



Rosemary

brochure photo



Hallberg-Rassy 36



LOA: 10.87m (35'7")
 Year: 1993
 LWL: 8.72m (28'9")
 Beam: 3.55m (11'6")
 Draft: 1.7m (5'6")
 Displacement: 7500 kg
 Ballast: 3400 kg
 Hull Material: GRP
 Engine: Volvo Penta 57hp diesel
 Designer: German Frers
 Builder: Hallberg-Rassy
 Flag: British
 Location: Lymington
 Price: £109,500

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Construction

ROSEMARY was built under supervision of Lloyds Register inspections. The GRP hull and deck is constructed using hand layup method and insulated above the waterline and on deck with closed cell Divinycell PVC foam. The lead bulb keel is bolted onto a moulded GRP stub with 17 x 20mm S/S bolts.

Mechanical Data

Volvo Penta MD22 57hp 4 cylinder marine diesel engine (last service Feb 2014)
Approx 1591 eng. hours (Nov 2014)
Single lever control at steering pedestal
Reduction gearbox, three bladed propeller
Ambassador rope stripper fitted on shaft
Yamaha 2B/Malta 4A/5C Outboard Motor

Electrical System

12volt electrical system comprising
Approx 280 amp/hr service bank, new in 2012
Approx 75 amp/hr dedicated engine start bank, new in Aug 2014
Charged by 60 amp engine driven alternator
Sterling Marine Power smart regulator
230 volt battery charger from shore power
Shore power connection with three outlets
Charger, hot water, heater

Tankage

Fuel: 345 litres
Water: 355 litres

Spars and Rigging

Mast and boom from Selden
Discontinuous stainless steel 1 x 19 standing rigging
Double spreaders, fore and aft lower shrouds
Steaming light and deck flood
Selden Furler and jib furling system
Spinnaker pole on mast and topping lift
Windex, three colour topleight and anchor light
Port and starboard signal halyards

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Sails

Fully battened mainsail with lazy jacks with new stack pack 2013
Biradial furling genoa with foam luff
Cruising chute with snuffer (Lucas Sails)

Deck Equipment

Traditional laid teak decks in 12mm teak on GRP deck moulding
Solid teak caprail to shallow bulwarks around side decks
Self draining chain locker
Large cleats forward, aft and mid-ships fitted with protective brass strips
4 opening skylights and 9 portlights, 4 of which are opening
Lazarette locker in aft deck
Generous cockpit locker for dinghy, bikes, washboards etc.
Lewmar 48CST self-tailing sheet winches with Lewmar guide blocks
Two Lewmar self-tailing 16CST halyard winches
Manual anchor windlass
22kg CQR anchor with 60 metres 8mm chain
Double bow roller at stemhead
Gas locker in side deck to starboard
Spare sprayhood and aft sprayhood extension with cover
Stainless steel stanchions with twin guardwires
Aluminium/glass windscreen with opening centre section
Teak grating in cockpit with 2 self-draining 32mm scuppers

Navigational Equipment

Pedestal mounted steering compass
Raytheon/Autohelm ST50 sailing monitors
Log, echosounder and wind instruments in cockpit
ST50 multifunction display at nav station
Raytheon/Autohelm ST6000 autopilot with type 1 linear drive
Furuno 1721 radar with 2kw radome on pole on aft deck
Furuno GP30 GPS display at chart table
Magellan Nav5000 hand held GPS in cradle at nav station
Apelco VHF with fist mike
ICS Nav 4 Navtex
Pioneer stereo radio/CD player with two speakers in saloon
Standard Horizon 180i GPS/plotter
McMurdo Smartfind Plus G5 GPS EPIRB (2014)

Accommodation

Interior in mahogany with satin silk finish. Deluxe blue upholstery (covered most of her working life) and blue carpet throughout. Headroom 1.91m in saloon. Mahogany slats lining the GRP through the whole yacht to enable free flow of air through lockers and under soft furnishings etc., minimising damp. All berths with storage beneath have ventilation holes.

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Two settee berths with storage behind for bedding. Lee cloths fitted to both berths. Above berths ample locker space. Chart table with storage for navigation equipment. Switch panel and easy access to engine room. Wet hanging locker aft of chart table. Light at chart table.

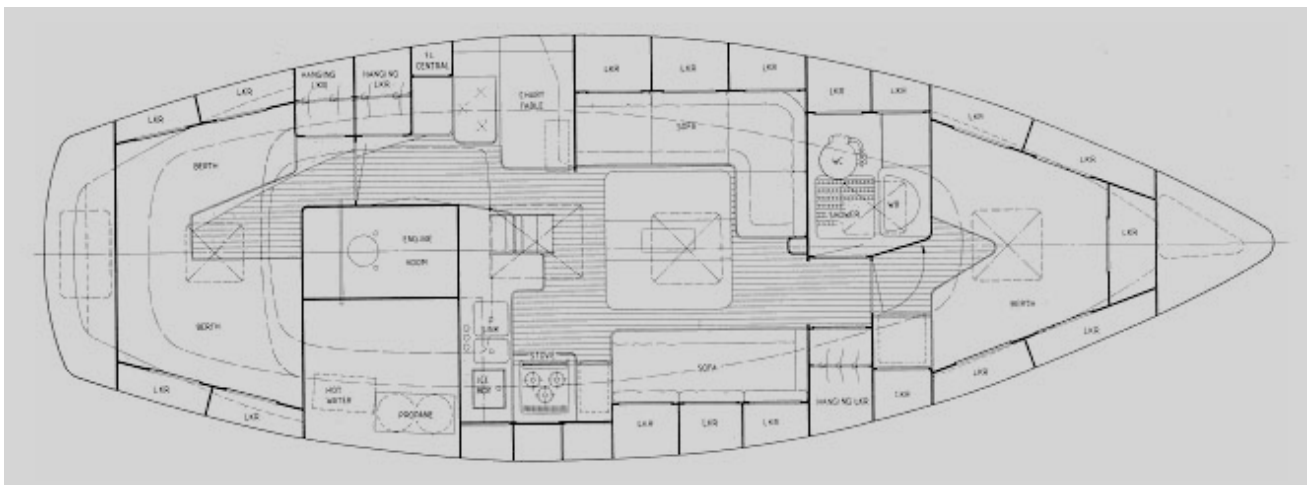
Galley. Deep double sinks. Drawers for cutlery and utensils. Storage below for crockery, pots and pans. White galley work surfaces. 110 litres refrigeration unit with drain. Gimballed 2-burner gas cooker with oven.

