

# Hallberg-Rassy 36 Standard specification

## Hull and deck:

Manufactured in a HR owned plant in Sweden. Hull and deck from GRP by hand-layup method, insulated above water. Gelcoat colour code is 1000. Isophthalic gelcoat is used in the hull as well as isophthalic polyester. Decks and coachroof areas are of sandwich type construction. Bathing platform integrated in the stern. Hull and deck joined by overlapping GRP laminate. The boat has a bolt on lead keel of 3400 kg. 17 stainless steel bolts  $\varnothing$  20 mm. Rudder shaft  $\varnothing$  50 mm with roller bearings. All bulkheads laminated in on both sides. Freeboard has blue decorative stripe, superstructure has non slip pattern. Rubbing strake under blue stripe.

## Deck and deck fittings

Teak deck, bathing platform and cockpit seats in 12 mm teak laid in rubber. Toe rail, hand rails and all other woodwork on deck in solid teak. Stemhead fitting with incorporated anchor roller to suit a 45 lbs/21 kg CQR anchor. This would be self-stowing with the help of an anchor windlass. The chain locker is self-draining with room for 60 m of chain. Chainplates and stemhead fitting have cover plates directly welded on for water tightness. Strong cleats forward, aft and midships. 4 skylights and 9 port holes, four of which opening. 2 Dorade ventilators in saloon. One Electrolux ventilator forward and one in head. Deck screw caps for water and Diesel. On one side of cockpit special selfdraining stowage locker for two gas bottles, 6 kg each. Full width lazarette locker for fenders, lines and sails. In cockpit starboard side very generous stowage for bikes, shopping trolley, cockpit cushions and sails. Guard rails. Pulpit and pushpit, all stainless steel, allow easy boarding. International navigation lights. Flag staff and fittings. Bathing ladder for the platform. Genoa tracks with blocks from Lewmar. The genoa cars are adjustable from the cockpit. Mainsheet track behind cockpit to ensure good fit of sprayhood extension. Sheet winches Lewmar 48 CST self tailing with guide blocks from Lewmar. Spinnakerblock fittings. Mast cable conduit to interior of boat to feed all cables including thicker ones to a connection box below deck in the toilet compartment. At side of cockpit domed vents for engine room ventilation. Two scuppers on each side of deck to avoid streaking. Steering column in cockpit in GRP with engine lever easily accessible. Compass with light. Special stowage slot in locker for cockpit table and washboards. Hide covered steering wheel. The engine instrument panel with engine start is positioned as a part of the steering pedestal. Washboards in solid teak. On both sides of sliding hatch are useful teak covered chart tables with fiddle rails. Above sliding hatch is space for instruments and other built in units. The windscreen is in one section and is made of tempered glass. The middle section opens to allow good air circulation in warmer climates. Handholds in the side panels. The sprayhood can be folded forward and protected by a canvas cover. Teak grating in forward section of cockpit with two self draining 32 mm scuppers.

## Rigging and Sails:

Mast, boom and running rigging from Seldén. Double spreaders, forward and aft lower shrouds 8 mm. Lower part of cap shroud 10 mm, upper part and intermediates 8 mm. Forestay and backstay 8 mm. Aluminium rig screw protection. Seldén Furlex 300 S jib furling and reefing system. Spinnaker track and blocks for stowing pole on mast. Prepared for spinnaker halyard. Steaming light and deck flood. Pocket for winch handle. Two Lewmar 16 CST Self tailing halyard winches. Provision for pole lift. Required number of cleats. Mast is stepped on deck over reinforced bulkhead. Main boom with outhaul and two reef lines. Main sheet 6 to 1. Mainsail and furling jib from Elvström Sails in Denmark in special Offshore quality. Choice of material and workmanship to suit all conditions of cruising. Two reefs. Modern first class sails with battens and bags. Bottle screw protection of aluminium.

