

Sale of Hallberg-Rassy 36

**SY „merci“ with modern electronics,
new teak deck and additional
equipment is in excellent conditions,
ready for sailing**

Sales price is 123.000,00 €

We have decided to sell our HR 36 „merci“ which we bought in 2002 and which we have been very attached to. After so many years we trust that the two of us are now capable to handle a larger boat allowing our sons to join us with their family.

For us, it was always important that we have a secure and ship-worthy cruising boat which can be handled by a small crew even under difficult circumstances. For us this entails that the boat steers a steady course without much effort and pardons small steering mistakes. It is also an advantage to have a boat which will find a suitable berth even in crowded marinas.

Considering this, it was important to us that our boat was always in meticulous shape. Repairs were always done as soon as possible and often encompassed improvements. Our intent to have a high degree of security, drove us to consider back-up solutions in case of a failure of one piece of equipment. Therefore, we tried to have redundancies or alternate solutions which we will describe further on.

The yacht combines a reasonable cost structure for marina fees, annual maintenance and repair and simultaneously offers the possibility to travel world wide.

With the improvements and renewals made in 2018, we do not see any acute need for repairs. The loving care was always important to us, since, for the last 6 years, „merci“ was our home for 6 - 9 months per year.

This prospectus contains the details for sale. For nearly all equipment there is a detailed description, i.e. the complete workshop manual for the Diesel engine, spare part lists etc..

The yacht's VAT has been paid in the EU and there is proof of this including a statement of the tax authority.

1. Sails:

Jib			Furling genoa (2010; 38,9 m ²), jib (32,5 m ²), strong wind jib (rarely used; 20 m ²), Blister (70 m ²), Spinnaker triradial (100 m ²)
Main	2011		Furling mainsheet with horizontal battens
Standing rigging	2010		including short tighteners replaced
Mast		Furling mast Seldén and furling system Furlex	Mast above water 15,5m excluding antenna; isolated backstay with tightener
Mast steps	2012		4 steps at the top of the mast
Antenna	2011	R&R Elektronik	Biscaya
Active radar reflector	2007		
3-color lights	2017		including anchor light on LED basis; in addition, conventional position lights on bow, stern and steam light
Spinnaker boom			original

The blocks for the main sheet have ball bearings; as well as the blocks for the jib sheet leads. The sails are currently not on board but stored in a dry environment.

The mast steps are only for work at the top of the mast, where standing is difficult especially if one has to look at the top of the mast which is impossible when hoisted in a bosun's chair.

The Biscaya antenna allows TV reception which however, we did not use.

The 3-color light is on the one hand redundant and on the other hand saves energy during overnight sailing.

Attached to the mast are 2 Lewmar 16 winches. Since all ropes and sheets are led to the cockpit, the only reason to leave the protected cockpit is for the operation of the boomvang and the lock for the furling mainsail's rolling mechanism to avoid an involuntary rolling out of the reefed mainsheet.

In the cockpit there are 2 Lewmar 48 winches with 2 gears for the genoa. On the port side of the cockpit there is an additional Anderson 28 winch (2 gears), which has been mainly used for the boom preventer. Next to the companionway there is a Lewmar 30 winch for the mainsheet.

Sheets and ropes have been renewed during the last 2-3 years.

2. Engine:

Volvo Penta	1995	MD22A	4-cylinders; 42 KW/57PS; regular maintenance; last 2017: heat exchanger & manifold, timing belt, tension rollers, fresh water pump, exhaust elbow, shaft seal, sea water pump; extensive manuals
	2012	additional alternator	2. alternator 60 A
Fuel filter	2014		Separ filter parallel to the original filter
	2017		Fan for engine cooling
Propeller (2)		3-blad rotary prop; fixed prop (spare)	
Bow thruster	2002	Sidepower	SP70; 6 PS
Rudder position indicator			at the helm

The rev counters had to be replaced several times, so that the total time has been about 3.500 h as per December 2018; the boat was not sailing in 2019.

The stainless steel tanks for water and fuel (Diesel) have always been clean.

When refueling Diesel, we always added „Grotamar“ (against algae). For checking potential water accumulation in the fuel tank, there is a manual pump whose intake tube is in the sump of the fuel tank allowing an easy control.

