



Rustler  
YACHTS

Rustler 57



## Introduction

Rustler is a name that needs little introduction. It has always stood for fine, civilised performance cruising yachts, designed and produced by skilled craftsmen.

The first new Rustler 57 is currently in-build (summer 2018), and is due for commissioning in the early spring of 2019. She is the new flagship of the Rustler range.

Designed by Stephen Jones, the design draws heavily on established yachts in the range, and is a classic Rustler in terms of the looks, build quality, and general ethos of concept. There are some firsts; such as the offered option of a variable draft – boat number one has a fixed draft of 2 metres, with the addition of a 1.8 metre centreboard. Overall, the new model is a classic in both design and construction. A true Rustler.

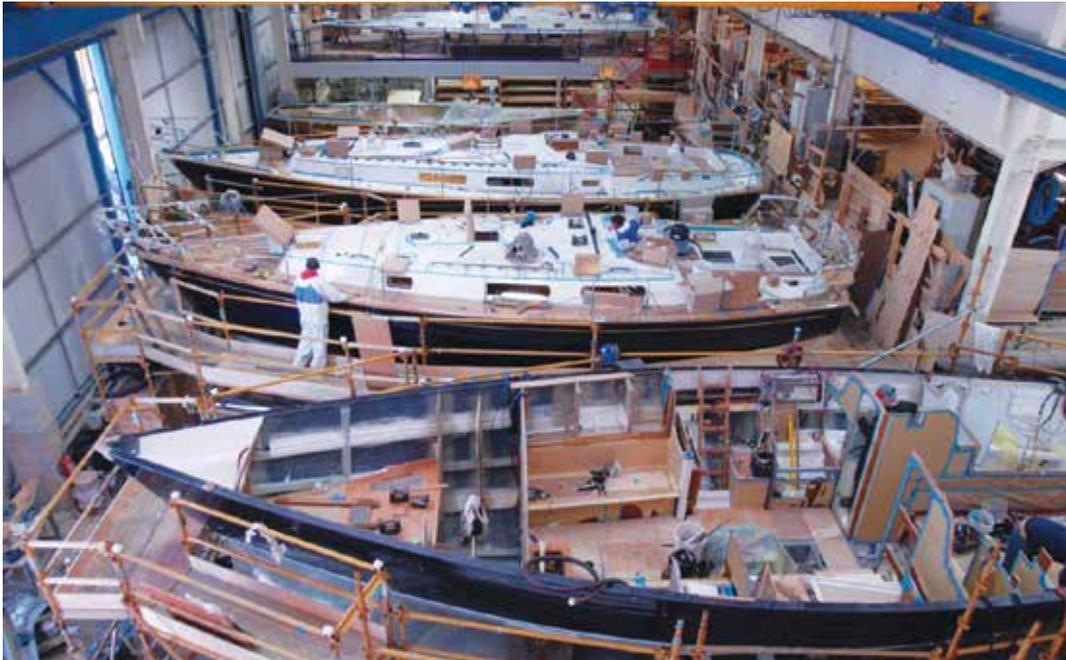




## The New Rustler 57

The new Rustler 57 is designed as a powerful cruiser. Fast, comfortable, seaworthy and beautiful. With low topsides and an aft cockpit, the design is a happy departure from the hoards of lookalike centre cockpit yachts which have become the norm in this segment.

On deck, there is an abundance of low flat space – easy to move across at any angle, the design prioritises easy handling and safety. The comfortable aft cockpit incorporates a table and single large diameter wheel.





## Attention to Detail

Every one of our boats is hand-built - superlative quality is found in every curve, every surface, every detail. Built for those who understand that quality is something you can't simply bolt on at the end of a production line.

Each Rustler owner enjoys a uniquely close relationship with the team that builds their boat, beginning with the process of the individually tailored design and build, continuing through the hand-over trials and then reassuringly throughout their ownership. Long term support is of paramount importance to us.





## Sailing

The Rustler 57 in standard format comes with a cutter rig, giving a fine combination of sail plan options for any given weather. Having the fore triangle sail plan split into two reduces the sheet loads involved, and the high cut clew of the Yankee allows much clearer views forward whilst underway.

