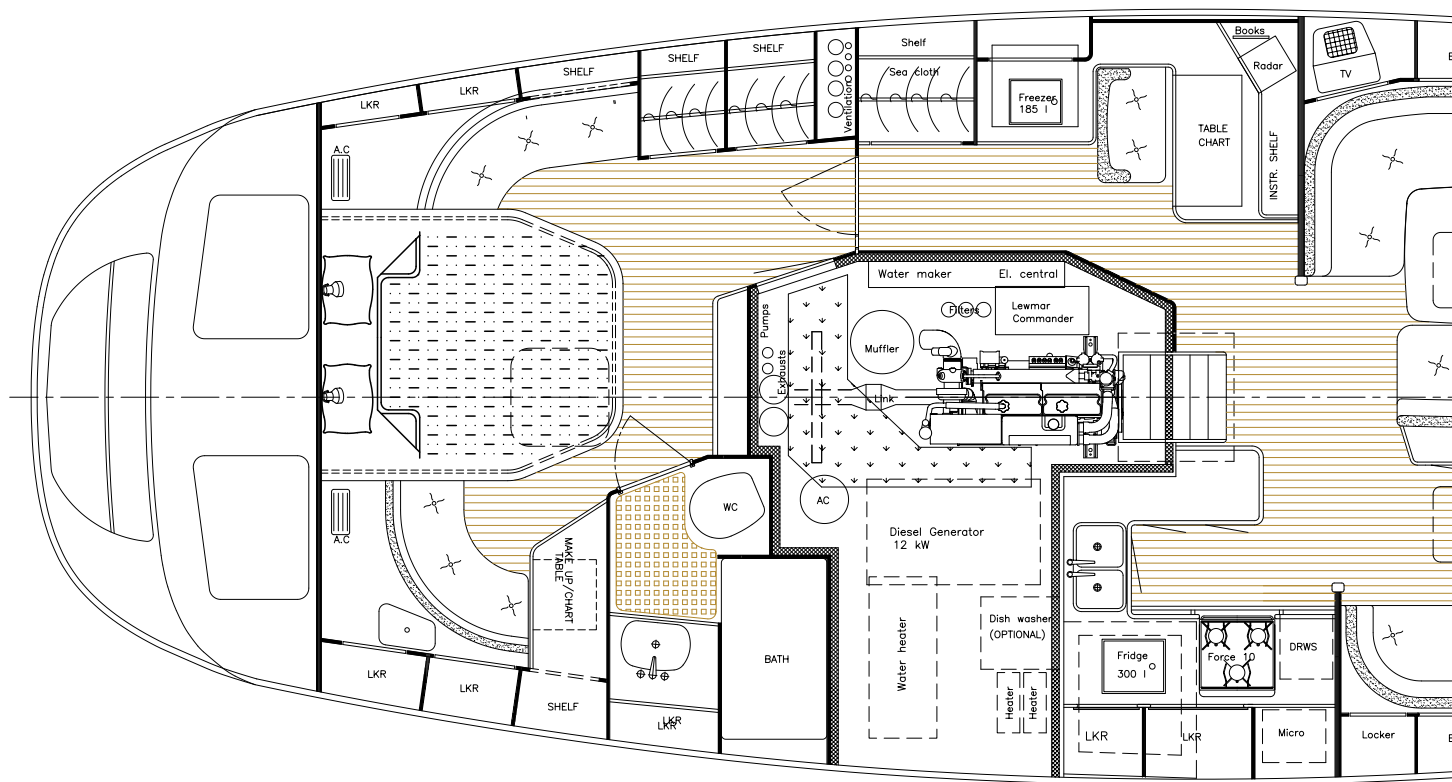
