



Hallberg-Rassy 36 Mkl > SOPHIA



Price	SEK950,000 EU VAT paid
Location	Värmdö - Sweden
Year	1993
LOA	35'8" / 10.87m
LWL	28'7" / 8.72m
Beam	11'8" / 3.55m
Draft	5'7" / 1.7m
Displacement	7,500kg / 16,535lb
Hull Material	GRP
Engine	1 x Volvo Penta MD22A, 57hp
Builder	Hallberg-Rassy
Designer	Germán Frers
Accommodation	6 berths in 2 cabins & saloon



BROKER'S COMMENTS

The Hallberg-Rassy 36 was an important milestone for the yard in Ellös. The Frers-designed centre-cockpit yacht was launched in 1989 and became the first Hallberg-Rassy model designed by Germán Frers, marking the beginning of a long-standing collaboration that would shape many of the yard's models over the following decades. The 36 retained much of what Hallberg-Rassy owners valued, including the high build quality, the characteristic windscreen and the protected centre cockpit, while combining these with Frers' more modern hull lines and a deep, bolted lead fin keel.

Independent tests and owner describe the HR 36 as a well-balanced and capable cruising yacht, with better sailing performance than her traditional appearance might suggest. Her real strength becomes apparent when conditions deteriorate. Hallberg-Rassy highlights Germán Frers' moderate V-sections, which give the boat a soft and comfortable motion at sea normally associated with larger yachts. With 3,400 kg of lead ballast in a 7,500 kg displacement, she has a ballast ratio of just over 45%, contributing to good stiffness and stability. She is also relatively easy to handle by two people, with well-positioned controls and moderate loads.

Below decks, she is a genuinely comfortable yacht to live aboard. The layout provides easy passage from forward to aft. The mast is supported on deck over a reinforced main bulkhead rather than passing through the saloon table or settee, while the large chart table faces forward. Headroom in the saloon is 1.91 m, and the heads includes a separate shower area with teak grating. The aft cabin and heads are also screened from view even when the doors are open.

Hallberg-Rassy's attention to detail is apparent in things that are often appreciated only after spending time aboard. The locker doors are ventilated, and the interior is designed to provide good ventilation behind the joinery and minimise areas where moisture and condensation can collect. There is generous storage throughout the boat, while the systems and service points are relatively easy to access.

Only 256 Mk I hulls were built between 1989 and 1994, before the Mk II took over from hull number 257. SOPHIA is hull number 195 and was delivered by the yard in 1993. She is therefore a later Mk I, retaining the original, slimmer transom that distinguishes the Mk I from the later Mk II. The Mk II introduced, among other changes, a transom that was 30 cm wider, an integrated bathing platform and more space in the aft cabin.

What sets SOPHIA apart is that many of the major and potentially costly items on a yacht of this age have already been addressed. The teak deck and through-hull fittings have been replaced, while the rudder bearings and seals have been renewed. The rig has also been substantially updated, with new stays, a new Furlex furler, new running rigging and a new mainsail. The original engine remains in full working order and has been serviced annually.

She is also well equipped for easy and independent cruising. The bow thruster and electric windlass make handling the boat with a small crew easier, particularly when manoeuvring in harbour. Modern navigation equipment, solar charging and battery monitoring provide good conditions for spending longer periods at anchor without relying on shore power, while the diesel heater extends the season and keeps the boat comfortable during spring and autumn.

SOPHIA is more than thirty years old, and she does not try to hide it. She has the patina and character that come with a yacht that has been sailed and enjoyed over many years. At the same time, it is clear that previous owners have cared for her and invested in the areas that matter on a long-distance cruising yacht. The result is a well-maintained and well-equipped HR 36 in good overall condition, a

yacht with many seasons ahead of her, whether the plans are cruising in the Stockholm archipelago or heading considerably further offshore.