The staysail can be specified as self tacking, with the single sheet led back to the cockpit. The yankee sheets are led back to electric primary winches. A hydraulic vang and backstay are standard.

The mainsheet arrangement is from the end of the boom to a track aft of the cockpit, with the sheet led forwards and then back to a winch to the side of the helm position.

All sail controls are led back to the cockpit, enabling the boat to be sailed short-handed. Single-handed if you so wish. Various control systems are available including electric furling headsails, in-mast or in-boom mainsail reefing systems. Again, all controlled from the cockpit.



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## Interior

The interior is a master class in design. Predominately laid out on one level, and easy to negotiate underway in a heavy sea, the interior space has been cleverly optimised for comfort at sea and in port.

The design shows an abundance of natural light entering the whole boat via discrete hull portlights, these together with sensibly placed overhead hatches allow a very airy feel to the living areas. A traditional saloon, designed to use the whole of the considerable beam of the boat, gives a real feeling of space.

The forward owner's cabin boasts a full walk around king sized bed, with plenty of hanging space and drawers, together with a highly appointed heads and separate shower. There are two aft cabins which are flexible in configuration, and offer an abundance of stowage. Each has a toilet and shower.

The boat features an impressive navigation station featuring a dedicated full sized chart table, a book case, chart draw etc.

It will not be a surprise to find that the whole boat is built beautifully, by hand, in our modern production facility in Falmouth, Cornwall. Perfect joinery detailing throughout, all hand finished to suit the owners taste.



# Specification

## Compliance

The vessel is built in compliance with the European Recreational Craft Directive (RCD) Ocean Category A.

## Hull Construction

Moulded in accordance with Stephen Jones/Synolo Design construction drawings the layup comprises isophalic gel coat (double gel), colour optional. The hull is of hand-laid monolithic construction (no foam core)

Bulkheads are of 25mm marine grade plywood fully bonded to the hull and deck on foam grounds. There are longitudinal stiffening stringers which are foam cored. This construction forms a matrix of strategic stiffening

A moulded in cavita line is inlaid with gold coveline tape

A boot top line is painted on in white

Below the waterline the yacht is painted with an antifoul system which incorporates 3 coats of epoxy primer and 2 coats of antifoul in a colour to the owners choice

The coachroof and inner coamings are stiffened with Corecell and all deck fittings are reinforced with marine ply pads or alloy tapping plates

The hull deck joint is formed by overlapping GRP laminate from hull and deck creating a bulwark which is capped in teak and through bolted every 300mm

## Deck

The side decks and coachroof have a non slip surface moulded into the GRP

Teak side decks are optional

## Keel & Ballast

A proprietary Jones bulb design keel. A single piece casting of lead external ballast with 4% antimony fastened to hull with 24mm diameter stainless steel bolts

Shallow keel version to include cast bronze fin with hydraulic ram internal to yacht. 2m shallow draft, 3.5m deep draft. The raising and lowering of the fin will be controlled from the helmsman's position in the cockpit

## Cockpit

The cockpit is spacious (over 3m long and 2m wide) and has a permanent table in the centre of the seating area giving a good bracing position when seated

The cockpit table has mug holders at the aft end and a cubby hole for loose items

The cockpit sole and seating areas are laid with teak planking

Coamings have teak cappings and have an open locker port and starboard on the inside of the coaming

There are hatches to the port and starboard cockpit seating which give access through Lewmar hatches to the aft cabins

## Anchor Locker

The anchor locker is located at the very bow of the boat with access from the Bosuns locker. The anchor windlass is located just forward of this hatch

### Bosun's Locker

A large Bosuns locker is located forward with access from the deck through a flush hatch

The aft bulkhead of the locker is watertight. There is a separate automatic bilge pump for this locker and a stainless ladder for access

There is a stainless bar on the underside of the hatch lid to attach fender lines to for ease of access

### Lazarette Locker

There is plenty of stowage in the lazarette locker with access from a large flush hatch in the aft deck

The lazarette locker lid is approximately 1600 x 800mm and the depth is approx. 1120mm

### Bathing Platform (Option)

If required, the transom houses a bathing platform which has sockets for the location of a bathing ladder. A stainless bathing ladder is provided which has a stowage place in the lazarette locker. There is also a stainless ladder incorporated into the pushpit which provides access down to the bathing platform