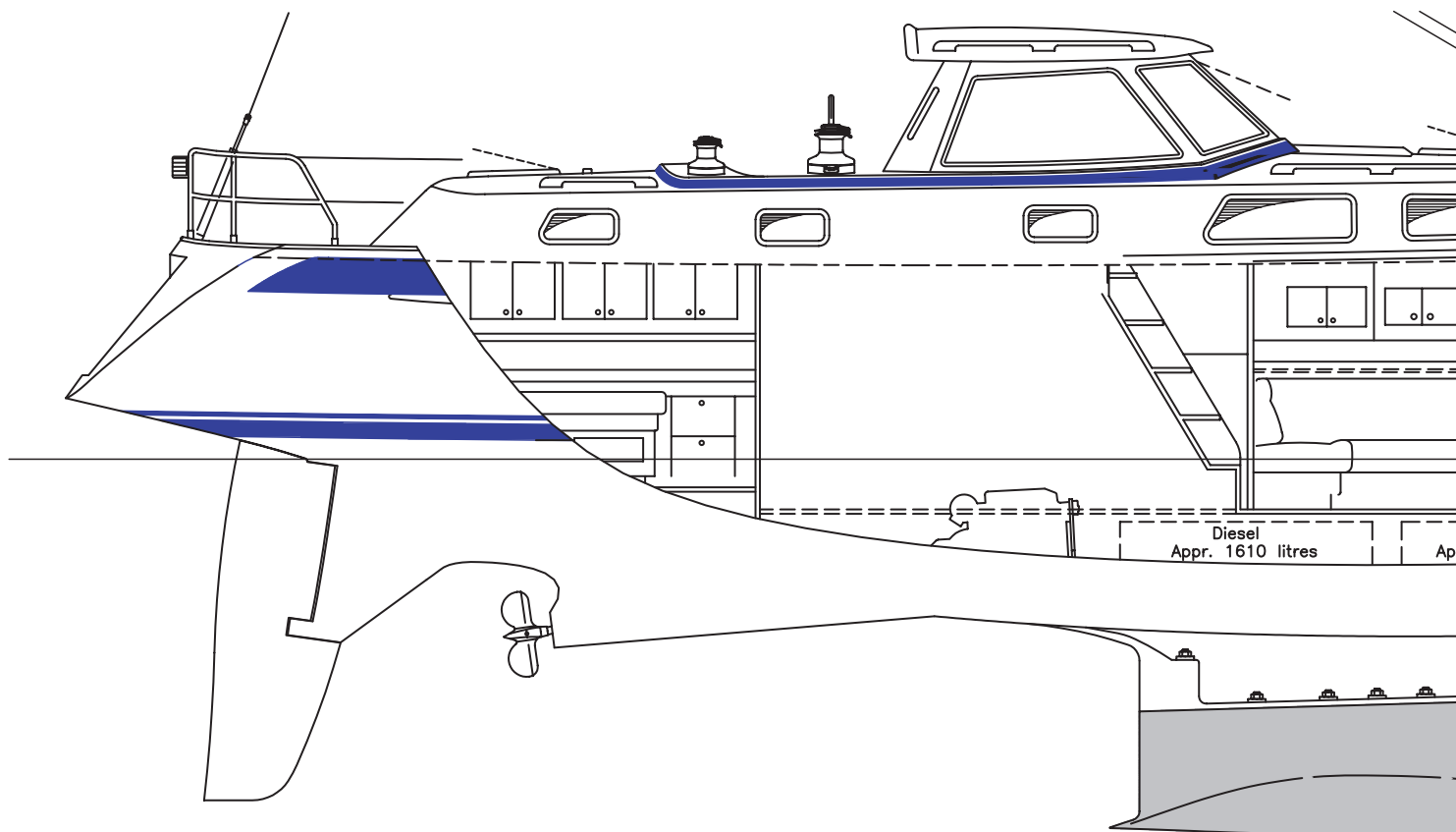