Heads with stainless steel holding tank. Shower with grating and elec. Pump directly overboard.

China washbasin, large mirror, shower curtain, various cupboards, headroom 1.87m

Fore and aft cabins. Opening skylights storage above and below berths.

Ample lighting and good length berths



Safety Equipment

Autoflug ALK 4-man liferaft 2000R in GRP container on stainless steel cradle. Last service March 2103, date of next service March 2015. One horseshoe liferings with lights (replaced in 2013). Danbuoy with light (new 2014). XM Yachting Oscar MOB Rescue Sling (2010). Two fire extinguishers. Jackstays in webbing on deck. Radar reflector.

The following equipment has been added recently:

New Hallberg-Rassy supplied cockpit sprayhood and tent 2009 . Cleaned Nov 2014

Danbuoy with light (2014).

XM Yachting Oscar MOB Rescue Sling (2010).

McMurdo Smartfind Plus G5 GPS EPIRB (2014)

New toilet pump 2011

New domestic batteries 2012

New Starter batteries 2014

Sanders Sails mainsail cover/stackpack 2013

Sanders Sails genoa sacrificial strip 2008

New fitted cockpit cushions 2008

New interior lined curtains 2008

Most running rigging replaced in 2013/14

New waterproof (and kid-proof) removable cover on port hand dinette saloon berth

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Fitted sheets for V-berth and aft double berth
Mounts for laptop holder at chart table

Builders Comments

Between 1989 and 1994 the Hallberg-Rassy 36 was built in the Mk I version without the swim platform and without the developed shape like Mk II has.

Apart from the angle of the transom there were several other changes compared to the current mark II version. The hull in itself was completely re-designed in 1994/95 from the cockpit and aft.

The mark I was 30 cm more narrow at the transom. Where the yacht is the widest, there is no difference in beam. At the same time the aft deck locker was improved from a higher level than the deck on mark I between 1989 to 1994 to be in flush with the deck on mark II from 1995. The walk deck also got wider, as well as the superstructure of the aft cabin. Inside this has given the newer model more room, more lockers and wider berths in the aft cabin.

The hull length of the mark I is 10.87 m, (35' 8") the newer 11.31 m (37' 1"). Deck length is the same. Although the hull length was increased with 44 cm (1' 5") the maximum sailing waterline was increased by no less than 67 cm (2' 3").

About 23 of the first hulls were made without rubbing strake integrated in the hull. The width of the blue brim in the hull was in 1995 made a bit more narrow and consequently the rubbing strake was also moved up 5 cm.

Engine and sail plan remained the same on both Mk I and Mk II models. There were 256 units built of Mk I.

Remarks

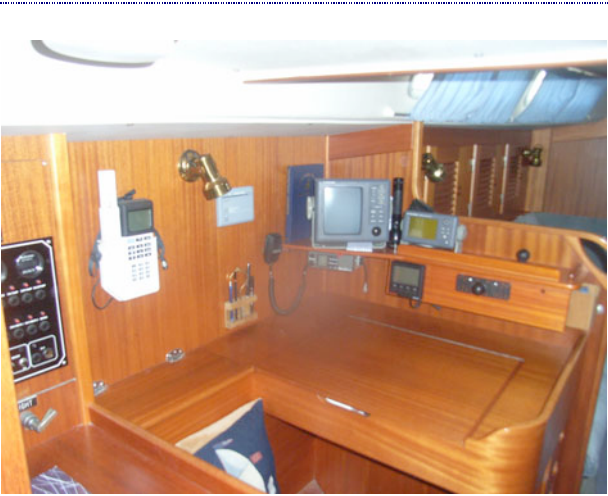
Currently in her third ownership, she has been a family cruising boat based in the Solent and following a traditional channel cruising plan. It is apparent from her presentation that she has been a well-loved and cared for yacht both above and below deck.

ROSEMARY has been cruised in Normandy, the Channel Islands and the West Country between 1994 and 2003 and additionally in North Brittany on two occasions. She has been regularly sailed across the Channel and she was sailed to Ireland and Scotland in 2014.

She was berthed for her first season in Langstone Marine and subsequently at Haslar Marina, Gosport. ROSEMARY has been stored ashore in a cradle each alternate winter (Oct to April) at Gosport Boatyard, otherwise lifted out for about one week in April/May for antifouling etc.

The previous and current owners have kept ROSEMARY in Berthon Marina since their purchase. Berthon Boat Company have serviced her annually and she has wintered ashore.

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Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer's inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.