The raising and lowering of the platform will be enabled by a captive winch located in the lazarette locker with up and down controls at the helm position

### Deck Gear

#### *Winches*

2 x Lewmar 68CEST Ocean electric primary winches port and starboard on winch plinth just below cockpit coaming

1 x Lewmar 54CST Ocean secondary winch on starboard cockpit coaming for mainsheet and checkstays

1 x Lewmar 54CEST Ocean electric secondary winch on port cockpit coaming for mainsheet and checkstays

2 x Lewmar 54CEST Ocean port and stb of companionway. Both to be electric for main halyard and other lines led aft

1 x Lewmar 40CST Ocean winch stb side of mast for halyards

#### *Deck Hardware*

Cleats x 8 No 12" (300mm). 2 x fwd, 2 x aft, 2 x port midships, 2 x starboard midships on capping rail

Predominantly Lewmar deck gear with Spinlock clutches

Yankee sheet track to deck with size 3 cars. 155mm foot blocks aft to lead sheets to primary winches

Staysail with track to coachroof with size 3 car. Staysail sheets led aft through clutches onto winches either side of companionway

Check stays in spectra running through 130mm stand up blocks through Spinlock clutch to secondary winches. Take away lines led aft.

2 x deck fillers for fuel, 2 x deck fillers for water and 3 x pump out fittings for black tanks.

3 x dorade boxes with stainless steel cowls. One double fwd and two singles aft.

Stainless U bolts to cockpit areas for attachment of lifelines.

### Sea water deck Wash Fitting

Deck drains in side decks aft x 3 port and starboard with stainless deck fittings through flexible pipe exiting through stainless fitting in boot top line

### Canvas Work

Sprayhood in Sunbrella fabric, with acrylic clear panels. Fitted over stainless steel hoops (1 ¼") designed to fold down flush. Stainless leather covered grabrail to aft of sprayhood

Stack pack with large robust plastic zip down centreline, full length battens, lazyjack points and luff tape to secure to boom track

Bimini and all round cockpit tent in Sunbrella (Captains Navy) with clear windows in side panels with zip in panels and large plastic zips fitted over stainless steel hoops designed to fold down aft of cockpit but clear of lazarette locked lid. Zipped cover for the bimini when stored away folded aft of cockpit. Provision made for storing the rolled cockpit tent side panels when not in use on a shelf provided in the lazarette locker

Wheel cover

### Hatches, Windows and Portlights

650 x 650mm flush hatch over Anchor/Bosuns locker with gas strut supports

1600 x 900mm flush hatch over aft lazarette locker with gas strut supports

1 x Lewmar Size 60 low profile hatch over forward cabin

1 x Lewmar Size 20 low profile hatch over forward cabin

1 x Lewmar Size 20 low profile hatch over forward heads

3 x Lewmar Size 44 low profile hatches located over saloon area

1 x Lewmar Size 20 low profile hatch over saloon/chart area

1 x Lewmar Size 20 low profile hatch over saloon/galley area

1 x Lewmar Size 03 low profile hatch over aft port heads

1 x Lewmar Size 03 low profile hatch over aft stb heads

2 x Lewmar Size 54 low profile hatches over port and stb aft cabins

8 x custom made portlights windows in toughened tinted glass x Lewmar standard opening portlights in cockpit to aft cabins

8 x direct bonded hull portlights, non opening to fwd cabin, saloon area, galley/chart and aft cabins

Optional curved windscreen with opening centre panel. Sprayhood attached to screen

Fwd cabin, aft cabins plus 3 x main hatches in saloon area have Oceanair skyscreens which enable them to be blanked out, open or have a mosquito net

Provision is made for storage of the washboards below when companionway is open

### Anchoring

A 24V Lewmar V4 vertical windlass with gypsy and drum is installed on the foredeck with anchor chain stowing into the anchor locker. Deck foot switches are located next to the windlass. A Delta galvanised anchor is stowed over the bow roller. The anchor is supplied with 70m of 10mm calibrated chain fixed at the bitter end. There is also a Lewmar chain stopper on the deck between anchor and windlass