# Speed diagram

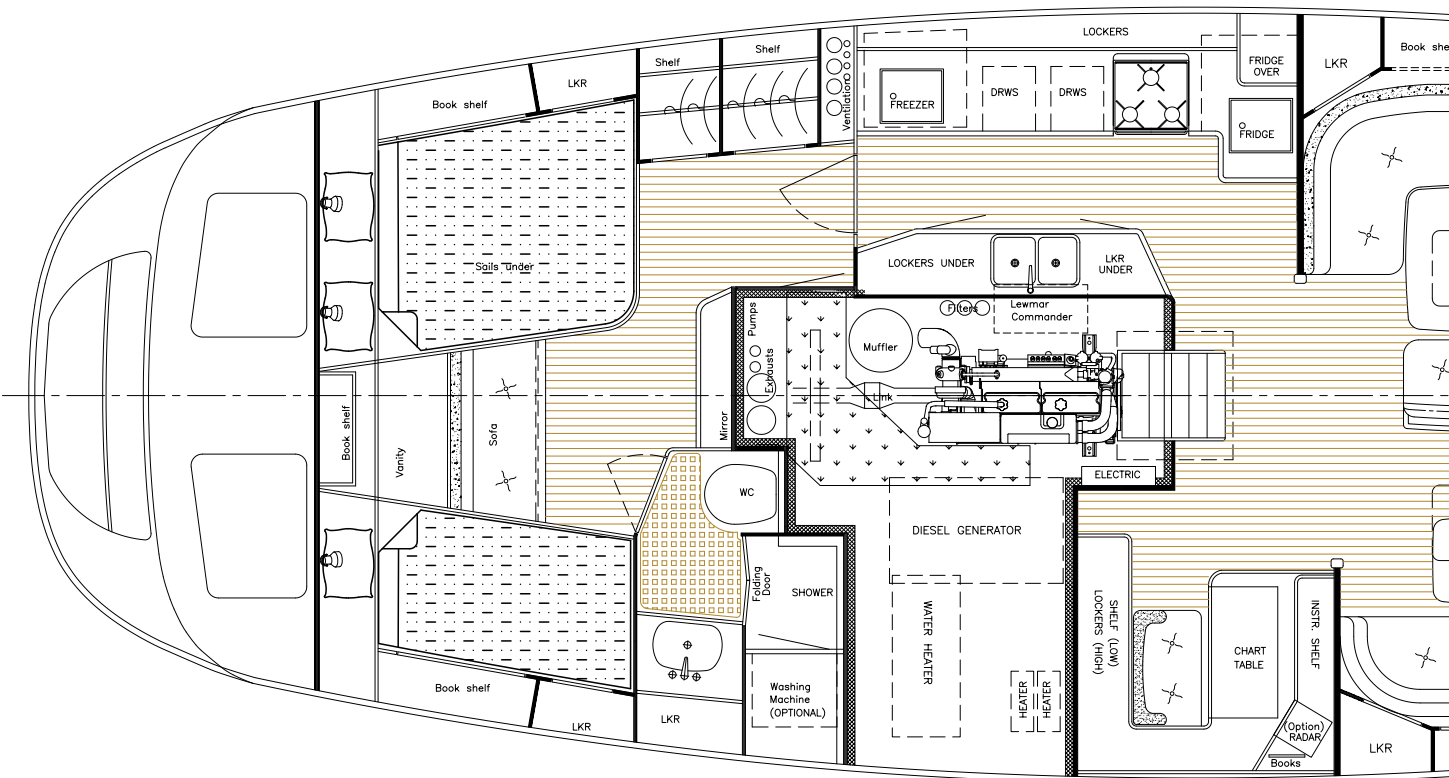
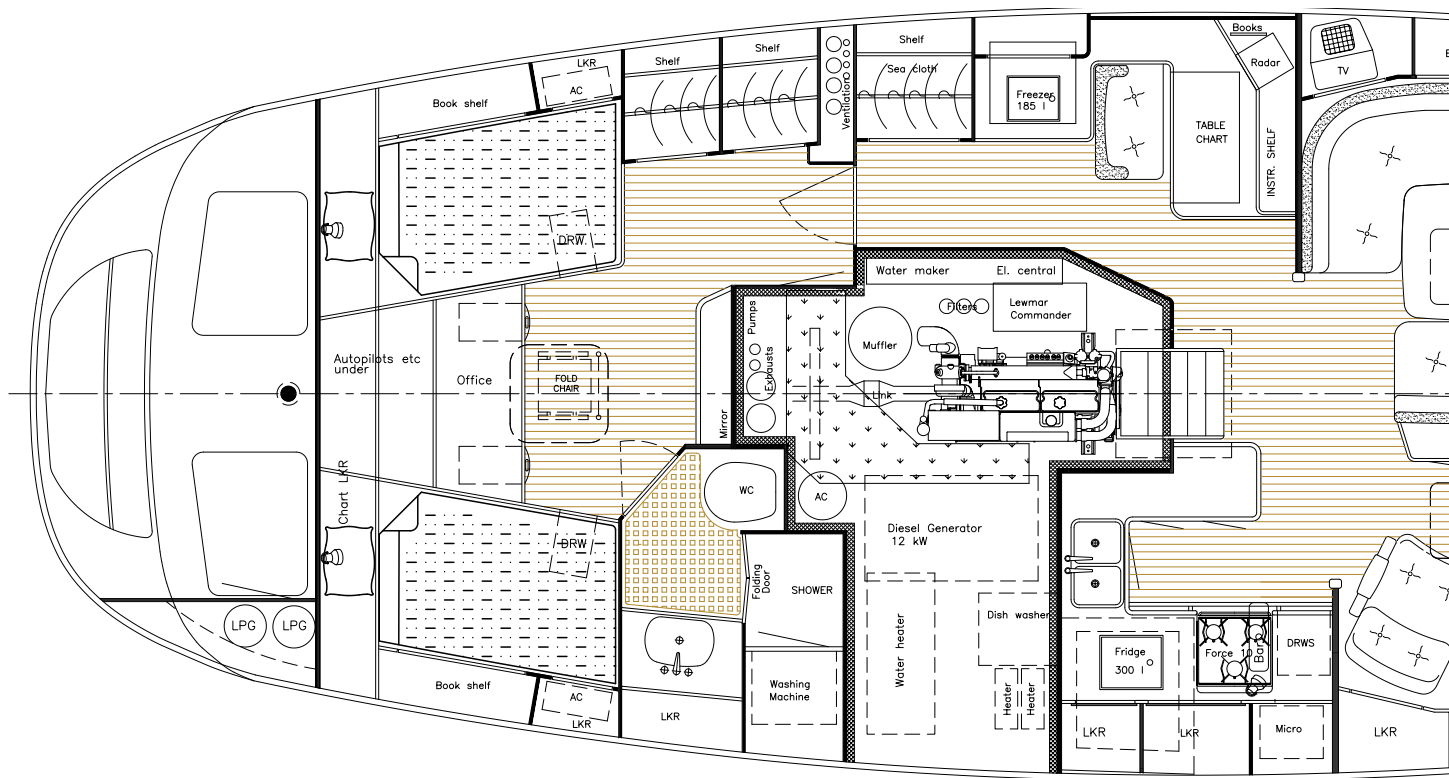


