

Rustler 36 Standard Specification

Dimensions

Length Overall	35ft 4"	10.77m
Length Waterline	26ft 11"	8.08m
Beam	11ft 11"	3.35m
Draught	5ft 6"	1.67m
Ballast	3.4 tons	3,456kg
Displacement	7.5 tons	7,623kg

Sail Areas

Main	258 sq ft	24 sq.m
No.1 Genoa	435 sq ft	40.4 sq.m
No.2 Genoa	341 sq ft	31.7 sq.m
No.1 Jib	209 sq ft	19.5 sq.m

Construction, Hull and Deck:-

Hand Laid GRP to Lloyds Register specifications and using Lloyds approved materials.

The hull has a double gel coat (clear below the waterline), with first lay-up in Scott Bader 489 thixotropic, isophalic resin with matched chopped strand mat for maximum resistance to porosity and tropical conditions. The remainder is in 414PA with matched chopped strand mat and woven rovings. Lay-up weights are: Deck – 3150g; Topsides – 3900g; Turn of bilge – 5100g stepped to 6900g and increasing to 8700g at the keel. Strengthened by two longitudinal, glassed in stringers.

Coachroof and inner coamings are stiffened with 12 mm balsa core and all deck fittings are reinforced by 12 mm marine ply pads. The hull and deck are bonded and the toe rail is through bolted and sealed.

All bulkheads and furniture units are securely glassed to the hull on foam grounds, to form a matrix of strategic stiffening. Moulding is carried out in carefully controlled conditions with quality checks at all stages, ensuring correct lay-up procedures and high standards of workmanship throughout.

Deck Fittings and Equipment:-

All deck hardware is of lasting quality and rated to perform well through the severest of conditions.

- Aluminium toe rail
- SS pushpit and pullpit
- 27 Alloy stanchions with PVC covered double lifelines
- 2 x Deck harness lines from cockpit to pulpit
- 2 x Cockpit harness jackstays
- Teak handrails on coachroof
- SS stemhead fitting with twin roller, designed to stow 45lb CQR anchor
- Manual windlass
- Furler headsail furling gear
- 4 x 12" Mooring cleats
- 4 x Fairleads
- 2 x Mid-ship spring cleats
- SS chainplates, through fixed to hull and attached to GRP webs
- SS Fore and backstay fittings through bolted to hull
- 10ft genoa tracks and cars
- Mainsheet track with traveller and control lines
- 2 x Anderson 46st stainless self tailing sheet winches
- 2 x Anderson 28st stainless self tailing coachroof winches for single line reefing, main halyard, topping lift etc.
- 6 clutches on coachroof port and starboard.
- Sliding main hatch with storm boards (lockable both inside and out)
- Lewmar Ocean hatches over forepeak, saloon and heads
- 2 x Dorade vents
- Aeolian vent over gallery
- Windows in 6mm toughened glass with anodised aluminium frames
- Diesel and water fillers marked accordingly
- Non-slip paint on deck and coachroof areas

Cockpit

The cockpit is spacious, secure and comfortable; yet not too open to be a hazard in rough conditions. It is self-draining via one and a half inch cross over drains fitted with seacocks. There is an additional two and a half inch dump drain aft.

- 2 large lockers with shelving and fasteners
- Gas Locker which self vents overboard; large enough for 2 x 4.5kg bottles
- Hinged tiller in Iroko
- Twin bulkhead mounted compasses, port and starboard
- Henderson MK5 bilge pump, with 2nd pump operable from below decks
- Sprayhood (fitted to owners own colour choice)

Mast:-

- Selden mast, deck stepped with single spreaders
- Anderson 28C genoa halyard winch
- Track and slider for optional spinnaker pole

Boom:-

- Selden boom with single line reefing lead back to cockpit
- Kicking strap attachment

Standing Rigging:-

- Fore and Backstay in 8mm 1 x 19ss wire with swaged end mast fittings
- Cap shrouds lead direct from mast head
- Lower shrouds from the spreader root
- All rigging fitted with swaged lower ends to half inch bronze rigging screws

Running Rigging

- Halyards in multiplait, pre-stretched polyester
- Sheets, reefing and control lines in multiplait
- Topping lift, main and genoa halyards, internally run through mast
- Mainsheet with 4:1 purchase lead to track and traveller with control lines
- Kicking strap 4:1
- Burgee halyard to mast head
- Signal halyards to spreaders

Sails

- Fully battened main, triple stitched with 3 reef points.
- Furling genoa, bi-radial cut, UV protected
- Lazy Jacks fitted

Accommodation

The emphasis is on a practical cruising layout, generously proportioned, with full standing headroom and plenty of secure stowage throughout.

All internal joinery is hand crafted in solid wood and teak faced ply. Battening and floor bearers are of Colombian Pine and the cabin sole of decorative marine ply. Lockers are edges with solid teak mouldings to give a rich and luxurious finish.

Foam backed vinyl head linings are fitted on plywood, forming removable panels. Lockers above the waterline are also vinyl lined whilst the bilges and remaining lockers, are finished in white gelcoat or bilge paint. Under berth lockers are sealed from the bilge.