### Mooring

The stainless stem head fitting has two bronze rollers. The starboard side takes the anchor and chain. The port side is for mooring. The design of the stemhead fitting is such that the yacht can be left to swing unattended on a conventional mooring without the mooring line fouling the anchor and without the anchor having to be lifted

### Stainless Steel Work

A stainless steel split pulpit and pushpit is provided with top and intermediate rails. Seats are provided on port and starboard sides of the pushpit and there is a single seat central on the pulpit

The pushpit has a central gate

Stainless steel stanchions 760mm high with guardrails top and mid are mounted on the teak capping rail. There are a pair of stanchion gates for boarding from the side. Each gate is equipped with a fixed stainless steel half ladder which folds down and rests onto the hull (with rubber pads) to enable easy access from a pontoon or dock when moored alongside

Sufficient U bolts in the cockpit to take harness lines and lazyjack attachment points on deck (with webbing tape) of sufficient strength to take the harness lines when moving around on deck

Emergency tiller with secure stowage in lazarette locker

### Rudder and Steering Gear

#### *Rudder*

The semi balanced rudder system comprises of a substantial stainless steel stock with stainless steel tangs inside a GRP foam filled rudder. A bronze heel casting is fitted to the lower part of the solid GRP skeg and this locates the lower end of the stainless rudder stock. It is designed for easy removal. The stock runs through a roller bearing as it enters the hull within a rudder tube, through a bronze gland with greased stuffing box at the top of the tube above waterline, and finally through an acetol bearing at the top of the stock. The head of the stock is easily accessible under the helmsman's seat and the emergency tiller, stowed in the lazarette locker, fits onto the top of the stock should it ever be required. There is to be an M20 lifting point located in the top of the rudder stock for installation / removal purposes

#### *Steering Gear*

The steering is operated using a Lewmar Mamba direct drive system through a transfer gearbox and couplings to the wheel station with Reliant pedestal. The Mini Maxi Lewmar wheel is 52" in diameter with 10 spokes for additional rigidity.

The autopilot is driven by a 1/2hp 24V Mamba drive unit. This autopilot drive unit couples directly with the Mamba system eliminating the need for separate platforms, chains or sprockets

## Spars and Rigging

### *Spars*

Selden aluminium mast (Carbon optional), keel stepped, with triple aluminium spreaders and a Harken mainsail switchtrack system. Cutter rigged

Selden HV57 hydraulic vang controlled from panel next to helm position

Selden HTW8/10 hydraulic backstay ram controlled from panel next to helm position

Optional in-mast or in-boom furling

Halyard sliders to mast for yankee and staysail halyards enabling half halyards to be secured at mast with no tail ends

Mast gaiter cover with water proof inner cover

LED Steaming/deck flood light

LED spreader down lights on lower spreader

Aquasignal LED tri/anchor light at masthead

Mast steps x 2 base mast, 2 x top mast

Lazy jacks for stack pack

Leather anti chafe spreader end covers are fitted to each spreader to protect the yankee when set

Selden Aluminium Boom, anodized aluminium

Fittings for Lazy jacks and stack pack

2 Single line reefs, 1 twin line reef

Fixed eyes below boom for each reefing line

Manual Outhaul

LED boom light over cockpit table area

Option for Carbon spinnaker pole stowed vertically on mast using heel lift system on track with line through check blocks and clutches, pole lift led aft to cockpit.

## *Standing Rigging*

The three spreader rig has discontinuous Compact (Dyform equivalent) stainless steel rigging. There are chainplate positions for the main cap shrouds and forward and aft lowers. The backstay is split. Checkstays are provided in HMPE (Dyneema equivalent) to balance the staysail

## Sails

Warp Drive Tri Radial Woven Full Batten Mainsail, loose footed

9-11 oz Warp Drive performance woven polyester, tri radial construction cut construction. Including 3 reefs with spectacles and 6 x full length batten pockets with Bluestreak Vinyl Ester battens. Rustler logo, cunningham, camber lines, tell tales and sail bag

Harken roller bearing batten and intermediate cars to fit Harken switchtrack system

Warp Drive Tri Radial Woven 120% Yankee

9-11 oz Warp Drive performance woven polyester, cross cut construction. Including white acrylic UV protection panels, foam luff, web hoops head and tack, webbed clew ring with leather, camber lines, tell tales and sail bag

Warp Drive Tri Radial Woven Staysail

9-11 oz Warp Drive performance woven polyester, cross cut construction. Including white acrylic UV protection panels, foam luff, web hoops head and tack, webbed clew ring with leather, camber lines, tell tales and sail bag

Sails are finished with leather chafe protection, and reinforcing patches where necessary

## Accommodation

### *Cabin Layouts*

The standard layout has 3 cabins and 3 heads.