## Comments by Germán Frers:

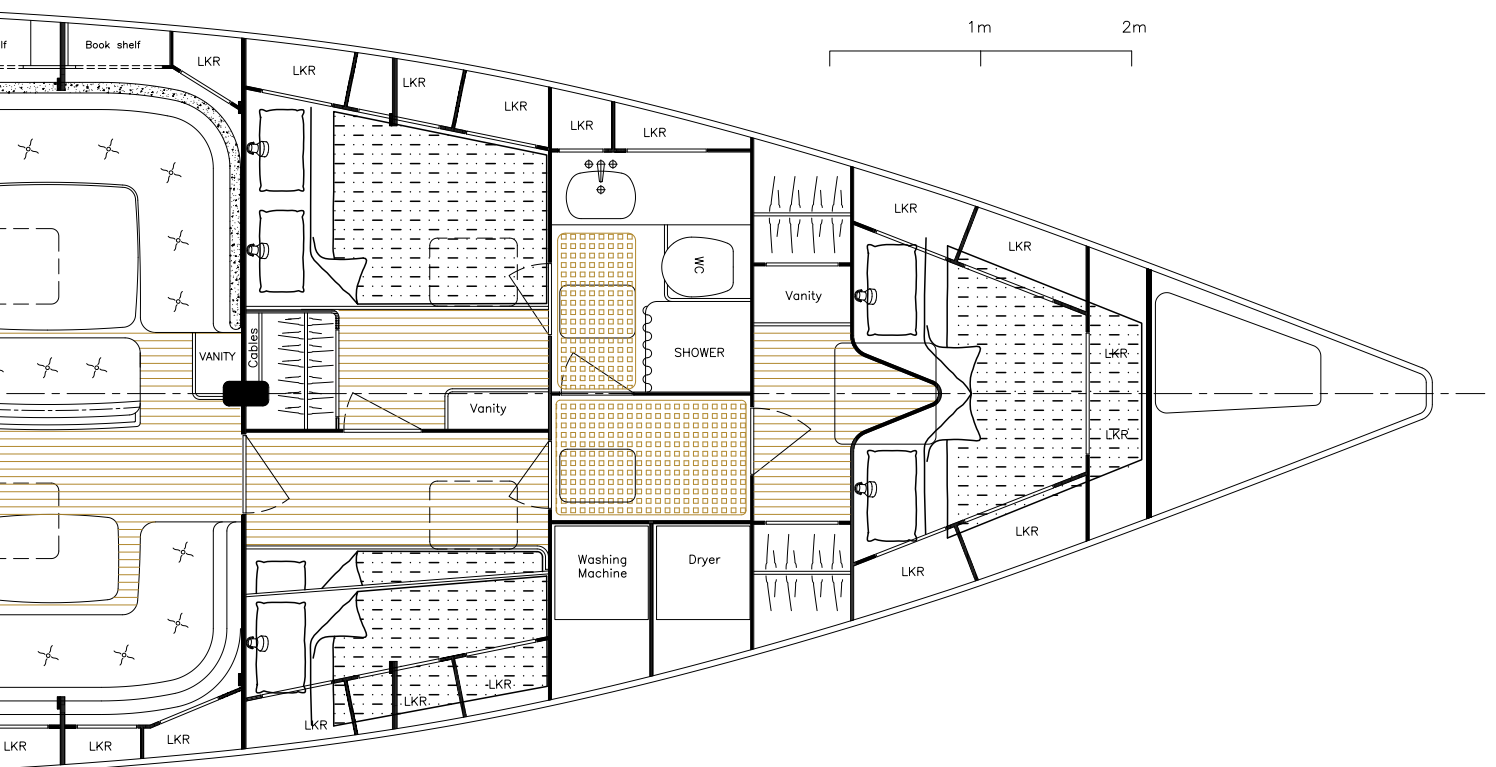
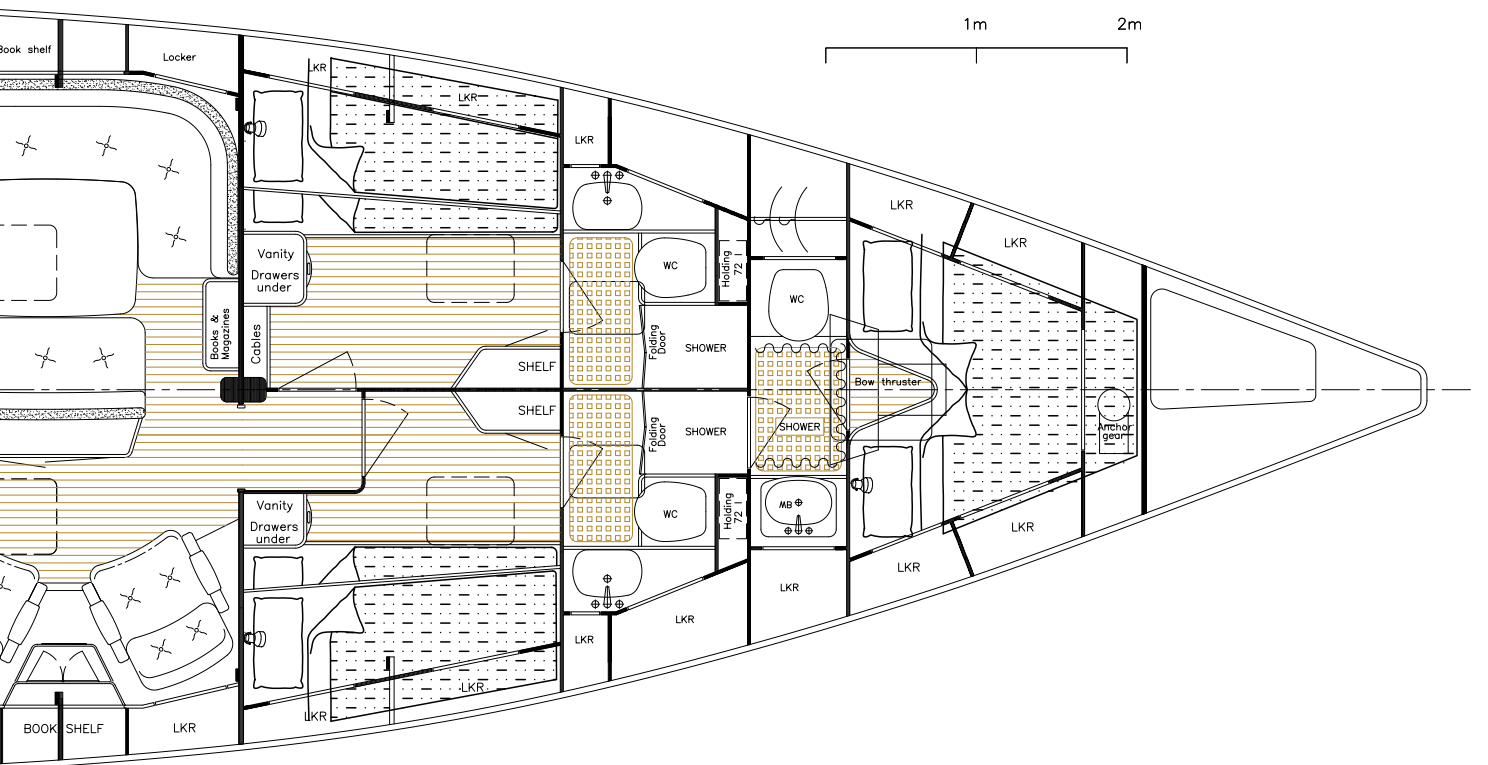
*This diagram show average speed, not top speeds in various wind conditions and sailing angles. They can be used as a guide to sail the boat at best using the wind angles up wind and downwind which yield the best VMG (speed made good). Blue lines: with spinnaker. Red lines: with genoa*

