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Rival 36

£39,500 GBP

United Kingdom

Classic offshore cruising yacht.

Manufacturer/Model	Rival 36
Name	Liberty
Designer	Peter Brett
Year	1985
Category	Sail
New or used	Used
Status	Available
Price	£39,500 GBP
Price comment	Classic offshore cruising yacht.

Lying

Argyll, United Kingdom

Specifications

Length overall	10.93 m
Length waterline	8.28 m
Beam	3.35 m
Draft	1.83 m
Displacement	6,464 kg
Hull	GRP with encapsulated ballast keel
Keel	Fin keel

Propulsion

Engine	Bukh DV36
Fuel	Diesel
Fuel capacity	180 litres

Accommodation

Drinking water capacity	200 litres
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Description

Peter Brett conceived the original Rival designs and the Rival 36 was the last of the range to come from his drawings. The silhouette of the class instantly identifies the hull as a Rival with its sweeping sheer line, sweetly curving stem and tucked in stern with elegant overhang. A total of 78 hulls were produced in the class to Lloyd's 100A1 standards. Commissioned in 1985 by a Dutch owner, LIBERTY was optimised for short-handed sailing when she was first launched. Shortly after taking delivery, her new owner went on to explore waters around the globe, sailing most of those miles single handed. Lightly re-fitted and upgraded by her current owner in 2006, she is a well equipped, cutter rigged, deep keeled example of this popular offshore cruiser. Lying ashore North Argyll viewing is by prior arrangement.

PRESS REVIEW

Mention Rival yachts and most sailors think of fairly heavy, pretty, bulletproof affairs designed for crossing oceans in safety, with high speed not featuring particularly high on the priorities list. Rival Yachts, in its first iteration, was started by yacht designer Peter Brett in 1967 with the Rival 31, the first one of which was popped out of her mould in 1968. This was quickly followed by the slightly extended 32 and then later with the well respected 34, 41 and 38. The first 36 was launched in 1980, making it the sixth and final Rival from the company in its original form.

The Rival 34 in particular had gained many admirers in serious yachting circles following Wild Rival winning the OSTAR transatlantic race on handicap in 1976. The race had been a windy one and the 34 had triumphed in the main due to an ability to plug relentlessly to windward in conditions that had caused many other crews to ease off and yachts to retire.

The 36 was launched with this triumph fresh in the minds of the boating public, to fill a gap between the slightly fuller ended aft cabin 38 and the bulletproof 34. The 36 was a fairly successful design for Rival with 78 hulls being launched from the Woolston, Southampton factory

Later, in the 1980s, Rival Yachts', like many other boatbuilders' stories became more complicated, performing and being subjected to various takeovers and mergers featuring Bowman, Starlight and Rustler, all illustrious names in their own right when it comes to world girdling cruising yachts.

The 36 was designed from the start with a lift keel variant, the 36C (for centreboard), which has a slightly shorter mast. The lift keel is a GRP foil that operates within an external stub keel with a flat bottom and grounding shoe for drying out safely alongside a harbour wall or similar. It is raised and lowered using a deck mounted winch. The 1984 model we are looking at here has the alternative deep fin keel of encapsulated lead. There was a third shallow draught variant offered with Scheel keel. The 36 was offered with sloop rig as standard and cutter rig and furling headsail were offered as options. Entering the rich confines of the saloon, the first thing that strikes any visitor is the Rival trademark keyhole cut bulkhead. It's actually quite a clever structure as it adds most of the additional strength of an extra central bulkhead without stealing too much natural light from the cabin. She's constructed to Lloyds 100A1 standards and her solid feeling hardwood faced ply joinery bears this out. Maximum headroom is 6ft 3in (1.91m) declining slightly to 5ft 1in at the forward bulkhead. While small saloon ports and the hardwood finish are always going to create a darker atmosphere than in some more modern designs, I found it was actually quite bright and uplifting for a 25 year old boat. The saloon table is solidly constructed, amply fiddled and on some boats can be dropped to provide an occasional double. There are serious looking triple cup positions for pipe cots above the saloon berths, and the berths are a usable 6ft 3in (1.91m) long. Stowage under these berths is significant, thanks in part to the water tank being situated in the root of the keel and accessed through inspection hatches in the sole.

This is a real ocean eating plodder. She won't be setting anybody's pants on fire, but there are few 36ft boats available new today with the same cocktail of ocean going layup and design detail, and possibly none with the same unpretentious

quality of finish. These boats justifiably hold their value very well, though it is a sad indictment on sailing snobbery that they would make more buyers' shortlists if more of them had come with wheel steering.'

