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Hallberg Rassy HR36



Year: 1998
Location: Newcastle upon Ty
LOA: 37' 1" (11.31m
Beam: 11' 8" (3.5
Draft: 5' 7"

Another boat sold by Network Yacht Brokers

Remarks:

Blue water c
furling c
Be

ing main and electric operated
ge of 520 miles under engine.
s galley. Well equipped for offshore
aids include radar, VHF, AIS, autopilot, depth

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Mechanical and Rigging

Construction:
Heavy lay-up GRP hull deck and superstructure with tempered glass windscreen.
White hi gloss topsides with blue water and cove line striping.
Moulded rubbing strake runs from forward of midships aft to protect the hull.
Side decks, aft deck, cockpit and superstructure finished in 12mm teak planking.
Fin ballast keel with 3400kgs of ballast making this a very stable boat in a blow.
Wheel steering with skeg mounted spade rudder. Rudder seals and bearings changed July 2019.
Large capacity anchor locker with electric windlass and chain wash pump.
Stainless steel stemhead fitting with double roller and bow protector.
Gas locker storage drained and vented with capacity for 2x6kg bottles.
Lazarette storage aft of cockpit for lines and kedge.
Self bailing centre cockpit with high diameter drain valves accessible from the engine bay.
Binnacle mounted wheel steering with Solimar cable steering system with roller bearing turning blocks and large guide rollers.
Stainless steel pushpit, pulpit rails with stanchions joined by a double set of guard wires.
Teak seats incorporated into aft rails. Shrouds situated inboard allowing easy access forward.
Opening deck hatches for front and aft cabins — opening ports in coachroof for ventilation.
Scoop transom with teak laid bathing platform. Dorade and deck vents.
Under water hull was soda blasted and then copper coated in 2014.

Engine & Electrics:
Vessel powered by a freshwater cooled Volvo Penta MD22 inboard diesel engine.
This is situated in an illuminated compartment beneath the companionway and accessible from the corridor linking the saloon to the aft cabin.
The engine is a 4-cylinder, 57hp workhorse providing economy and reliability.
Under engine, she has a range of 520 miles from her stainless steel fuel tanks.
Well maintained with most recent service at the end of the 2018 season.
Upgrades in 2019 include new cutlass bearing and shaft seal, timing belt, V-belts and water pump impeller.
Reduction gearbox driving a stainless steel shaft with 3-bladed feathering propeller by Maxprop.
Bank of 4x12V batteries providing engine start and three for domestic power.
Batteries fitted with isolators situated at chart table. 12/240V fused switch panel at chart table.
Batteries recharged via engine alternator or Victron Phoenix 50amp charger.
Meters for both fuel and water levels. All tanks are stainless steel.

Sails and Rigging:
Deck stepped aluminium mast with a double set of spreaders. Mast and boom by Selden.
Stainless steel standing rigging replaced in 2017. Certificate available.
Mainsil operated from a winch at the mast. Rigid rod kicker for the boom.
In-mast furling system for main and electrically powered furling headsail system.
Mainsheet track mounted aft of cockpit for greater control and less clutter.
Electric slow start Lewmar sheet winches in cockpit. Selden electric headsail furler.
Sails are by Elvstrom and include a vertically battened main, furling genoa, furling gennaker with sheets, Storm jib (unused), spare main and spare headsail.
There are an inner forestay and spinnaker pole.

Inventory

Binnacle mounted compass
Autohelm speed
Autohelm Depth
Raymarine Wind speed/direction
Furuno 1832 10inch daylight viewable radar
Simrad AIS transmitter
Icom ICM423G DSC VHF with helm repeater
Icom ICM127 Euro back up VHF
EmergenyVHF aerial
Autohelm autopilot
Twin channel gas detector
Portable searchlight
Horn
Boarding ladder at stern
Bow boarding ladder
Manual bilge pump
Electric bilge pump
Electric windlass with rope and chain gypsies, operable at foredeck and helm position.
Navigation lights
Sprayhood
Cockpit enclosure NEW 2018 (model in photographs is the winter spare)
Avon Redcrest dinghy
Honda 2hp outboard
Clock & barometer set
Boat alarm
CD/radio
Warps and fenders
Engine spares
Boathook
Autoflug liferaft with stainless steel cradle (requires service)
Jonbuoy MOB system
Horseshoe Buoy
Three off manual fire extinguishers
Automatic fire extinguisher in engine bay
Flares (out of date)
CQR anchor with 50M chain
Chain locker wash pump.
Cockpit shower with hot and cold water

Accommodation

Below decks is in beautiful condition and even after 20 years use still looks as current and as good as the day it left Sweden. This is due to both the high-quality products used by the builder and her owner's careful handling and respect shown over these years.
The wood is satin finished mahogany with lots of solid wood cabinet work. The berth materials are finished in treated Dralon to withstand wear, tear and to avoid dampness. The saloon table has always been covered and is in excellent condition. The highly varnished, solid wood cockpit table, that cost a king's ransom has never been used but is now on board. You get the idea.

The main saloon is accessed from the cockpit by a sliding hatch and two pieces of solid wood washboard. Headroom is 6-foot plus, so the giants amongst us will be delighted. To starboard is the L-shaped galley with plentiful drawer and cupboard storage. Top loading, 110Lt capacity fridge with water cooled compressor and flush mounted lid. Stainless steel sink with hot and cold pressurised water. Seperate filtered water tap and sea water tap. Taylors gas fuelled oven with two burner hob and grill.
Moving forward is the saloon with L-shaped seating to port and settee to starboard. Large dining table with drop leaves and central bottle storage area. Lots of stowage below and behind the well-upholstered cushions. The port settee will convert easily to a spacious double.
Forward of the saloon is the forward cabin with V-berth and infill. This cabin has storage units, and there is a large wardrobe with a louvred door. Opposite this wardrobe is the heads compartment with porcelain toilet, holding tank and wash hand basin. There is a shower with direct pump out. Vanity unit, mirror and shower curtain.
Moving back to the saloon and heading aft of the seating areas is the forward facing chart table. This is where the electronic navigation aids are situated along with the fused 12/240V panel — upholstered seat with storage, chart storage and chart reading light.
In the passage between the saloon and aft cabin are a further two hanging lockers. The first is ideal as a wet locker. The doors are louvred for ventilation and are fully lined to minimise damp.
The aft cabin has berths both port and starboard. These are fitted with lee cloths for safety. There are hull mounted storage cabinets and further stowage beneath the bunks.
The flooring is smart teak and holly in excellent condition. These are protected by pop in carpet runners.
All areas of the boat are fitted with 240V sockets, LED lighting and lots of ventilation. The boat is fitted with diesel fired heating to extend the season.

Remarks :

Beautifully appointed Hallberg Rassy 36 built in 1998 to a German Frers design. This one owner boat is in such good condition, she is a testament to the builder's name and reputation. This build quality and materials used in conjunction with a fastidious owner make for a hugely desirable example of this popular cruiser. This is a luxurious cruising yacht that offers excellent sea keeping qualities while being so easy to sail either single handed or as a couple.

Below decks, she offers comfortable and well thought out accommodation. Regardless of the number on board, you won't get in each other's way. L-shaped galley with excellent storage, a dedicated chart table, berth cushions that are 12cm thick and an excellent heads make life on board very comfortable indeed. Large owners cabin aft, a none too shabby guest cabin in the bow and a saloon conversion provides beds for 6/7 persons. Well maintained inboard Volvo MD22 offers economy and reliability.

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