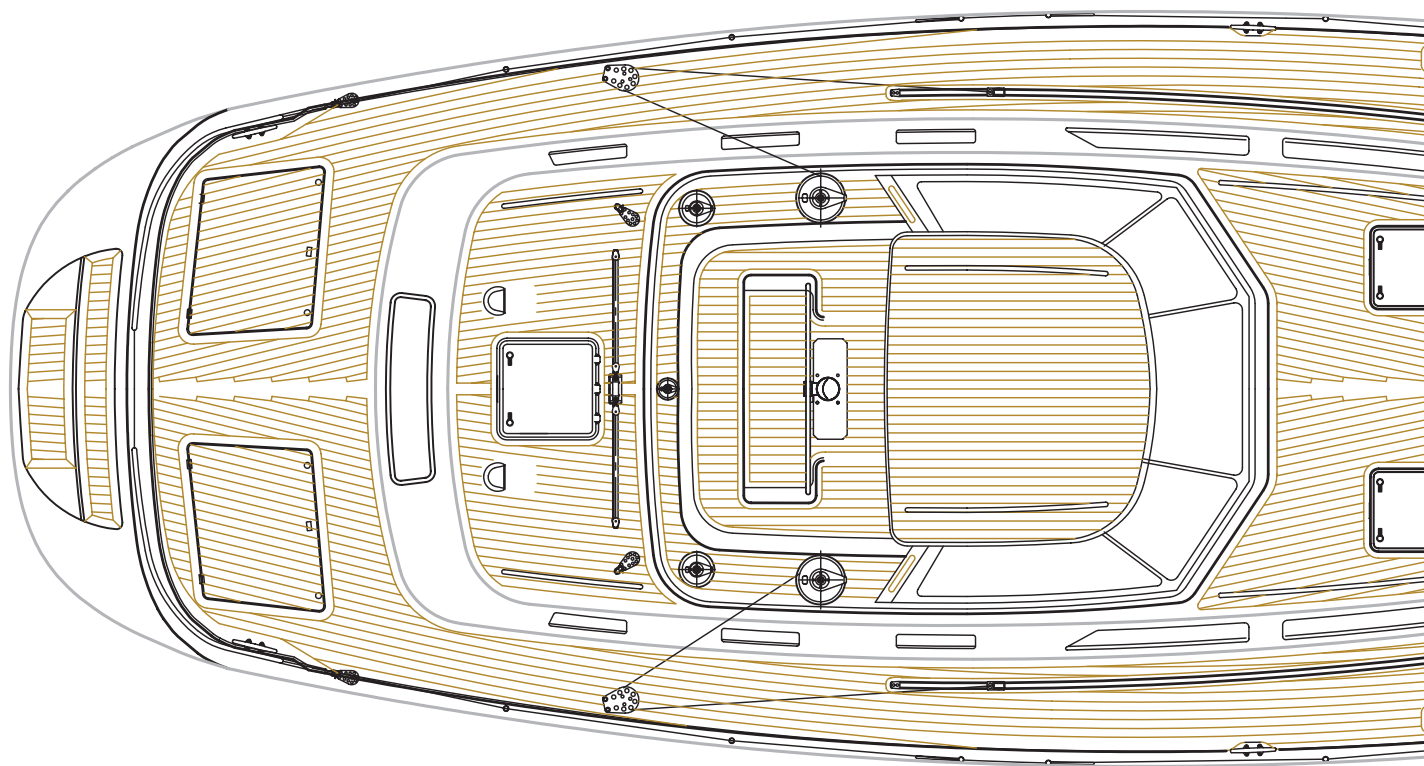












## *A world wide reputation w*

There are few yards that enjoy such a global acclaim of building long distance cruisers as Hallberg-Rassy. With the HR 62 the tradition is followed; to continuously build easy to sail cruising boats with good performance. The 62 also shows a number of significant improvements. The co-operation with the Argentinian top designer, Germán Frers, has been very successful with over 2 900 HR yachts sold to his designs since 1989. Hallberg-Rassy is proud that this collaboration has come about, and at the same time though aware of the obligation to build world class yachts.