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## **Accommodation:**

The complete interior in mahogany silk finish. A solid mahogany mast support is fitted in connection to the main bulkhead. Berth and seats covered in superb Dralon material to withstand wear and tear and possible staining and dampness. Several colours available. Thickness of upholstery 12 cm, back rests 5 cm. Seats and mattresses zipped to enable cleaning of covers. Fill up cushion between fore cabin berths. Teak floor with inlaid holly stripe, matt finish, and carpeted. Carpet fitted with press-studs to prevent slipping. Inspection openings in the floor where needed. Ceilings forward and aft are lined, saloon ceiling has panelling with decorative stripes. Curtains on all portholes and for skylights. Headroom 1.91 meters in the saloon. Ample stowage in all areas of the boat. Also easily accessible stowage under the berth and settee especially for larger items like sail bags, etc. All larger cupboard doors are louvered and all boards under berth cushions have ventilation holes. Special care has been taken to avoid corners where dust collection or dampness can occur. Scuppers are made wherever water could collect. Mahogany cladding with cavity space behind backrests of settee and berth for good ventilation. The hull is insulated against heat and cold. Spacious toilet compartment lined with white plastic laminate. Shower stall with gratings and draining electric pump directly over board without going into the bilge. Filter and pump easily accessible. China wash basin, toilet, large mirror, various cupboards, shower curtain. Headroom 1.87 meters in the toilet room. Skylight, opening window and Electrolux ventilator in the toilet compartment. One wardrobe in passage opposite toilet compartment, one in aft cabin and a third one in walk-through to aft cabin accessible from saloon for oil skins. Seagoing galley with work surfaces on both sides of stove and sink Icebox 110 litres, well insulated with access from top to avoid contents and cold escaping when opened. Cupboards for glasses, china and other utensils. Waste basket under sink. Drawers on left-hand side of cooker Deep sink with pressure water, also reserve tap, which is foot pedal operated. 2-Burner gas stove with oven in stainless steel with fiddles and gimballed with lock for marina use. Worktops white plastic laminate with fiddle rail. Cover over the cooker. Due to the well-planned layout there is always unobstructed passage from forward to aft cabin. Aft cabin and also the toilet compartment are secluded even if doors remain open. Being closely located together the navigation area, engine room and instrument panels form a natural unit. Ships tools are normally kept in this area which helps when maintenance in engine room is required.

## **Engine, heater, fuel and water:**

Volvo Penta D2-55, 4-Cylinder Diesel engine, 2.2 litres displacement, output 41 kW / 55 HP, on flexible rubber mountings with water-cooled rubber exhaust pipe and silencer. The engine is freshwater cooled. Fixed 3-bladed propeller. Engine hour meter in the cockpit. Two stainless steel fuel tanks, total capacity 345 litres, of which 180 litres is in the upper tank in the saloon sofa and 165 litres in the lower one under floor. For guidance the approx. fuel consumption when cruising is 4 litres/hour (approx. 520 nautical miles). Two stainless steel water tanks, totally 310 litres. Water pressure system gives free flow of water to heads and galley. Hot water tank (insulated) with 230 V boiler keeps water warm for at least 24 hours. Heating Webasto Airtop 3500 Diesel with silencers in engine room, thermostatically controlled. Air outlets in forward cabin, toilet compartment, saloon and aft cabin. These can be controlled separately in forward cabin and aft cabin. Ball valves and double clips up to the water-line. All filters in engine room directly accessible. The service side of engine also accessible from walkthrough. The engine room is soundproofed. The bilges are in the area of the companionway steps, of adequate size for the boat. Bilge pump in engine room at low-suction height but suitably mounted for easy maintenance.

## **Electricity:**

One battery, 12 V 62 Ah, for engine circuit. Two further 12 V batteries, totalling 280 Ah for the general purpose electrical system. Batteries are located under the berth in the aft cabin in dry, cool and well ventilated conditions. Charging of batteries is via a 60 A alternator and a blocking diode. Located behind the chart table in the walk-through is the instrument panel with circuit breakers, divided into 24 circuits (space for 5 extra). There are fuses without switches for such instruments that should not be switched off. There are meters for Diesel and water tanks. Lighting throughout the boat is located in all the important positions. 12 V sockets at the cart table and in the cockpit. All switches for navigation lights, deck light, instrument, etc. are accommodated on the instrument

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panel for extra safety. There is space for installation of a battery charger with control panel.

### **Steering:**

Wheel steering. Cable system with roller bearing turning blocks. The steel cables run over extra large guide rollers and run through pipes to protect from dirt and damage. On the ruddershaft quadrant there is provision for installation of an autopilot. Steering wheel in stainless steel and hide covered. 2.5 rotations from lock to lock.

### **Hull finish:**

The underwater hull is treated with two coats epoxy primer and two coats of antifouling. The blue decorative stripe is gelcoat.

### **Certification**

The boat is being built under supervision by Germanischer Lloyd and is certified by Germanischer Lloyd and delivered with a CE certificate and a CE plaque for category A (unlimited ocean voyages).

### **Loose equipment:**

4 mooring lines each 10 m long  
4 fenders 60 cm long  
Boat hook  
Flag staff  
Cockpit table  
Emergency tiller  
2 Winch handles  
10 kg Breeze anchor for transom use  
Short chain, Anchor line 30 m  
Mainsail cover (not with in-mast furling)  
Windex

*Modifications reserved.*

*Chosen extra equipment may affect this standard specification.*

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

*Drawings may show optional equipment.*

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