There is a large owner's cabin fwd with a large double berth, dressing table with fold out seat, a large hanging locker and lots of drawer and additional locker space. There is also a large sliding drawer at the aft end of the berth. There is access on the port side of the fwd cabin to the ensuite heads with separate shower cubicle. Large through hull portlights (with integrated blinds) provide added light to the cabin and a view out.

Aft of the saloon, galley and chart table areas are 2 further cabins. One port and one starboard. Each benefits from a through hull portlight (with integrated blinds) to provide a view out.



The port cabin has a twin berth and a separate heads compartment. There is a hanging locker outboard and bookshelves and/or locker space on the inboard longitudinal bulkhead.

The starboard cabin also has twin berths and an ensuite heads and shower compartment. There is a seat and hanging locker outboard and plenty of locker space.

The companionway steps lift up on gas struts providing access to the generator and to install or remove the optional washing machine. If fitted, the washing machine is accessed for day to day use via an opening door in the passageway to the port aft cabin.

### *Heads & Shower Compartments*

All three head units have electric toilets for ease of operation. Each head also has a wash basin set into a Corian or similar surface with mixer taps, towel rails, soap dispenser, tooth brush holder, mirror and toilet roll holder. There are lockers below each sink and additional lockers outboard, for stowage of toiletries.

The en-suite heads to fwd cabin has a separate, fully enclosed shower cubicle with thermostatic shower control and acrylic shower door ensuring heads remains dry whilst showering.

The aft starboard cabin has an en-suite heads with separate, fully enclosed shower cubicle with thermostatic shower control and acrylic shower door ensuring heads remains dry whilst showering.

The aft port heads behind the galley has an electric toilet, washbasin, mixer tap, towel rail, soap dispenser, toothbrush holder, mirror and toilet roll holder. This heads is also adjacent to the port aft cabin and directly opposite this is a large wet locker.

### *Saloon Area*

The large U shaped port saloon area is 2.7m in length with further seating to the starboard side.

There are through hull portlights outboard with integral blinds which together with the overhead hatches and large coachroof portlights allow in plenty of light.

Forward of the U shaped seating area are cupboards and bookshelves.

Forward of the starboard seat is a large cupboard. The starboard side saloon seat has a removable coffee table in the centre.

### *Galley*

There is a step down into the galley from the bottom of the companionway steps giving a great sense of security. The U shaped galley is very practical and has lots of storage space both under the units and in the outboard and overhead lockers.

A gimballed GN Espace Oceanchef cooker with 4 burners, grill and oven is fitted to the port side. A Nereus gas alarm with solenoid shut off valve is fitted next to the cooker. There is also a fire blanket.

At the forward end of the galley is a stainless double sink unit with pressurised hot and cold water mixer tap.

There is a fresh water foot pump at the galley sink with a separate faucet. Water for this runs through an Aquafilter so can be used for filtered drinking water or a back up to the pressurised system.

A stainless steel front opening fridge unit, is located in the galley together with two top opening fridge/freezer units. The two top opening fridge/freezers are located in the corners of the galley. Both top opening units are provided with baskets for ease of stowage and access. All 3 units are 24V keel cooled for maximum efficiency.

### *Chart Area*

The chart table is located on the starboard side at the bottom of the companionway steps. There is plenty of room for all the navigational electronics and stowage for Admiralty charts, almanacs, cruising guides etc. Behind the chart table seat is a large book shelf.

### Joinery

The joinery on all Rustlers is hand crafted to the highest standards by in-house cabinet makers.

Joinery is a mixture of solid oak and marine grade veneered oak panels (other wood finishes are available). All locker doors have solid teak edges and each door is sunk back into the panel so it fits perfectly. Fiddles have a sculptured back to provide additional grip.