Jake Firth. Used Boat Test – Rival 36. Sailing Today www.sailingtoday.co.uk

CONSTRUCTION

The Rival 36 was the last of the Rival designs to be drawn by Peter Brett, the man responsible for creating the Rival brand and its iconic reputation as a robust reliable cruiser. Built by Southern Boatbuilding Company there were a total of 78 hulls produced in the class.

Hull

Single piece, hand consolidated, heavy weight GRP moulding.

Full encapsulated, lead ballast keel.

Skeg hung rudder.

Moulded GRP sheer strake with hardwood rubbing strake fitted.

Moulded toerail with teak capping rail.

Stainless steel stemhead fitting with twin bow rollers.

Panama style fairleads forward.

Below waterline hull given preventative epoxy treatment in 1995 with a further two coats of epoxy applied in 2005 after removal of antifouling.

Topsides finished externally in two-pack blue paint with white boot top.

Deck

Single piece, deck, cockpit and coachroof moulding.

Hand consolidated, heavy weight GRP moulding.

Non-slip pattern panels moulded into deck & coachroof.

Moulding finished in original off-white gelcoat.

Alloy framed portlights and deck hatches.

Teak grabrails running length of coachroof.

Teak slats on cockpit seat tops.

Teak cockpit sole grating

Stainless steel pulpit and pushpit rails.

Stainless steel stanchions supporting plastic coated stainless steel guardwires.

SPARS AND RIGGING

Designed for offshore cruising the Rival 36 was designed with a moderate sail plan. The cutter rig, an option at the time of build proved popular with those owners wishing to sail across oceans. This provided a flexible sail plan that was easily handled by a short or even single handed crew.

Masthead ketch rigged sloop.

All spars by Kemp, silver anodised alloy with cast end fittings.

Profurl roller reefing systems for Genoa and Staysail.

Slab reefing mainsail, reefing lines at mast.

Standing rigging of 1x19 stainless steel with chromed bronze rigging screws.

Standing rigging replaced completely in 2006. New forestay fitted 2013.

Mast steps fitted to masthead.

Mast mounted radar reflector.

WINCHES

Primary Winches - 2 x Lewmar 46ST, two speed.

Secondary Winches - 2 x Lewmar 16ST, two speed.

Halyard Winch at Companionway - 1 x Lewmar 16, two speed.

Halyard Winches on Mast - 3 x Lewmar 16, two speed.

Reefing Winch on Mast - 1 x Lewmar 8, single speed.

SAILS

Mainsail - White Dacron. Slab reefing with 3 reefs. Crusader Sails. (2006)

Staysail - White Dacron with blue UV stripe. Roller reefing. Crusader Sails. (2007)

Yankee - White Dacron with blue UV stripe. Roller reefing. Crusader Sails. (2006)

Storm Jib - Not used in current ownership.

Spinnaker - Believed to be original, very lightly used. (2006)

CANVAS WORK

Sprayhood - Blue canvas with window panel forward. On stainless frame. (2012)

Mainsail Cover - Blue canvas, stack pack type cover. Owen Sails. (2012)

MOORING AND GROUND TACKLE

Main Anchor - 35lb CQR on 60m, 8mm calibrated chain rode.

Kedge Anchor - 25lb CQR on chain and warp rode.

Windlass - Lofrans Tigres electric windlass (2008)

Mooring Warps - Selection

Fenders - Selection

ON DECK

Of a conventional design the deck has the raised cockpit superstructure confined to the centre of the boat. Side decks run the length of the boat between the coachroof edge and moulded toerail.

Clear foredeck with mooring cleats outboard.

Self draining anchor locker below deck level accessed through large opening hatch.

Anchor windlass mounted within locker.

Hardwood grabrails running the length of the coachroof top.

'Granny Bars' fitted at mast.

Moulded coamings around cockpit providing protection

Stainless steel plates with jammers for all lines lead aft mounted between primary and secondary winches port and starboard.

Bench seating in cockpit port and starboard with bench across aft end.

Tiller secured to rudder stock at aft end of cockpit.

NAVIGATION INSTRUMENTATION

Depth Sounder - B&G Hecta

Log - B&G Hornet 4

Wind - B&G Hornet 4

Repeaters - B&G Analogue repeaters at companionway. Wind, Close Hauled Wind & Boat speed.

Plotter - Lowrance HDS 5M with Navionics Gold cartography. Mounted port side of companionway. (2011)

Radar - Furuno 1720 with 2kW mast mounted radome.