3. Energy:

Windgenerator	2008	Superwind	
Solar panel			55W
Batteries	2017	AGM Lifeline	3 x 125 Ah
		Vision (Starter)	75 Ah
	2017	Exide 900 Maxima	50 Ah
Charger	2010	Mastervolt 12/70-3	with shore power and with cables
Separating diode			loss free separating diode
Inverter		Movitronic Waeco 740-012PP	300 (600) W; 35 A continuous power; can be switched to all 230 V outlets in the ship
Battery control		DC 4000	
Charging booster B2B	2017	Sterling	charges general consumption battery after charging starter battery
Gas		2x3kg Campinggaz	gauge and Truma magnet valve
Lights			LED inside; 2 red LED next to companionway and next to chart table; automatic lights in closets
Deck light	2018		LED

The mast for the Superwind wind generator is very solid and base plate as well as supporting rods are bolted through the deck.

There is a flexible solar cell stored underneath the salon bunks and only used at anchor; this allows flexible adjustment on the deck towards the sun. The MPP 160 Votronic regulator is in the cockpit locker and the plug is above the locker in a recessed space.

The two alternators are connected such that one alternator only supplies the starter battery and the second alternator charges the large battery bank and the battery for the bow thruster. As soon as the starter battery is fully charged the B2B Sterling charging booster then additionally charges the large battery bank. This is especially beneficial when the water maker is operating and the power consumption is high.

Due to our stay in the mediterranean sea and the Canary Islands, the inspection date for the German 6 kg gas cylinders has expired and we have removed the bottles due to rust accumulation. The chamber is large enough for 2 German 6 kg bottles of gas.

There are many 220 V electrical outlets which can either be used with shore power or with the small inverter through a switch. The outlets are: in the forward cabin, bathroom, passage from salon to the forward cabin, two in the cupboard next to the pantry, two under the companionway and in the aft cabin. There are 12 V outlets in the forward and aft cabin as well as at the chart table. We also installed USB outlets in the forward cabin and next to the chart table.

4. Comfort:

Salt water pump	2005		for anchor hose and pantry
Pantry window	2017		extra Lewmar window above pantry as in HR 39
Wempe Comfortmeter, Barometer and clock			brass in salon
Fridge	2010	Frigomatic K35F	water cooled instead of conventional air cooling
Heater	2013	Webasto	
Shower on deck			next to the stern locker with mixing battery
Black water tank			SS with outlet on deck
Watermaker	2013	Aquatec	60 l/h
Cockpit table	2015	Kurt Behn	folded at the helm
Teakdeck	2017		19 m ² Burmese teak
Upholstery, mattress, carpet	2014	Kersten	high quality mattress
Bimini	2013	HR	
Sprayhood and cockpit cover			Sprayhood new in 2018; cockpit cover in 4 parts; „curtain“
Windows in the salon	2013	HR Lewmar	New in 2013
Hatch windows	2016	HR Lewmar	New in 2016
Curtains, Blinds		Ocean Air	Aft cabin and salon with blinds for the hatch windows also with mosquito nets; forward cabin with curtain; curtains on all windows
Oven	1995		3-flames with stove
Fans (2)			12 V, at chart table and in aft cabin

Several sea water hoses lead from the sea cock of the toilet intake: to the anchor hose and to a sea water faucet in the pantry. Outside coastal areas, we used sea water for rinsing dishes and saving fresh water.

The original air cooled compressor of the fridge under the sink in the pantry has been replaced with a water-cooled compressor, which has especially in warmer climates a higher efficiency and avoids development of odors underneath the sink close to the waste basket.

The heater is an AirTop Eva M Webasto with outlets in the forward cabin, salon and aft cabin. The sensor is next to the instrument panel.

The water maker's panel, the booster pump, high pressure pumps and the filters are in the engine compartment. The membrane is in the aft cabin underneath the starboard bunk. The water intake is attached to the drain of the cockpit thus avoiding an additional hull inlet. The operation of the water maker is manual, which avoids electronic failures. The fresh water flows into a plastic container in the cockpit locker and the overflow is led into the 2 fresh water tanks. The plastic container also serves for the backwash and the conservation of the membrane.

We have placed great emphasis on securing all compartments, cupboards and doors when at sea in order to avoid „moving objects“. There are different mechanisms for securing either by small locking bars or velcro fasteners or others. To avoid books falling out of the compartments there are plywood boards in front of the compartments which can easily be removed but secure all books, magazines or other small items.

The floor boards can be lifted to access the space underneath. The entire boat's floor has carpet with the exception of the bathroom.

Keder tracks (welt tracks) are attached at the bunks in the salon and aft cabin, so that the two cloth fiddles can be used as required.

For securing the companionway there is the original lock in the dual-section bent boards as well as a stainless steel bar with a pad lock. In addition there is an upper bent board with a plastic window allowing to a view of the helmsman from the salon.