Key Facts:

- New teak deck – 2017.
- New through-hulls – 2025.
- New Furler 304S furler, main halyard and genoa sheets – 2026.
- New forestay and backstay – 2023/2025.
- New mainsail – 2025.
- Bow thruster with separate battery – 2017 / 2025.
- Electric windlass – 2017.
- New 50m anchor chain – 2023
- New plotter and wind instrument from Raymarine – 2022.
- New solar panel with regulator – 2025.
- New service batteries and smart shunt – 2023.
- New 6-person liferaft – 2024.
- New rudder seals and bearings – 2022.
- New holding tank – 2017.
- New diesel heater – 2021.
- Autopilot.

Explore more photos here: <https://berthonscandinavia.se/en/yachts-for-sale/hallberg-rassy-36-mki-sophia/>

OWNER'S COMMENTS

SOPHIA has taken us all around the Baltic. From Denmark, Estonia, Finland, Åland, Gotland, and her home in the Stockholm archipelago, she has always made us feel safe and comfortable. She's been a perfect size for spending many midsummers with friends in the archipelago, and still easy to handle when just the two of us.

CONSTRUCTION

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of the Recreational Craft Directive as she was built and placed into use within the EU prior to 1998.

Hull, Deck & Superstructure Construction:

- White hull with blue trimlines.
- Integrated rubbing strake with brass protection strip.
- Hull constructed in hand-laid GRP using ISO-polyester and isophthalic gelcoat.
- Decks and coachroof areas are of sandwich type construction.
- All bulkheads laminated in on both sides.
- Hull and deck joined by overlapping GRP laminate.
- Teak laid to side decks, foredeck and cockpit. Teak deck replaced – 2017.
- Toe rail, hand rails and all other woodwork on deck in solid teak.
- The windscreen is in one section and is made of tempered glass.
- Stainless steel pulpit and pushpit, stanchions and guardrails.
- Moulded GRP coachroof with opening deck hatches.
- Cockpit with wheel steering and teak seating.
- Gelcoat in good condition, polished annually.
- Through-hull fittings renewed – 2025.

- 4 skylights and 9 port holes, four of which opening.

Keel & Rudder:

- Draft 170cm.
- Fin keel in lead.
- 17 stainless steel bolts $\varnothing$ 20 mm.
- Skeg-hung GRP rudder.
- Rudder shaft $\varnothing$ 50 mm with roller bearings.
- Rudder seals replaced – 2022.
- Two upper bearing replaced – 2022.

MACHINERY**Engine & Gearboxes:**

- Volvo Penta MD22A, 57hp.
- Freshwater cooled.
- Water-cooled rubber exhaust system with silencer.
- The engine is accessible from walkthrough.
- The engine room is soundproofed.

Maintenance & Performance:

- Engine hours – 3,995hrs, actual engine hours unknown.
- Engine last serviced: 2026.
- Annual oil and filter changes.
- New fuel level sender and gauge – 2023.
- Approx. Fuel consumption when cruising is 4 litres/hour (approx. 520 nautical miles).

Propulsion & Steering:

- Shaft drive.
- Replaced upper seals and mid bearing on rudder shaft. – 2022.
- Folding, 3-blades propeller (Flexifold)
- Wheel steering.
- Cable system with roller bearing turning blocks.
- 2.5 rotations from lock to lock.
- Bow thruster (Side-power SE series) – 2017
- Separate main switch and fuse for bow thruster.

ELECTRICAL SYSTEMS**Voltage Systems:**

- 12V DC electrical system.

Battery Banks:

- 2 x 140 Ah service batteries (Varta Marine Plus domestic) – 2023.
- 1 x 75 Ah starting battery (Varta).
- 1 x 95 Ah bow thruster and windlass battery (AGM) – 2025.

Battery Chargers:

- Charger (Mobotronic 25A).
- Charger (CTEK D250SA, 20A) for bow thruster battery.
- Solar panel 80W on pole in stern.

- Solar charge controller (Victron 100/20 MPPT) – 2025.

Alternators:

- Alternator 12V / 70A.

