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Hallberg Rassy 36 MkII

£124,950 GBP

United Kingdom

Manufacturer/Model	Hallberg Rassy 36 MkII
Name	Eowyn
Designer	German Frers
Year	2001
Category	Sail
New or used	Used
Status	Available
Price	£124,950 GBP
Lying	markcam1, United Kingdom

Specifications

Length overall	11.31 m
Length waterline	9.35 m
Draft	1.70 m
Displacement	7.485 kg
Hull	GRP hull with external ballast keel
Keel	Fin keel

Propulsion

Engine	Volvo Penta MD22P. 57hp, 4-cylinder, naturally aspirated, indirectly cooled.
Engine hours	1,250 hours
Fuel	Diesel
Fuel capacity	345 litres

Accommodation

Drinking water capacity	355 litres
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Description

The Hallberg-Rassy 36 is arguably one of the companies most successful designs with over 600 hulls produced during a 14 year production run. The MkII was introduced in 1994 to modernise the well proven design, improve comfort and provide increased volume below decks. Since their introduction the HR36 has proven to be an ideal family coastal cruising yacht, small enough to be easily handled by a single handed sailer while large enough to be capable to blue water cruising in comfort.

EOWYN is a well maintained and nicely present example of the class from the later part of its production run. Bought by the current owners in 2003 she has been lightly used for family coastal cruising around the waters of Scotlands west coast. Now reluctantly offered for sale she comes with a full inventory ready to launch and sail away.

Currently lying ashore in a winterised condition the boat would be launched, commissioned and presented afloat for a purchaser to collect.

OWNER'S COMMENTS:

Chartering for several years helped create a shortlist of our requirements when it came to buying our own yacht. Safety, space and ease of handling were all paramount. A holiday in a HR352 had given us a taste for Rassy design, but felt it was a little too snug for our young family. Eowyn proved to be the perfect choice for us; all the safety and quality of the 352, but with extra space exactly where we needed it and the bonus of a better turn of speed.

Eowyn has kept us safe and comfortable over 15 years of ownership, covering the west coast of Scotland with occasional trips to Ireland and the Isle of Man. She has allowed us to gain a wonderful knowledge of west coast geography, as well as experiencing some amazing wildlife from sea eagles to orca, all with a backdrop of stunning scenery. She has provided us a collection of family memories which will last a lifetime.

However it is now time for us to move on to new adventures, and so we have decided to offer new owners the opportunity to take over guardianship of this wonderful cruising yacht.

BUILDER'S COMMENTS:

SMALL ENOUGH, YET BIG ENOUGH TO GO ANYWHERE, ANY TIME

Hallberg-Rassy 36 was built during 1989 - 2003. A total of 602 hulls were built. Boat No 1-256 from 1989-1994 were the Mark I, No 257-602 from 1994-2003 were the Mark II. Mark II has a developed transom with integrated bathing platform. The Mark II is 30 cm more wider at the transom compared to Mk I. At the same time the aft deck locker was improved from a higher level than the deck on Mark I to flush on the Mk II. The walk deck also got wider, as well as the superstructure of the aft cabin. Inside this has given the newer Mk II model more room, more lockers and wider berths in the aft cabin. Although the hull length was increased with 44 cm (1' 5") on the Mk II, the maximum sailing waterline was increased by no less than 67 cm (2' 3"). Deck lengths remained the same. Mast, keel, rudder and underwater shape as well as engine configuration also remained the same between Mk I and Mk II. An already good boat got even better and more contemporary with the Mk II version.

COMFORT AND NICE LINES

The 36 is a mid-range model. Small enough, yet big enough to go anywhere, any time. Designed and constructed by yachtsmen to combine the latest in technology and traditional standards, it provides comfort and nice lines as you expect from a Hallberg-Rassy.

WELL ARRANGED INTERIOR LAYOUT

The layout is very well laid out and allows for excellent comfort and unimpeded passage from one end of the boat to the other. The sturdy mast support comes together with the main bulkhead and not through the table or sofa. There is a big chart table in the boat's heading direction where you can sit comfortably.

CATEGORY WINNER IN THE ARC

She has surprising performance for her type, the result of very thorough work of the hull parameters and shape by her designer, Germán Frers. The moderate V sections result in a pleasant motion at sea normally found in larger yachts. She has won her class in the ARC over the Atlantic as well as local races.

CONSTRUCTION

The Hallberg Rassy 36 MKII was a development of the popular and successful MKI. Hallberg Rassy with the original designer German Frers listened to feedback and tweaked the design to suit the demands of modern buyers with a sugar scoop style transom, wider beam aft, wider side decks and increased internal volume.

RCD Status:

Our understanding is that the yacht certified to CE Category A (unlimited ocean voyages)

Hull Construction:

Hull constructed of single piece GRP moulding.

Isophthalic gelcoat and isophthalic polyester resin for lamination

Hand lay-up method, insulated with Divinycell PVC-foam against heat and cold except in the keel area which is solid laminate.

Round bilge with stub keel as part of canoe body moulding providing form stiffness.