GPS - Garmin GPS128 (2006)

VHF - Icom ICM-421 DSC VHF with cockpit speaker. (2006)

Handheld VHF - Icom M23 (2015)

Autopilot - Autohelm ST2000+ Tiller Pilot.

Navtex - ICS NAV 6

DOMESTIC EQUIPMENT

Freshwater System - Manually pumped system with outlets in galley and heads. Two stainless steel water tanks, keel tank and port wing tank. Capacity circa 200ltrs.

Heating - Webasto diesel fired blown air system. 2 outlets. (2006) Serviced (2012).

Galley Stove - Plastimo Neptune 2500, 2 burner, grill and oven cooker. (2006)

Electric Stove - Single electric hob for use on shore power.

Refrigerator - Top loading, under galley with ice box.

Heads - Blakes Lavac marine toilet.

BELOW DECKS

The iconic keyhole bulkhead which is a feature common to all the Peter Brett designs, dominates the first impressions as you go below decks. The interior of the boat is constructed in a traditional fashion with joinery work of teak veneered plywood and solid teak trims finished in a satin varnish. Upholstery was replaced completely for the 2007 season.

Description of below deck accommodation from forward:

Forpeak - Two single berths in the traditional V-berth formation with infill section to create double when required.

Storage shelves overhead, outboard forward. Access to chain locker provided through opening hatch in forward bulkhead. Bin type locker storage provided under the bunks at the aft end.

Heads - To port immediately aft of the forpeak, dedicated compartment with door. Compartment constructed from

easy clean moulding finished with varnished teak trims. Aft facing Lavac marine toilet, stainless steel sink and vanity unit. Opposite the heads a large double doored locker is provided, shelved forward with a hanging locker aft.

Saloon -Occupying the full beam of the boat the saloon spans the area between the main and keyhole bulkheads. Centrally mounted drop leaf saloon table with bottle storage in central section. L-shaped bench settee to port with straight bench settee to starboard. Both settees convert to generously sized single bunk with a lee board which can be fitted port or starboard. Above the starboard bunk a pull out pipe cot bunk pulls out when required. Storage provided throughout saloon area with lockers below and behind settees and lockers overhead.

Galley -Aft of the keyhole bulkhead to port. U-shaped galley with work surfaces along forward and aft ends, cooker mounted on gimbals outboard. Twin stainless steel sinks in aft work top with storage locker under worktop outboard. Coolbox under forward worktop outboard. Crockery and general storage lockers outboard with lockers beneath worktop.

Nav Station -Opposite galley to starboard side of companionway. Large forward facing chart table with chart storage within the table. Dedicated forward facing navigators seat. Bosuns drawers beneath table. Ships switch panel outboard of seat with navigation instruments, radar display, GPS and Navtex mounted on bulkhead forward.

Quarter Berth -Extending aft from nav station on starboard side. Large single bunk with storage lockers beneath.

GENERAL EQUIPMENT

Wind Vane - Aires wind vane pilot, mounted on transom.

Solar Panel - Single panel on aft rail.

Invertor - 400w Portable. 150w Portable.

Manual Bilge Pump - In cockpit.

Electric Bilge Pump - Plug in, manually switched.

Stereo - Sony Radio/CD with auxiliary input (2007)

Tender - Lodestar inflatable dinghy. (2006)

Bow Thruster - Installed, not currently operational.

SAFETY EQUIPMENT

Liferaft - SeaSafe 4 person valise. (2009) Service due January 2018.

PLB - McMurdo 220 Fast Finder. (2013)

MOB Recovery Sling.

Inflatable Horseshoe Buoy with light.

Danbuoy.

Gas Alarm.

Fire Blanket.

ENGINE

The engine compartment is located within the box structure forming the bottom of the companionway steps. The box dismantles to provide excellent access around the engine. Further access to the exhaust system and sterngear can be gained through removable panels under the quarter berths and within the cockpit locker.

Bukh DV36 marine diesel engine.

3 cylinder, naturally aspirated engine producing 36hp @3600rpm.

Raw water cooled.

Full reversing gearbox.

New single lever morse control fitted 2016.

Traditional shaft type sterngear.

Volvo type sternland, fitted new 2016.

3 blade, bronze, feathering propeller.

Stainless steel diesel tank, 180ltrs.

The engine was removed for in depth servicing and painting during the winter 2010/11. Refitted with new rubber mounts.

SHIPS BATTERIES

Engine Bank - Single 12v lead acid battery. (2013)

Domestic Bank - Two 12v lead acid batteries. (2013)

Battery Monitor - Merlin SmartGuage system showing capacity & condition of both banks. (2013)

DISCLAIMER

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