In the bathroom additional holding rails are installed.

Storage	
Forward cabin	below beds; 5 cupboards above beds
Bathroom	2 cupboards above and next to toilet; cupboard below sink
Passage to forward cabin starboard	Larger hanging locker; 4 adjacent drawers
Salon	4 cupboards; 2 book shelves; 2 cupboards below starboard sofa; 2 small cupboards on port; storage space in salon table for 10 bottles
Pantry	8 cupboards; sliding doors behind oven and storage; 2 cupboards below and next to sink
Companionway	storage below companionway with 2 doors
Chart table	5 drawers below chart table; 1 cupboard next to chart table; storage space below seat at chart table
Passage to aft cabin	small cupboard with 2 shelves; 2 large hanging lockers
Aft cabin	6 cupboards above beds; 2 cupboards towards stern; storage space below beds
Behind sofa in salon	sofa backrests in salon can be lifted and offer additional sleeping or storage space with 2 reading lights

The boat offers many storage possibilities and uses the space very efficiently. The space is certainly sufficient to travel many months as we have done.

After 22 years, the deck was renewed in 2017 with 13 mm Burmese teak. This is the best quality teak material available. The teak deck is glued and thus allows multiple grindings.

5. Electronics:

Autopilot	2014	Raymarine EV-200	also with remote control
VHF	2011	Raymarine RS25	2nd handheld for the cockpit (incl. charging station) and VHF emergency antenna
Plotter, Radar, AIS,		B&G, BR24, NAIS-300	antenna attached to backstay
Instruments	2018	Raymarine i70; 3 displays	
Furuno GPS		GP 32	
Weather decoder, NAVTEX	2003	MRD80	Maintenance and update in 2017
Radio			with 2 speakers in cockpit and 2 speakers in the salon

The electronics are partly the newest equipment on the market, i.e. the Raymarine i70 displays and the learning evolution autopilot. The Furuno GPS ensures redundancy and supplies GPS data to the VHF and weather decoder, which also has a log book function.

Upon changing owners, you have to consider that the MMSI in the VHF has to be changed by the manufacturer. This is identical for all VHF equipment.

6. Safety:

Anchor		CQR 21 kg	in addition: Danforth plate anchor 13 kg, Kobra anchor 12kg
Anchor chain		8 mm	
Anchor winch		Lofrans	electric with foot operated button and remote control
Ancarolina			on starboard stern with 40 m strip and removable holder for stern reling
Anchor weight			6 kg mounted in stern holder
Anchor marking boje			
Pumps (3)		electric (Johnson), manual (2) Whale	manual pumps under companionway and in cockpit
Fire extinguisher (3)			under salon table (2kg ABC), chart table (2kg CO ₂), forward cabin (2 kg ABC)
Hand compass (2)		Autohelm	close to chart table
Ladder			ladder to be attached to the bow for easy access
Fender and ropes			6 fender; 1 ball fender; ropes
Lifesling		Plastimo	attached to reling in the stern with strobe and sea anchor
Marking boje			attached to reling in the stern
Lifelines			from bow to stern on starboard and port
Life vests (2)			orange, no automatic
Fire blanket			above door to engine compartment
CO2 alarm			in engine compartment
Water alarm (2)			in bilge; overflow of watermaker

Our life vests and harnesses are older and not suitable for sale. There are 2 foam vests (orange) on board which need not be serviced and were used as „emergency“ vests.

7. History and General:

We purchased the HR 36 „merci“ from a German-Danish couple in 2002 and sailed in the following years on the Baltic sea. We have serviced the boat regularly either ourselves or by experts.

In 2012 we circumnavigated the Baltic sea for 7 months. In Estonia in the approach to a harbor we ran aground on an unmarked stone, which till today is not mentioned in the official charts. A thin crack in the aft section of the keel was repaired by the Saare shipyard which has an excellent reputation. We observed the entire and excellent repair process and were very impressed by the work of Saare.

In 2018 our decision to buy a larger boat developed after our family members voiced their interest in sailing with us.

Various tools and spare parts, detailed documents and many other parts remain on the boat. Therefore, she is ready to sail.

Not all visible items on the fotos are for sale; all details mentioned in the tables are of course part of the sale.

Merci is in an excellent condition. Much of the equipment is state of the art. Mainly the fantastic sailing features, the good handling of the boat are ideal for a small crew. The center cockpit with a solid glass window in the front (typical of HR) give you the comfort and secure feeling even in adverse weather conditions.