The floors are teak with a holly/maple stripe (other options available). The companionway steps are teak with a non slip painted into the matt varnish to provide grip.

All joinery is hand finished with many coats of a matt satin varnish.

### General Material Detail

All areas below the waterline are flow coated white.

Areas above the waterline are insulated and panelled allowing access behind panelling. Panels are covered in fabric or timber lined.

### Upholstery

The standard upholstery is Warwick Macro Suede (various colours). Many material options are available.

The forward double cabin has a sprung mattress. Where there are upholstered panels or seating in the cabins they are also upholstered in the Warwick macrosuede fabric.

All berths in the aft cabins together with the starboard berth in the saloon have lee cloths for use when underway.

Carpeting to aft and fwd cabins is optional.

## Mechanical and Electrical Systems

### *Engine*

A single Nanni Diesel N4.140, 3.8 litre inline four cylinder engine is fitted. Max power 99kW (135hp) at 2600rpm. A ZF63A hydraulic gearbox with a reduction of 2:1 is fitted to the engine.

The engine is fitted with a 120A (12V) alternator and a Mastervolt 150A (24V) alternator with an Alpha pro regulator.

The engine bed is moulded in GRP and incorporates a sealed GRP drip tray.

A C4 Nanni Diesel engine panel is fitted next to the helm position which has rev counter, oil pressure and water temp gauges, engine tachometer/ hour meter and alarms for high temperature and low oil pressure.

### *Stern Gear*

The engine is connected to a 23" 4 bladed Max Prop Easy via a 38mm (1.5") diameter stainless steel prop shaft. An Aquadrive unit is installed between shaft and engine reducing vibration and noise. The shaft is fully protected within a skeg. A Tideseal shaft seal is fitted on the inboard end and a cutlass bearing on the outboard end.

### *Exhaust System*

A Halyard exhaust water separator and waterlock are fitted in the exhaust system. This provides a dry exhaust system.

### *Fuel System*

Fuel tanks in stainless steel with baffles are located below the saloon floor. Tanks are fitted with inspection hatches and sampling points.

There is a primary fuel filter on the engine and also a secondary Racor 500MA fuel filter with a T handle and water detection system.

Fuel levels are monitored by an Offshore monitor tank system.

### *Bowthruster*

An RT250 8kW 24V swing retracting bow thruster producing 10hp is fitted under the fwd cabin berth. The bowthruster runs off the main service bank and has its own isolator switch located in the forward cabin.

### *Seacocks*

The engine sea water cooling intake passes through a large coarse filter with a clear inspection cover to top which is easily removable should it be necessary to clear the filter.

The (optional) generator intake also passes through a similar filter with clear inspection cover.

Heads seacocks are Blakes bronze valves. All others are bronze skin fittings with DZR ball valves.

### *Bilge System*

Automatic bilge pumps are located forward and aft of the lift keel area. There is a switch to control the bilge pump which can be set to Off/On/Auto on the main electric panel. A high level bilge alarm is also fitted.

There are additional automatic bilge pumps located in the Bosun's locker and the lazarette locker.

There are two manual Henderson MkV bilge pumps which also draw from the sump central to the boat. One can be operated from down below and one from the main cockpit.

#### *Freshwater System*

Water tanks are located below the floors. Tanks are fitted with inspection hatches and levels monitored via the Offshore tank system.

The pressurised fresh water system has a high capacity Aquajet WPS Pump DUO 24V 40LPM 2.8bar.

Hot water is provided by an Isotemp water heater with 75 litre capacity and double coil. The water can be heated within the calorifier either by a 220V, 1.20kW immersion heater element or by the heat exchanger on the engine. Temperature of the hot water is controlled by a thermostat and expansion vessel.

Water levels are monitored by an Offshore monitor tank system.

Option to fit watermaker.

#### *Black water System*

Each toilet pumps directly into a holding tank. The holding tank can be pumped out overboard via a Whale 24V pump operated from the switch panel next to the chart table.

Black water tank levels are monitored by an Offshore monitor tank system.

#### *Grey water System*

Shower and basins, in each of the three heads, discharge directly overboard using a Whale Gulper IC pump via a two way Whale IC manifold with electronic sensor. (Full grey water system optional).

There are washing machine and dishwasher options.

