

Rustler 44 Standard Specification

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DESIGN SPECIFICATION

This description is intended to indicate the preliminary standard contractual specification of the Rustler 44.

Length overall	44ft5"	13.50m
Length waterline	36ft4"	11.04m
Beam	13ft9"	4.28m
Draft	6ft11"	2.10m
Displacement	30,140lbs	13,700kg
Ballast	10,780lbs	4,900kg
Ballast Ratio	39.62%	
Engine	Nanni N4.85 85hp	
Tanks: Fuel	100 gallons	450 litres
Tanks: Water	160 gallons	730 litres

SAIL AREAS

Main	536 sq ft	49.80 sq m
Yankee	587 sq ft	54.50 sq m
Staysail	180 sq ft	16.70 sq m

The Rustler 44 is CE certified and built to RCD, category A, Ocean

HULL & DECK

Moulded in accordance with Stephen Jones construction drawings. The lay-up is comprised of isophthalic gel coat (double gel), colour white, with complexes of chopped strand matt and woven rovings, hand laid with isophthalic resin on the first two layers.

Bulkheads are of 18mm marine grade plywood bonded to the hull and deck and longitudinal stiffening stringers are foam cored.

A 60mm stainless steel rudder stock with four stainless steel tangs inside a GRP foam filled rudder. A bronze heel casting is fitted to the half length skeg and locates the rudder stock. It is designed for easy removal. The rudder tube terminates with a bronze gland with greased stuffing and the top bearing passes through a Lewmar roller bearing.

The head of the stock is very easily accessible from the cockpit for fitting an emergency tiller that is supplied.

Engine beds are in GRP and incorporate a sealed drip tray.

Epoxy primer system followed by two coats of Awlgrip Gold antifouling to a colour of customers choice.

A single boot top located above antifouling level, colour to customers choice.

Recessed cavita line in hull moulding inlaid with a gold tape.

Lifting marks are located on the inside of the toerail below the capping.

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

Proprietary Jones bulb design keel geometry. A single piece casting of lead external ballast with 4% antimony fastened to hull with 24mm dia. Stainless steel bolts.

COCKPIT / DECK LOCKERS

Teak laid cockpit seats and sole, locker tops and bridge deck. Safety harness attachment points.

Cave lockers port and starboard.

External manual bilge pump fitted adjacent to helm position. Mainsheet track and car with 6:1 purchase block system fitted to centre of cockpit behind which is the wheel binnacle.

Lockers under helmsman seat including gas, emergency tiller and warps locker.

Two large lazarette lockers are located on the aft deck to port and starboard. They are sealed down with bailey catches and have gas struts to support them when opening.

STEERING

Whitlock Cobra steering system with Reliant pedestal, binnacle compass and Commodore hide covered stainless wheel.

This is a direct drive system with quadrant gear, levers and draglinks giving excellent mechanical advantage and the ultimate in feel and responsiveness.

The rudder is constructed using a 60mm stainless steel stock with large tangs encapsulated in GRP. The rudder has length skeg. The stock has a needle roller bearing at top, bronze gland with greaser at hull position and a bronze fitting on rudder skeg.

Emergency tiller is provided.

COACHROOF / COMPANIONWAY

Two Anderson 40ST stainless winches mounted either side of the companionway coachroof, together with associated clutches, to control reefing and halyard lines lead aft.

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

Grab handles port and starboard of companionway. Safety line attachment points.

DECK FITTINGS & EQUIPMENT

Stemhead fitting in stainless steel with bronze rollers.

Pulpit and pushpit in stainless steel.

Stainless steel stanchions and guardwires with gates port and starboard.

Electric anchor windlass with foot switches.

Eight bulwark mounted mooring cleats.

Stainless chafe protection to teak toerail sides where appropriate.

Dorade vents to saloon, forward heads and forecabin with stainless steel guard rail over box.

Handrails in teak to coachroof.

Opening portlights to coachroof sides.