Cushioning is in high density flame retardant foam. 4 inch for the bases and 3 inch for settee backs. The upholstery is roll edged and buttoned where appropriate. There is a vast range of fabrics and patterns available to choose from. Lee cloths are standard on seaberths.

Saloon:

- L shaped settee to port with double berth conversion
- Settee berth to starboard
- Central table, room for six with full access around, even when fully extended and incl. bottle stowage within
- Lockers to port and shelving starboard behind settees
- Easily accessed under berth lockers
- 4 x Eyeball spotlamps, recessed with adjustable positioning

Galley:

- Functional U shape for safe use at sea
- Large ss double sink
- Fully gimbaled cooker with oven and grill
- Twin burners with fiddles and pan clamps
- Galley strap and cooker crash bar
- Insulated icebox with Supercool electric refrigeration unit
- Generous workspace with further lift-up flap
- Extensive and accessible stowage
- Worktops fitted with 2 inch brush through fiddles
- Pressurised hot and cold water via mixer tap
- Manual back-up via galley foot pump
- Dual red and white night light

Heads (to Port)

GRP self-contained white moulded compartment. Being both bright and airy whilst easy to clean.

- Large amount of storage space within 4 lockers
- ITT Jabsco sea toilet positioned athwartships for easier use when heeled
- Large deep wash basin
- Full standing headroom
- Fixed coachroof window with Lewmar Ocean hatch over
- Dorade vent
- Good storage
- Dual red and white night light
- Pressurised hot and cold water with shower
- Shower tray electrically pumped out overboard

Navigation area:- (to Port)

- Athwartships chart table large enough for folded Admiralty charts
- Easy access chart stowage in addition to lift up table top
- Storage beneath chart table.
- Customised switch panel with circuit breakers
- Bookshelf and cave locker for navigational books, pilots etc.
- Room for additional instruments and/or electronics
- Flexible chart light

Fore Cabin:

- Full headroom and dressing space
- Two single berths which convert into a double when using infill
- Vanity unit with drawer and shelved locker
- Full length shelves port and starboard
- Split cushions to give access to locker space below berths
- Lewmar Ocean hatch and Dorade vent

Quarterberth:-

The practical sea going single quarterberth with lee board and wet locker, converts to a double berth in harbour by dropping the lee board and setting the infill cushion. There is an opening portlight to the cockpit.

Engine:-

- Beta Marine 28HP fresh water cooled with 3.2:1 gearbox
- Optional 34HP engine available
- One and a quarter inch drive shaft in stern tube with cutlass bearing and deep sea seal fitted
- Fixed 15 x 14 inch three blade propeller
- 40 gallon ss fuel tank with gauge fitted
- Sound insulation

Ground and Mooring Tackle:-

- 45lb CQR plus 55m three eighth chain, designed to self stow
- 2 x 16m of 14mm mooring warp
- 4 x fenders

Electrics:-

- 2 x 108 A service batteries
- 1 x 108 A engine battery
- 2 battery switches and link switch
- Battery voltage regulator fitted
- Customised switch panel
- Wiring in conduit and under removable head linings

Navigational Lights:-

- Stern and bow bi-colour
- Mast head tri-colour and anchor light
- Deck and steaming lights
- All light fittings of internationally approved type

Plumbing:-

- 55 gallon ss fresh water tank stored below cabin sole
- Full hot and cold pressurised system via engine calorifier
- Back-up foot pump to gallery
- Space for extra tankage (if required) in fore cabin
- Bilge pumping
- Gas piping in rigid copper

GENERAL CONDITIONS

- All craft are built under the "Agreement for Construction of a New Craft", drawn up by the British Marine Federations and approved by the Royal Yachting Association. This agreement does not limit the owner's statutory rights.
- The owner or his authorised agent will have free and reasonable access to the craft and its equipment during normal business hours.
- Owner's special requirements can be incorporated, provided the owner accepts all quotations in writing.
- The builders reserve the right not to accept changes to orders, which are received within twelve weeks of the contract delivery date.
- The builders reserve the right to refuse to supply and fit equipment which they do not recommend, if in their opinion it is unsuitable or proven to be unreliable.
- The builders will insure the craft and all its equipment until the craft is handed over to the owner.

The builder will not accept any responsibility for:

1. Equipment supplied by the owner and fitted by the builders.
2. Equipment fitted by outside contractors not under the control of the builders.
3. Owner's equipment stored on the builder's premises for placing on the craft prior to delivery, unless written consent is given.
 - Completed craft are handed over to the owner after sea trials at Falmouth of not more than 4 hours duration, during which all equipment will be demonstrated to the owner's satisfaction. Until hand-over the craft remains in the custody and control of the builders. Acceptance of part complete craft must be undertaken at the builder's premises before delivery. No craft or equipment will be handed over or released by the builders unless payment in full has been received.

In line with our policy of continuous improvements, we reserve the right to alter this specification.