#### *Gas System*

Two 13kg gas propane gas bottles are provided in the gas locker. A Gasboat 4408SS twin gas regulator, pressure gauge, test point and solenoid shut off valve are located within the locker which is vented overboard. The solenoid is operated via a Nereus gas alarm panel next to the cooker which enables you to turn the gas on and off.

#### *Heating System*

A Webasto Thermo Pro 90 heater system is installed in the boat with individual controls in each cabin.

#### *Ventilation System*

4 No Stainless dorade vents with stainless steel protector cages are fitted to provide further ventilation to fwd cabin, saloon and galley areas. There are cover plates provided so that the cowls can be blanked off.

### DC Electrical System

The DC electrical system is 24V and the boat is supplied with 3 x 24/5000 Lithium Ion batteries providing approx 540 Amp hours at 24V for the domestic supply.

There are additional separate battery banks for the engine (1 x 12V/160Ah AGM) and optional generator (1 x 12V/90Ah AGM).

Charging of the engine start battery is via a 120A (12V) alternator (with regulator) and for the service bank a Mastervolt 24/150A alternator with an Alpha pro regulator.

When a 230v AC supply is available (shore supply or generator), the Service batteries can also be charged by a Mastervolt Mass Combi Pro 24/3500-100.

When a 110v AC supply is available, the service batteries can be charged by a Mastervolt Chargemaster 24/100-3.

The engine and generator batteries are charged by a two separate Mastervolt Magic 24/12-20 DC-DC converters.

A step down transformer (Magic 24/12-20A) is provided for the electrics requiring 12V supply, namely; VHF, Fusion stereo; and 12V sockets.

A Masterview touchpanel (Touch 5) monitors and controls charging.

Control of the electrics is via a central panel which incorporates circuit breakers.

12V USB Sockets are provided to chart table, fwd cabin, aft cabins, galley area and a further 12V cigar socket and USB socket are provided to the cockpit table.

### AC Electrical System

Mains 230v AC is distributed throughout the yacht via one of 3 sources, namely;

1. Direct Shore Power – 1 x 32A shore power socket provides 230V AC via a Mass GI isolator transformer and Mastervolt Mass Combi Pro
2. Inverter – Inverting via 1 x Mastervolt Mass Combi Pro 24/3500-100
3. Generator – (Optional)

A mains 110v AC shore power connection is provided supplying a Mastervolt chargemaster 24/100-3.

Mains 230V Vimar sockets are provided throughout the boat (galley, 3 x cabins, chart area, port and starboard saloon). This circuit provides power to other equipment than runs off mains 230V including the immersion heater element in the calorifier.

### Electronics

Various packages available which can be tailored to personal requirements.

## Loose and General Equipment

Fenders	6 x large fenders F005
Warps	4 x docklines, 20mm, 2 x 20m, 2 x 15m
Fire extinguishers	1 x FM200 automatic fire extinguishers for engine/ generator room  4 x 1kg dry powder fire extinguishers to accommodation  2 x 2kg dry powder mounted in lazarette locker  1 x 2kg dry powder mounted in bosuns locker  1 x fire blanket at galley
Liferaft	1 x Solas B 6 man liferaft mounted on pushpit
Winch handles	2 x Lewmar 10" alloy, lock in, power grip  2 x Lewmar 10" alloy, lock in, single
Keys	washboard keys x 4  Fuel, water and pump out filler keys x 2 each
Bilge pump handles at each location of pump there is a bilge pump handle attached	
Ensign staff	
Rustler 57 Owners Manual	
Set of drawings	
Suppliers equipment literature	
Flare pack Offshore	