Hatches to forecabin, forward heads, galley, lower saloon, upper saloon, chart table, aft heads and aft cabin.

Chainplates to cap shrouds, aft and fwd lowers, backstay.

Yankee and staysail tracks in aluminium with cars.

Mainsheet track with adjustable traveller.

2 x Anderson 58ST sheet winches plus 2 x 46ST spin/main/running backstay winches.

Sliding main hatch with lock to storm boards.

Sprayhood with hide covered grabrail.

4 fixings in cockpit for life harnesses.

Webbing jackstays

Ensign staff

SPARS & RIGGING

Selden deck stepped double spreader anodised mast and boom section. Anderson 28ST mast winch with clutch above.

Track to front of mast for spinnaker pole option.

Fixed cleats and stoppers as necessary.

Turning blocks to mast base.

Single line slab reefing lead aft as standard.

Selden Gas Rod Kicker.

STANDARD RIGGING

All standing rigging stainless steel 1 x 19 10mm wire throughout and including forestay, cutter stay, forward and aft lowers, capshrouds and backstay.

RUNNING RIGGING

Main halyard, topping lift, vang led aft to cockpit.

Yankee and staysail halyards cleated off at mast.

Yankee and Staysail sheets.

Spectra checkstays for heavy weather.

Lazyjacks, burgee and signal halyards.

SAILS

Fully battened mainsail with 3 reefs and Selden MDS car system.

Cutter rig standard.

UV protection to yankee and staysail.

Furlex 300S furling gear to yankee, hanked on staysail

Mainsail cover.

GROUND & MOORING TACKLE

25kg Delta anchor, 60 m 3/8" galvanised chain.

2 x 15m, 16mm and 2 x 10m, 16mm Mooring warp.

Six fenders.

ACCOMODATION

The interior joinery is constructed from high quality materials and in accordance with the very best yacht building practice. Joinery is finished in solid European oak and marine faced quality plywood as standard. The interior hull is flocoated below the waterline and lined with a moisture resistant material above the waterline. All locker doors and drawers have secure push button catches. Skyscreens and curtains can be fitted as an option.

FORECABIN – V berth with infill to make large double. Stowage under. Draws and hanging locker to starboard.

Book shelf and lockers port and starboard. Door to saloon and toilet. Anchor locker access forward.

FORWARD HEADS – Moulded GRP unit with marine wc, washbasin, lockers outboard and under sink unit. Shower mixer tap. Seat over wc. Grating to shower tray. Opening hatch. Fixed portlight. Mirror.

GALLEY – Large galley with Corian worksurface. Twin stainless steel sinks. Fresh water mixer tap to sink and manual foot pump with faucet. Aquafilter to manual pump system. GKN Espace Levante cooker, 3 burner grill and oven, fiddled and gimbaled. Stowage for cutlery, crockery etc. Bin under sink unit. Large moulded fridge compartment top loading with keel cooled compressor unit. Large storage cupboards below units and above.

LOWER SALOON – located opposite galley to starboard. Seating with small removable coffe table. Doubles up as starboard sea berth with lee cloth. Locker above and large book shelf for cruising guides etc...

UPPER SALOON – Raised dining area to port with clear view out through main deck saloon windows. Large storage lockers under and behind. Main longitudinal seat doubles up as port hand sea berth with lee cloth.

CHART AREA – Raised chart area to port opposite upper saloon. Ample space for electronics and navigation equipment. Storage under lid of chart table and draw units down side. Large chart draw under chart table. Large storage locker to port side of chart seat.

AFT HEADS - Moulded GRP unit with marine wc, washbasin, locker outboard and under sink unit. Mixer tap to sink. Seat over wc. Grating to shower tray. Opening hatch. Opening portlight. Mirror. Separate shower cubicle with additional door to chart area/companionway. Area doubles up as wet locker with rail for hanging oilys. Access to locker under chart seat.

AFT CABIN – Spacious double berth, standing head room to dressing area with upholstered seat. Hanging locker. Lockers to port and starboard sides.