Strong under structural floor and stringer reinforcements, fully bonded to the hull.

Plywood bulkheads full laminate to hull and deck mouldings on both sides.

Integrated sugar scoop style transom with boarding platform.

Integrated rubbing strake with brass strip.

Blue decorative sheerband and boot top bands in gelcoat.

Deck Construction:

Deck and coachroof areas and also cockpit are of sandwich construction, solid in parts, laminated to the hull.

Deck, coachroof, aft deck, bathing platform, toerail, cockpit seats, cockpit floor and side trims in top quality teak.

Self draining gas locker integrated under starboard side deck

Full width integrated lazarette locker.

4 Opening deck hatches

9 Portholes of which 4 open.

Keel & Rudder:

Bolt on lead external ballast keel.

17 stainless steel bolts securing keel.

Semi-balance skeg hung rudder.

MACHINERY

Engine & gearbox:

Volvo Penta MD 22P, 57hp.

4-cylinder, naturally aspirated, indirectly cooled.

Volvo Penta gear box.

Single lever morse type cockpit controls with ignition panel.

Maintenance & Performance:

Estimated running hours circa 1250 at August 2018

Cruising speed: 6.5kts at 2500RPM

Last full service autumn 2017

Timing belt replaced 2016

Volvo shaft seal replaced 2016

Propulsion & Steering:

VariFold DF107 bronze 3 blade feathering propeller

Stainless steel propeller shaft

Ambassador 'Stripper' rope cutter

Lewmar/Whitlock wheel steering system.

Hide covered stainless steel wheel.

Emergency tiller steering system.

Rudder lip seals replaced winter 2016/17

Autopilot:

Raymarine ST6000+ control head at pedestal

Raymarine Raypilot 65, wired remote control in cockpit with fixed keypad repeater also on bridge deck.

Raymarine SmartPilot wireless remote.

Raymarine Linear drive direct to quadrant.

ELECTRICAL SYSTEMS

Voltage systems:

Hardwired, RCD protected 240AC system powered by shore power connection or onboard generator.

Single 16amp shore power connection.

13 amp sockets throughout interior.

12v DC domestic and engine systems

Battery Banks:

Engine bank – 1x 12v 90Ah, lead acid battery (2015).

Domestic bank – 2x 12v 140Ah, lead acid batteries (2015).

Charging / Inverter:

Mastervolt IVO smart charger, 12v, 25amp.

Remote control panel and status indicator for charger at nav station

Alternators:

Single 60Ah engine mounted alternator.

PLUMBING & GAS SYSTEMS

Fresh Water:

Fully pressurised hot and cold water system.

12v freshwater pressure pump with accumulator tank.

Hot and cold faucets provided in Galley and heads.

Shower provided in heads.

Insulated hot water tank, heated from engine or 240v immersion heater element.

Bilge Pumps:

Manual bilge pump located in saloon

Electric bilge pump manually switched from panel at bridge deck.

TANKAGE

Fuel:

Twin stainless steel tanks. Wing tank to port under saloon bunk. Keel tank in bilge space aft.

345 litres capacity

Single deck filler.

Fuel gauge at navigation station.

Primary filter with water trap in engine space.

Fresh Water:

Two stainless steel tanks located forward section of bilge space with wing tank under transverse section of port saloon bunk.

Combined tank capacity 355 litres.

Gauges:

Analogue gauges displaying at nav station.

Fuel

Fresh Water – Gauge on bilge space tank only

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Raymarine L1250 Pathfinder display. Fishfinder and plotter data, slave to chart table display. Port side of companionway.

@ Bridge Deck

Raymarine ST60 Depth

Raymarine ST60 Log

Raymarine ST60 Wind

Raymarine ST60 Rudder position indicator

Raymarine ST60 Multi display

Raymarine Autopilot remote control key pad.

Raymarine RayPilot 65 wired pilot remote control.

@ Pedestal

Raymarine ST6000+ Autopilot control head.

Sunnto pedestal mounted compass.

At Chart Table:

Raymarine RL70C Pathfinder display. Showing plotter information. With HSB link to cockpit display

Raymarine ST60 Multi repeater

Raymarine RN300 GPS system

Communications Equipment:

Icom IC-M601 DSC VHF

2x CommandMic Controls

CommandMic stations in aft cabin & cockpit

DOMESTIC EQUIPMENT

Galley:

Plastimo Neptune 2000 galley stove. Gas fired with 2 burners, grill and oven.

Top loading built in fridge with ice box

Double stainless steel sinks with single faucet providing hot and cold water

Extractor fan

Heads:

Single heads forward.

Jabsco manual marine toilet.

Porcelain wash hand basin with hot and cold faucets.

Shower stall provided with electric pump out.

Heating & Ventilation:

Webasto Airtop 3500 diesel fired blown air heater mounted in machinery space.

Thermostatic cabin controller.

Outlets in forward cabin, heads, saloon and aft cabin.

Lighting:

Conventional filament type lighting throughout accommodation space.