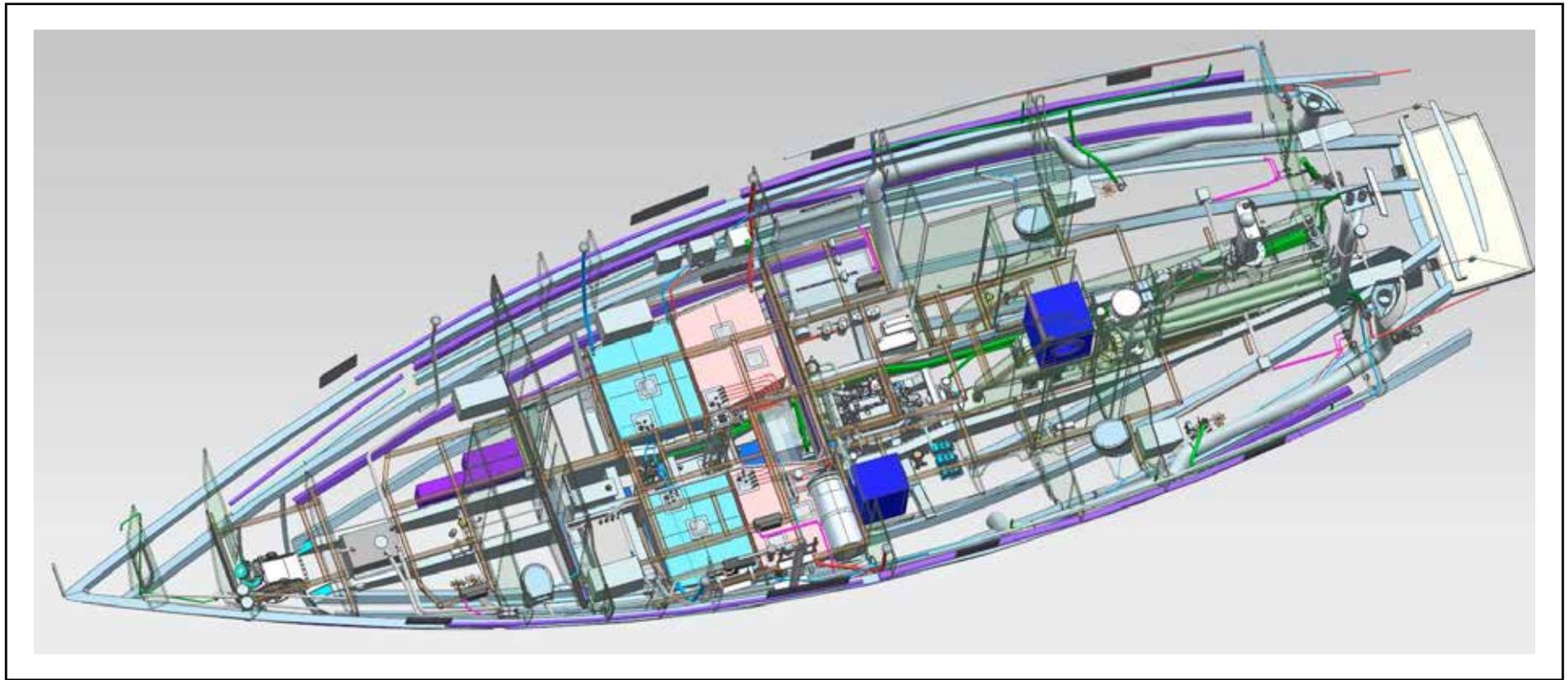
## COMMISSIONING

Yachts are delivered commissioned and afloat in Falmouth, UK.

On completion of the yacht at the Builders premises the boat will be launched and then a period of 2 weeks will be required for sea trials and commissioning of the systems.

Completed craft are handed over to the owner after a 2 day handover period during which time the standard systems and equipment will be explained.

Part of this handover will be to deliver the Owners Manual including comprehensive drawings for each system and relevant suppliers equipment manuals.



Rustler57

Summer 2018



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# Rustler 57

## Principal Dimensions

Length Overall	57'	17.40m
Length waterline	47'	14.49 m
Beam	16' 5"	5.00m
Draft fixed keel	8' 6"	2.59m
Draft Lifting Keel(LK)	6' 6"/11'6"	2.00m/3.50m
Displacement	60,000 lbs	27.2 tonnes
Water Capacity	200 gallons	910 Litres
Fuel Capacity	209 gallons	950 Litres
Main Sail Area	969 sq feet	90 sq m
Yankee Area	947 sq feet	88 sq m
Staysail Area	312 sq feet	29 sq m
Air draft	78' 7"	23.99 m
Rig Dimensions	I= 68.7 ft (20.93m) J= 22.24 ft (6.78m) P= 66.11 ft (20.15m) E= 26.74 ft (8.15m)	



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