

# Rustler 42 Standard Specification

This description is intended to indicate the preliminary standard contractual specification of the Rustler 42.

<b>DESIGNER</b>	<b>STEPHEN JONES BSc</b>	<b>(Hons)</b>
<b>Nav Arch</b>		
LOA	42ft	12.81mtr
LWL	33ft6"	10.22mtr
BEAM	13ft4"	4.06mtr
DRAUGHT	6ft2"	1.82mtr
DISPLACEMENT	26,000lbs	11,791kg
BALLAST	10,300lbs	4,671kg
BALLAST RATIO	39.60%	

This yacht is built to conform to the EC Recreational Craft Directive and rated in category 'A' (Ocean)

## Hull and Deck

A hand laid up system, using glass fibre re-enforced polyester (GRP) to Lloyds Register specifications and using Lloyds approved materials.

The hull has a double gel coat and isophalic resin lay-up through out with matched chopped strand mat and woven roving for maximum resistance to porosity and tropical conditions.

Coachroof and inner coamings are stiffened with 12mm balsa core and all deck fittings are reinforced by 12mm marine ply pads. The hull and deck are joined by overlapping GRP laminate with the resultant bulwarks capped in teak. Stanchion bases and cleats are mounted on top and through bolted.

A choice of colours is available for hull and decks, however the standard yacht is offered with white topsides and off-white decks as standard. The side decks have a moulded-in non slip finish. Teak laid side decks are available as an option. The hull has two coats of antifouling applied to the owners colour choice, with a boot top.

## Ballast

The ballast is a lead casting comprising of 4.6 tons, and fully encapsulated in the keel.

## Cockpit

Teak laid cockpit seats and sole, locker tops and bridge deck. Safety harness attachment points. External bilge pump fitted adjacent to helm position, suction pipe to strum box on the bilge. Mainsheet track and car with 4:1 purchase block system fitted to centre of cockpit behind which is the;

Sealed gas bottle locker in helmsman's seat. 1 x 7kg calor bottle supplied. There is room enough for two.

## Steering

Whitlock Cobra steering wheel fitted with Destroyer type stainless steel wheel hide covered. A rod steer system incorporating universal joints and gears drives the 50mm diameter ss rudder stock, an emergency tiller is provided. Binnacle mounted compass.

## Coachroof / Companionway

Two Anderson 46st stainless winches mounted either side of the companionway coachroof, together with associated clutches, to control reefing and halyard lines lead aft. Single line reefing fitted as standard.

Sliding companionway hatch and garage in grp with two teak storm boards. Speed, depth and wind instruments to the companionway instrument pod.

## Deck Fittings and Equipment

Stemhead fittings in stainless steel, bronze rollers. Pulpit and pushpit in stainless steel. Stanchions 685 (27") in stainless steel with gateways Port and Starboard.

Twin PVC covered stainless steel wire lifelines.

Electric anchor windlass and foot switch.

Six bulwark mounted mooring cleats. Dorade vents to saloon. Fwd toilet, fore cabin.

Handrails in teak to coachroof.

Fixed windows to coachroof sides.

Open Ports/Hatches to saloon, aft heads, fwd heads and fore cabin.

Chainplates to cap shrouds, aft and fwd lowers, back stay.

Genoa tracks in aluminium with cars.

Genoa sheet winch 2 x Anderson 58st's plus 2 x 10" handles.

Sliding main hatch with lock to storm boards.

Spray hood.

Two webbing jackstays running cockpit to foredeck.

## Navigation Lights

One 25 watt bi-colour bow light, one 25 watt tri colour masthead navigation light combined with all round white light. One 25 watt stern light, one 25 watt steaming light and one sealed beam deck light.

## Mast

Selden deck stepped double spreader anodised mast section.

Anderson 28 mast genoa halyard winch with clutch above.

Spinnaker Pole mast mounted, slider operated.

Fixed cleats and stoppers as necessary.

Turning blocks to mast base.

## Boom

Selden anodised section.

Slab reefing for three reefs.

Single line reefing lead aft as standard.

Selden Gas Rod Kicker.

## Rigging

*Standard rigging:* -

All standing rigging stainless steel 1 x 19 10mm wire throughout and including;

Forestay, capshrouds, backstay and forward and aft lowers.

Running Rigging: -

12mm Super Polyester braidline Halyards. Main, Jib, Staysail.