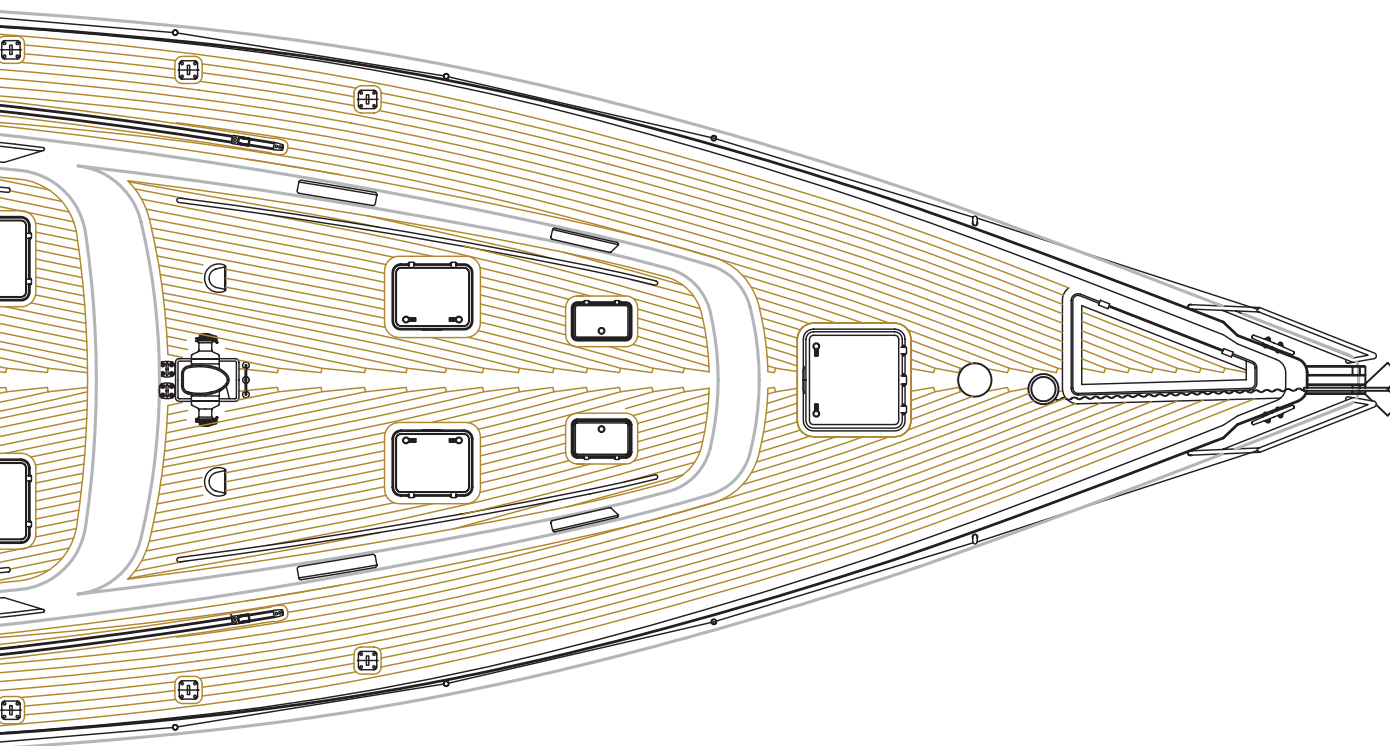
### **Yacht of the year**

The HR 62 has won both "Yacht of the Year" in Europe's largest sailing magazine, Yacht from Germany, as well as the title "Import Boat of the Year 2006" in Cruising World from the USA.



### **Well planned layout**

Characteristic for Hallberg-Rassy layouts are that they are all logical, well arranged and work for long periods on board either at sea or in the harbour. As on all of the Hallberg-Rassy yachts, the floor in the 62 is the same level throughout the boat. This contributes to easy access to all cabins. The



## *with world wide capabilities*

Hallberg-Rassy 62 has a very light and airy saloon with big opening side windows as well as opening deck hatches. The displacement of the yacht is designed not only to give the generous stowage you need for long voyages, but also space for all modern comfort equipment. Access to technical equipment is made easy for service. The yacht has generous tank capacity to undertake serious cruising.

### **Well protected cockpit**

As expected on a Hallberg-Rassy, the cockpit is very well protected, generous in size and offers good all-round visibility. It is well suited for the various demands of the most difficult climates from extreme cold to tropical heat. The cockpit offers good shelter from a hardtop or soft top with an opening mid section that works perfectly in cold as well as heat. This solution has become synonymous with the modern cruising yacht.

### **Powerful engine**

A powerful engine is an important part of a long distance cruiser. It runs at cruising speed at a low 1,300 RPM. Furthermore, a two geared three bladed Gori folding propeller with overdrive provides maximum performance under power, an important point which cannot be emphasised enough for extended voyages.

### **Push button sailing**

Despite the fact that the boat is built as a top-of-the-range yacht, she can virtually be sailed single handed. Push buttons located at the steering pedestal allow you to raise and lower the anchor, or set and sheet the sails. "Push button sailing" is no longer just a symbolic expression, it is reality already in the standard version.

### ***Hallberg-Rassy 62***

***- the world cruiser for a family crew***





Swedish Hallberg-Rassy 62 "Yaghan" approaching New Zealand



**HALLBERG-RASSY VARVS AB, HALLBERG-RASSYVÄGEN 1, SE-474 31 ELLÖS, SWEDEN.  
TEL +46-(0)304-54 800. FAX +46-(0)304-513 31. [www.hallberg-rassy.com](http://www.hallberg-rassy.com)**

**ARGENTINA:** JOSÉ FRERS, RUBEN DARIO 3447 (1646) VICTORIA P.B.A.  
TEL +54-11 47 45 05 37. [jfrers@josefrers.com](mailto:jfrers@josefrers.com)