Entertainment:

Pioneer CD/Radio head unit.

Speakers in saloon and cockpit.

ACCOMMODATION

Summary of Accommodation:

Maximum of 7 berths in double cabin forward, master double cabin aft with additional occasional bunks port & starboard in saloon. Single heads forward.

Accommodation Finish:

All interior woodwork in light mahogany with a matt silk finish

Locker doors with rounded edges and larger locker doors louvered for ventilation.

Floors are varnished wood with inlaid holly stripes

Fitted, edge bound carpets throughout with press studs to secure.

Saloon and aft cabin ceilings have panelling of mahogany strips

Upholstery bases and mattresses 12cm thick with back rests 5cm thick.

Curtains fitted for all skylights and portholes.

Solid handrails throughout the interior for easy movement offshore

White laminate surfaces for galley

White laminate surfaces for heads

Deluxe Ting light blue cloth upholstery in accommodation cabins

Description of Accommodation from Forward:

Forward Cabin:

Two single berths in v-configuration.

In-fill section to create large double berth

Ample stowage above and below bunks with dresser unit to starboard aft.

Large deck hatch for ventilation.

Forward Heads:

Accessible from passage way to forward cabin

Bulkheads and lockers in white formica

China sink set into counter top

Teak sole grating

Separate shower with watertight shower stall with curtain to protect varnish door.

Large mirror

Manual marine heads.

Cupboards below washbasin and outboard.

Ventilation via opening hatch

Main Saloon:

Saloon with bench seating to starboard and L-shaped bench seat to port.

Seating back rests hinge up to increase bunk width.

Saloon table with folding leafs and bottle stowage within

Headroom approx. 1.91m

Storage provided in lockers overhead, outboard of seating.

Single large opening deck hatch centrally.

Portlights in coachroof sides outboard, 2 opening.

Galley:

Aft of saloon to starboard in L-shaped configuration.

Laminate counter tops with varnished mahogany fiddle rail all around.

Gas galley stove, 2 burner, oven and grill.

Double stainless steel sinks with pressurised water.

Cupboards and drawers for food and utensil stowage.

Navigation Station:

Forward facing chart table with dedicated seat positioned aft of saloon to port.

Shelf space and spaces for navigation instruments.

Chart storage within table and 4 drawers beneath.

Counter top aft of navigators seat with small shelved locker beneath.

Electric panel, tank gauges, charger control panel, VHF and multi repeater.

Walkthrough to aft cabin:

Access to engine space by two insulated and sealed doors.

Single hanging locker outboard.

Aft/Master Cabin:

Double berth to starboard with memory foam custom made mattress topper.

Spacious single berth to port.

Hanging locker on portside forward.

Stowage above and below berths.

DECK EQUIPMENT

Rig:

Double spreader masthead sloop rig by Selden

Selden Furlinmast in-mast furling system – lines lead aft to cockpit.

Selden Furlex 300S genoa furler

Selden rodkicker.

Discontinuous stainless steel wire standing rigging with Hasselfors turnbuckles.

Aluminium rigging screw protection tubes.

Lewmar tracks and cars for mainsheet and genoa.

Spinlok rope clutches for furling lines.

Mast rigged for spinnaker with pole track and halyard, no pole aboard.

Mainsheet and genoa sheets replaced in 2016.

Winches:

All winches are from Lewmar with chrome finish.

Primaries – 2 x 48 self-tailing, two speed.

Reefing Winch, port side of companionway – 1 x 30 self-tailing, two speed.

Mast Halyards – 2x 16 self-tailing, two speed.

Sails:

Sails removed and stowed indoors for winter during current ownership.

Sails professionally valeted and serviced bi-annually during current ownership.

Elvstrom Sails Offshore Quality Dacron in-mast furling mainsail.

Owen Sails 110% Tri-radial cut Double Tafitta laminate roller reefing genoa. (2004) New UV strip fitted 2016.

Elvstrom Sails Offshore Quality, Dacron, roller reefing working jib. (lightly used)

Crusader Sails cruising chute with snuffer and separate sheets. (2007 – used twice)

General:

Guardwire gates on port and starboard sides.

Folding teak cockpit table, fits to front of pedestal.

Folding swim ladder on transom.

Anchoring & Mooring:

Lofrans Airon 12VDC electric reversing anchor windlass.

Foot button controls on foredeck.

Double bow roller stemhead fitting in stainless steel.

45lb CQR anchor with 45m, calibrated chain rode / 40m anchor braid rode.

Bruce kedge anchor with 10m chain / warp rode. Stowed in box.

Anchor angel weight with deployment line.

Selection of mooring warps.

Selection of fenders.

Canvas Work:

Sprayhood, HR original part, new 2016

Cockpit tent, windows port, starboard and aft.

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

Navigation Lights:

Port & Starboard & Stern running lights.

Steaming light at first spreaders.

Deck flood light on mast.

Anchor light at masthead.

Life saving:

Mast mounted radar reflector.

Horseshoe lifebuoy.

Webbing jackstays.

Throwing line.