Lazyjacks, topping lift. Burgee and 2 signal halyards.

Mainsheet 12mm Multiplait polyester.

Jib Sheets 14mm Multiplait polyester.

Reefing pennants 4 x 10mm Super braidline, Colour coded.

## Sails

Fully battened mainsail with 3 reefs.

140% furling Genoa – on Furler Furling gear.

Cutter optional.

Mainsail cover.

## Sail Areas

Main	440 sq ft	40.88 sq m
Yankee	536 sq ft	49.80 sq m
Genoa	670 sq ft	62.25 sq m
Staysail	179 sq ft	16.63 sq m

## Ground and Mooring Tackle

One (60 lb.) 28kg CQR anchor, bow stowed with 60 metres 3/8 calibrated and tested galvanised chain.

2 x 18 metre x 16mm Mooring warp.

Four fenders.

## Accommodation

The interior joinery is constructed from high quality materials and in accordance with the very best yacht building practice. The joinery is fashioned with full solid teak where appropriate and teak veneered trim elsewhere. The hull above the water line and the deckhead will be lined with vinyl in off white where appropriate. All locker doors and drawers will have secure finger catches. Curtains can be fitted in the saloon as an option.

*Forecabin* – Double berth (5'4" in width) with stowage under. Seat and vanity unit with hanging locker to Starboard. Full length shelves Port and Starboard, locker forward. Door to saloon and toilet.

*Forward toilet* – Toilet, shower and washbasin with hot and cold pressurised system. Storage lockers and mirror.

*Saloon* – Dining arrangement to port. Teak table with leaves. Settee berth to Starboard.

Deep stowage locker to port, bookshelf to Starboard.

Lee cloths to port and Starboard berths.

Water storage under saloon sole. 110 gallons capacity.

*Galley*- to port.

Two stainless steel sinks. Hot and cold pressurised system with standby hand-pump.

Gas cooker, 3 burner grill and oven, fiddled and gimbaled. Stowage for cutlery, crockery etc.

Large moulded fridge compartment with electric refrigerator unit fitted.

*Chart area* – Chart table with stowage for charts, bookcase and ample space for installation of electronic and radio / navigation equipment. Electrical switch panel customised to the yacht and fitted with contact breakers.

Seat aft of navigation table.

Navigators pilot berth aft of nav seat. (single)

*Wet locker* – Large GRP bin, accessed through aft heads, and drained to bilge. With shelf for boots.

*Aft heads* – Moulded toilet, shower and wash basin with hot and cold pressurised system. Storage locker and shelf.

*Aft cabin* – Spacious double berth, standing head room to dressing area with upholstered seat, vanity unit and hanging locker. Cushions are split longitudinally to allow one central lee cloth.

Through door to companionway area.

## Plumbing

Fresh water, stored below cabin sole, in three stainless steel tanks (110 gallons).

Tank baffled, fitted with inspection hatches and dip gauges.

Tank filled from side deck and vented overboard.

Calorifier (14 gallons) providing hot water (heated from engine) and pressurised system including showers.

## Bilge Pumps

Two Henderson MKV pumps, one located in cockpit, the other sited internally, both discharge overboard.

## Gas

Gas bottles stored in a vented locker access to which is under helmsman seat. 1 x 7kg bottle supplied, space for two. Gas piped in rigid copper pipe to galley, flexible hose to the cooker.

## Engine

Sited under the galley worktop with excellent access and insulation. Beta Marine BV2203 50hp diesel engine driving a Hurth HBV 150 1.9:1 reduction mechanical gearbox through stern shaft with conventional stuffing box to a three bladed fixed propeller. A 70amp alternator and sump pump are fitted as standard. The engine is

flexibly mounted with built in drip tray and is sea-water cooled through a heat exchanger on a closed fresh water system.

*Fuel system* – Stainless steel baffled tanks, holding 75 gallons and sited under the saloon sole above the keel. A primary filter/water separator is fitted in addition to that on the engine.

## Electrical System

12 volt DC system with 2 x 105 Amp hour batteries fitted on the centre line under port saloon seat. A dedicated 100 amp/hr battery is fitted for engine starting. Both batteries are charged by a 70 amp alternator. For emergency engine starting a parallel switch is fitted to link the service batteries to the engine start battery. A voltmeter and ammeter are fitted to the switch-panel. The main switch panel is protected by contact breakers.

## 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.