Shore Power:

- Shore power system 230V.
- Shore power cable.
- 230V outlets.

Other Electrical:

- Inverter 230V / 12V / 1000W (Luxorparts, independent unit !).
- SmartShunt (Victron) – 2023.
- Original Hallberg-Rassy electrical panel.

PLUMBING SYSTEMS**Fresh Water & Water Heating System:**

- Pressurised fresh water system.
- Hot water system / boiler.

Bilge Pumps:

- Bilge pump in engine room at low-suction height.

TANKAGE**Fuel:**

- 2 x Stainless steel fuel tanks, approx. 345 litres total.

Fresh Water:

- 2 x Stainless steel fresh water tanks, approx. 310 litres total.
- Level sensor new – 2023.

Grey/Blackwater Holding Tanks:

- Holding tank replaced – 2017.

NAVIGATION EQUIPMENT

- Compass (Suunto).
- Chartplotter/MFD (Raymarine Axiom 9) – 2022.
- Multi instrument, Speed, depth, and temperature transducer (Raymarine DST800) – 2024.
- New wind transducer (Raymarine) – 2024.
- I70 display (Raymarine) – 2024.
- SeaTalkNG NMEA2000 network (Raymarine) – 2024.
- Autopilot control unit (Raymarine ST6001) with electric mechanical drive unit.
- GPS navigator (Furuno GP-31).
- VHF (Hagenuk).

DOMESTIC EQUIPMENT

Galley:

- Fridge, approx. 110 litres.
- 2-burner gas cooker with oven (ENO).
- Stainless steel twin-bowl sink.
- Pressurised freshwater system.

Heads/showers:

- 1 x Manual toilet (Jabsco) – 2021.
- Shower stall with gratings and separate grey water pump.
- Wash basin.
- Hot and cold pressurised water.

Heating & Ventilation:

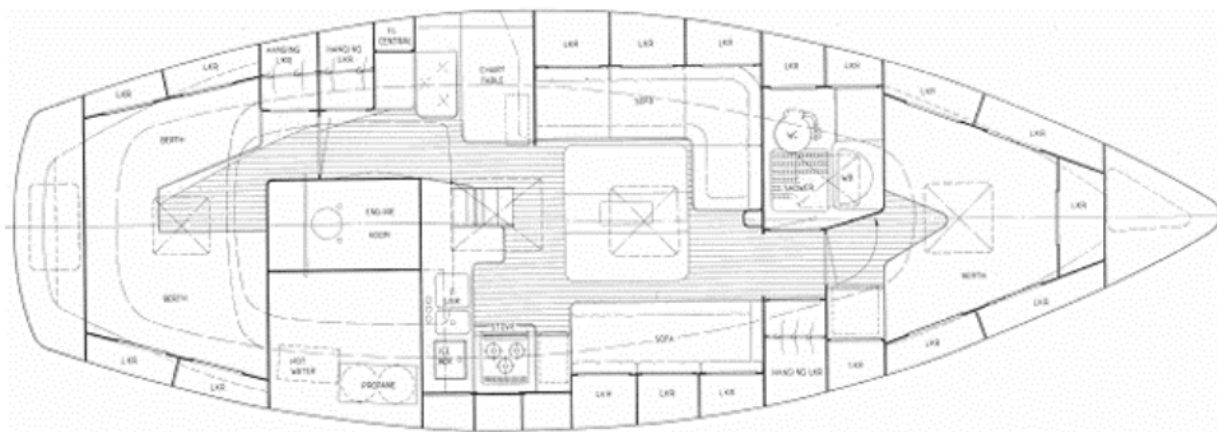
- Diesel heating system (Webasto Airtop Evo 40).
- Air outlets in forward cabin, saloon and aft cabin.