HEATING – Webasto airtop 5000 fitted with outlets to aft cabin, wet locker/shower, upper saloon, lower saloon and forward cabin.

PLUMBING

PIPING - All wastes and seawater pipes are reinforced PVC. Freshwater pipes are non-toxic polybutylene. All flexible pipe connections are made with stainless steel hose clips. Hull exits through bronze Blakes seacocks and skin fittings.

FRESH WATER - Six High Density Polyethylene moulded tanks with a total capacity of approximately 145 gallons. A hot and cold water pressure system using an electric pump supplies both toilets, showers and galley. Hot water is heated by the main engine through a calorifier tank. The hot water tank has a capacity of 8 gallons and is fully insulated. A fresh water foot pump is fitted in the galley.

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

One submersible electric pump.

Pick-ups are in the main bilge and discharge is overboard through skin-fittings.

GAS - Gas bottles stored in a vented locker under helmsman seat. 1 x 4.5kg bottle supplied, space for three. Gas piped in rigid copper pipe to galley, flexible hose to the cooker and an additional isolation valve is fitted by the cooker.

ENGINE

The engine is located directly over the keel, perfect for weight distribution. Superb access via hinged lid with ability to remove all surrounding panels.

ENGINE – Nanni N4.85 (85hp) diesel engine with 2:1 mechanical gearbox. 100amp alternator. Engine is flexibly mounted with built-in drip tray.

COOLING - by means of seawater, cooling a closed freshwater system through a heat exchanger.

INSULATION - Engine compartment is insulated with non-combustible foam sound deadening material.

VENTILATION - With the aid of a fan.

CONTROL - Single lever control on steering pedestal.

INSTRUMENTS - Instruments in cockpit include tachometer, oil pressure and Temperature audible alarm, alternator warning light, starter switch and stop control.

FUEL SYSTEM - Stainless steel tank, holding approximately 320 litres (75gallons) filled from the side deck and vented outboard. Isolation valve fitted to tank and contents are measured by an air pressure gauge.

A primary filter/water separator is fitted in addition to the engine fuel filter.

Fuel spill-off is returned to the tank.

EXHAUST - Cooling water is injected aft of the engine and the gas/water mixture then passes through a water trap and then through a water separator. The water is then discharged through an outlet valve below the water line and the gases pass out through the exhaust via a fitting in the transom.

STERN GEAR - A 1 1/2" (38mm) diameter stainless steel shaft is fitted to an aquadrive unit. The shaft drives a fixed three blade 20" x 14" propeller. The stern tube has a conventional stuffing box and bearing inboard and the outboard end has a water lubricated cutlass bearing.

ELECTRONICS/NAVIGATION

Raymarine ST60+ speed, depth and wind instruments are fitted to the companionway garage.

Raymarine ST6002+ Autopilot head unit with SPX 30 course computer and Jefa electric drive unit.

Icom M421 VHF/DSC

Stereo system with cd player, 2 x speaker to lower saloon, 2 x waterproof speakers to cockpit.

Other electronics and navigation equipment can be fitted as an option.

ELECTRICAL EQUIPMENT

Three heavy duty batteries, charged from 100A engine alternator, one for engine and two for domestic use. Isolating switches with link between engine and service bank for emergency starting.

Main switch panel is protected by contact breakers.

Shore power is provided with standard 60A mains charger for batteries and 240V sockets in galley, fwd cabin, aft cabin, chart area and saloon.

15m shore power lead supplied.

INTERIOR LIGHTS - Halogen 10W flush lights throughout. Reading lights to saloon. Red/white lights to heads, red courtesy lights to chart area, galley and companionway steps. Additional switchable white lights to chart table and pilot berth. Option for LEDs throughout.

NAVIGATION LIGHTS - two 25 watt port and starboard nav lights to pulpit, one 25 watt tri-colour masthead navigation light combined with 10 watt all-round white light; one 10 watt stern light; one 25 watt steaming light; one 35 watt sealed beam deck light.