**AUSTRALIA:** WINDCRAFT AUSTRALIA PTY LTD, BAYVIEW ANCHORAGE MARINA, SUITE 7B, 1714 PITTWATER RD, NSW 2104. TEL +612 99 79 17 09.  
[boats@windcraft.com.au](mailto:boats@windcraft.com.au)

**DENMARK:** MELFAR MARINE APS, STENGÅRDVEJ 3, DK-5500 MIDDELFART.  
TEL 64 40 24 25. [info@melfarmarine.com](mailto:info@melfarmarine.com)

**FINLAND:** TAMHOLT OY, LINNANKATU 35 B, FI-20100 TURKU, FINLAND  
TEL +358-2-233 9190, MOBILE +358-50-554 7744 [tamholt@netti.fi](mailto:tamholt@netti.fi)

**FRANCE:** LJB MARINE, RUE DE LA PERRUCH, GALERIE MARCHANDE DES MINIMES 46 AVENUE DU LAZARET, FR-17000 LA ROCHELLE. TEL : + 33 (0)5 46 52 19 52  
MOBILE + 33 (0)6 22 88 13 80 [info@ljb-marine.com](mailto:info@ljb-marine.com)

**GERMANY:** HALLBERG-RASSY DEUTSCHLAND GMBH, AN DER WIEK 7-15, DE-23730 NEUSTADT. TEL 04561-55 86 48. [info@hallberg-rassy.de](mailto:info@hallberg-rassy.de)

**HOLLAND:** NOVA YACHTING INT. BV, JACHTHAVEN AQUA-DELTA, POSTBUS 15, NL-4310 AA BRUINISSE. TEL +31-111-48 18 10. [info@nova-yachting.nl](mailto:info@nova-yachting.nl)

**ITALY:** LIONS INT-YACHTS, VIA SALENTO 12, IT-00162 ROMA.  
TEL 06-44 23 75 37. [lionsyachts@fastwebnet.it](mailto:lionsyachts@fastwebnet.it)

**JAPAN:** GLOBAL MARINE INC., IMAZU BOAT CENTER 3F, 2-16 IMAZU-NISHIHAMA, NISHINOMIYA, HYOGO 663-8225. TEL 0798-34-73 45. [info@global-marine.co.jp](mailto:info@global-marine.co.jp)

**NORWAY:** POLLEN MARITIME AS, OLE-PETTER POLLEN, LEANGBUKTA 31 AKERSHUS, NO-1392 VETTRE. MOBIL +47 91 77 14 51. [ole-petter@pollenmaritime.no](mailto:ole-petter@pollenmaritime.no)

**RUSSIA:** JONACOR MARINE, ST PETERSBURG. TEL +7 (812) 702 47 70.  
[info@jonacor-marine.ru](mailto:info@jonacor-marine.ru)

**SPAIN:** EUROSAIL SL, PORT BALIS, LOCAL 11, ES-08392 SANT ANDREU DE LLAVANERES (BARCELONA). TEL 93 792 85 84. [eurosail@eurosail.net](mailto:eurosail@eurosail.net)

**SWITZERLAND:** BOOTSWERFT ROLF MÜLLER AG, BOTTIGHOFEN, CH-8574 LENGWIL. TEL 071-688 41 41. [rolf.mueller@hallberg-rassy.ch](mailto:rolf.mueller@hallberg-rassy.ch)

**TURKEY:** PRIENE TURIZM YATCILIK SANAYI VE TICARET LTD. STI., MACKA CAD. NO: 33/5, TUNCER AP. MACKA, TR-34367 ISTANBUL.  
TEL +90 212 24 12 251. [hallbergassy@arti-d.com](mailto:hallbergassy@arti-d.com)

**UK:** TRANSWORLD YACHTS LTD, HAMBLE POINT MARINA, SCHOOL LANE, HAMBLE, SOUTHAMPTON SO31 4JD. TEL 023-80 45 60 69. [enq@transworld-yachts.co.uk](mailto:enq@transworld-yachts.co.uk)

**USA, CT:** Eastland Yachts Inc., 33 Pratt Street, Essex, CT 06426.  
TEL 860-767-8224. [eyi@eastlandyachts.com](mailto:eyi@eastlandyachts.com)

**USA, MD:** FREE STATE YACHTS INC., HERRINGTON HARBOUR MARINA NORTH P O Box 220, DEALE, MARYLAND 20751. TEL: 410-867-9022, 800-871-1333  
[sales@freestateyachts.com](mailto:sales@freestateyachts.com)

**USA, WA:** WEST COAST YACHTS, 1800 WESTLAKE AVENUE NORTH, SUITE 201, SEATTLE, WA 98109. TEL 206-298-3724. [info@westcoastyachts.us](mailto:info@westcoastyachts.us)