ACCOMMODATION

Summary of Accommodation:

- 6 berths in 2 cabins and saloon sofa.
- Complete interior finished in mahogany with silk finish.
- Teak floorboards with inlaid holly stripes.
- Inspection openings in the floor where required.
- Curtains on all portholes and skylights.
- Lined ceilings forward and aft, with panelled saloon ceiling and decorative stripes.
- Headroom in saloon, 1.91 m.
- Ample storage throughout the boat.
- Easily accessible storage under berths and settees, including space for larger items such as sail bags.
- White inner ceiling liner.
- Grab rails in the ceiling.
- Grey upholstery and curtains.
- Five berths in two cabins.
- Spacious saloon with straight settees to port and starboard.
- Saloon table with two folding leaves and bottle storage. Chart table with dedicated chair, drawers and space for navigation instruments.
- Forward cabin with V-berth, ample storage and wardrobes.
- Aft cabin with double berth, wardrobes and storage.
- Seagoing galley located to starboard of the companionway.
- Work surfaces on both sides of the stove and sink.
- Spacious head compartment finished in white laminate.
- Shower area with teak grating.

Internal Layout:



DECK EQUIPMENT

Rig:

- Masthead rig.
- Aluminium mast (Seldén), 2 x spreaders.
- Standard mast with lazy jacks.
- A solid mahogany mast support is fitted in connection to the main bulkhead.
- Standing rigging in wire.
- Furling system (Selden Furlex 304S) – 2023.
- Manual backstay adjuster.
- Boomvang (Seldén Rodkicker).
- Forestay replaced – 2023.
- Backstay replaced – 2025.
- New 12mm Mainsail halyard (Dyneema) – 2026.
- New 14mm genoa sheets (Liros Herkules) – 2026.

Winches:

- 2 x Manual Genoa sheet winches, self-tailing (Lewmar 48CST).
- 2 x Manual halyard winches, self-tailing (Lewmar 16CST).
- 1 x Manual reef winch.

Sails:

- Mainsail (Gransegel) – 2025.
- Genoa/Jib, older used sail.
- Spinnaker pole.

General:

- Cockpit table.
- Flagpole.

Anchoring & Mooring Equipment:

- Electric windlass (Quick) – 2017.
- Anchor, 21kg (CQR).
- 50 m galvanised anchor chain – 2023.
- Stern Anchor (Bruce) with 50m anchor line.

- Side-Power bow thruster (SE series) – 2017.
- 4 x Mooring lines.
- 4 x Fenders.
- 6 x Cleats.

Covers, Canvas & Cushions:

- Sprayhood – 2021.
- Full cockpit enclosure – 2022.
- 6 x Cockpit cushions.

SAFETY EQUIPMENT

- 6-person liferaft – 2024.

Fire-Fighting Equipment:

- 3 x Fire extinguishers.

BERTHON

INTERNATIONAL YACHT BROKERS

Berthon Sales Group HQ

Bath Road
Lymington
Hampshire
SO41 3YL
England

+44 (0)1590 679 222
brokers@berthon.co.uk
berthoninternational.com

On-site at Berthon Boatyard & Marina

+44 (0)1590 673 312
enquiries@berthon.co.uk
berthon.co.uk

Berthon Scandinavia

Ängsvägen 12
473 33
Henån
Sweden

+46 304 694 000
brokers@berthonscandinavia.se
berthonscandinavia.com

Berthon Spain (Head Office & Yacht Services)

Carrer de Can Rius 14 -
Local 1 07610
Palma de Mallorca Spain

+34 971 415 441
office@berthonspain.com
services@berthonspain.com
berthonspain.com

Berthon Spain (Yacht Sales)

Edificio Reina Constanza
Calle Porto Pi 8 - 8B
07015
Palma de Mallorca
Spain

+34 871 044 659
brokers@berthonspain.com
berthoninternational.com

Berthon Spain (Barcelona)

Port de la Ginesta
Port Ginesta, 806
08860
Barcelona
Spain

+34 674 461 405
services@berthonspain.com
berthonspain.com

Berthon USA

40 Mary Street
Newport
Rhode Island
02840
USA

+1 401 846 8404
sales@berthonusa.com
berthonusa.com

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.