

Rustler 42

Beautiful Yachts Beautifully Built

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1 GENERAL DESCRIPTION

The Rustler 42 is CE certified and built to RCD, category A, Ocean

1.1 Dimensions

Length Overall	42 feet	12.81m
Length waterline	33 feet 6 inches	10.22m
Beam	13 feet 4 inches	4.06m
Draft	6 feet 2 inches	1.82m
Displacement	26,000 pounds	11,791 kg
Ballast	10,300 pounds	4,671 kg
Water Capacity	110 gallons	500 Litres
Fuel Capacity	75 gallons	340 Litres
Main Sail Area	440 sq feet	40.88 sq m
Yankee Area	536 sq feet	49.80 sq m
Staysail Area	179 sq feet	6.63 sq m
Air draft	60 feet 7 inches	18.5 m
Rig Dimensions	I= 16.91m J= 5.02m P= 14.91m E= 5.52m	

1.2 Hull

Moulded in accordance with Stephen Jones construction drawings the layup comprises isophalic gel coat (double gel), colour white, with complexes of chopped strand matt and woven rovings, hand laid with isophalic resin on the first two layers. Bulkheads are of 18mm marine grade plywood bonded to the hull and deck on foam grounds There are also longitudinal stiffening stringers which are foam cored. Furniture units are also securely glassed to the hull on foam grounds. 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 a colour to owners choice.

1.3 Ballast Keel

A single piece of lead (4.6 tonnes) is cast to the internal shape of the hull/keel moulding. The lead is lowered into the hull moulding, bedded on epoxy and the top of the lead casting is covered over

with chopped strand matt and isophalic resin. This forms a fully encapsulated lead ballast keel within the hull structure of the R42.

1.4 Deck

Moulded in accordance with Stephen Jones construction drawings the layup comprises isophalic gel coat (double gel), colour white, with complexes of chopped strand matt and woven rovings, hand laid with isophalic resin on the first two layers. Coachroof and inner coamings are stiffened with 10mm corecell and all deck fittings are reinforced by 12mm marine ply pads.

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.

Non slip areas are moulded in to the deck. Teak decks are an option.

1.5 Cockpit

The spacious cockpit is laid in teak and also has a teak capping. There is access from the cockpit to 3 lockers under the helmsman seat, one for storage, one for access to top of rudder stock and one as a gas locker. Port and starboard side coamings have cave lockers. A proper bridge deck provides protection to the companionway access and a very comfortable position to sit while under way on long passages.

1.6 Anchor Locker

There is an anchor locker located at the very bow of the boat with access from the forward cabin. The anchor windlass is located above and chain stows into the bottom of this locker.

1.7 Lazarette , Gas and Cockpit Lockers

There are 3 lockers under the helmsman seat.

The port one is the gas locker and there is enough storage for 3 x 4.5kg bottles. (one supplied)

The central one gives access to the head of the rudder stock for attachment of an emergency tiller.

The starboard one is for storage.

There are two large lazarette lockers aft of the cockpit.

2. DECK GEAR

2.1 Winches

2 x Anderson 58ST primary winches

2 x Anderson 40ST coachroof winches

2 x Anderson 46ST secondary/main sheet winches

1 x Anderson 28ST winch for yankee and staysail halyard on port side of mast

2.2 Deck Hardware

Six 12" (300mm) stainless cleats are fitted to the toerail, one pair at the bow, amidships and stern.

Stainless rubbing strakes are fitted to the edge of the teak toerail at the position of the cleats and stanchion gates to prevent chafe.

Harken deck gear

Spinlock clutches

6:1 mainsheet system on track forward of steering pedestal.

Pedestal protected by massive stainless steel hoop which also provides a sturdy handhold when moving between helm position and forward area of cockpit.

Genoa track to deck with pin stop cars. Sheets lead aft through foot blocks onto primary winches.

Bailey fittings for fillers. 1 x deck filler for fuel, 1 x deck filler for water, 2 x pump out fittings for heads.

Stainless U bolts to cockpit areas for attachment of lifelines.

Sprayhood in Sunbrella fabric, (colour to owners choice) with acrylic clear panels. Fitted over stainless steel hoops (1"). Stainless leather covered grabrail to aft of sprayhood.

Webbing jackstays are supplied that run along the side deck from cockpit helm position to aft end of pulpit.

2.3 Hatches, windows and portlights

1 x Lewmar Size 60 medium profile hatch over forward cabin

2 x Lewmar Size 20 low profile hatch over forward cabin

1 x Lewmar Size 40 medium profile hatch over saloon area

2 x Lewmar Size 20 low profile hatch over galley area

1 x Lewmar Size 20 low profile hatch over aft heads area

1 x Lewmar Size 20 low profile hatch over aft cabin

8 x custom made aluminium framed deck saloon windows in toughened tinted glass

2 x Lewmar standard opening portlight in cockpit well providing further ventilation to aft cabin and wet locker.

2.4 Anchoring

A 12V Lewmar V3 vertical windlass with gypsy and drum is installed on the foredeck with anchor chain stowing into the anchor locker. A 20kg galvanised Delta anchor is stowed over the bow roller. The anchor is supplied with 60m of 10mm calibrated chain fixed at the bitter end.

2.5 Mooring

The stem head fitting has two rollers. The starboard one takes the anchor and chain. The port side is for mooring lines.

2.6 Stainless Steel Work

A stainless steel split pulpit and pushpit is provided with top and intermediate rails. A seat is provided at the pulpit.

Stainless steel stanchions 620mm 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 port and starboard.

Stainless steel stem head fitting with bronze rollers.

Other stainless steel items include, chainplates, companionway grab handles and breather outlets for tanks.

3. RUDDER AND STEERING GEAR

3.1 Rudder

The rudder is constructed using 50mm stainless steel stock with large tangs encapsulated in GRP. The rudder is fully protected with a full length skeg. The stock has a acetal bearing at top, bronze gland with greaser at hull position and a massive bronze fitting at base of rudder skeg.

3.2 Steering Gear

Lewmar Whitlock Cobra steering system with Reliant pedestal, binnacle compass and commodore 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.

Emergency tiller which can be attached through easy access hatch central to boat immediately above rudder stock

4. SPARS AND RIGGING

4.1 Spars

Selden NMP anodised silver aluminium alloy section, deck stepped

MDS roller car system integral to mast

Double spreader mast head rig with 1 degree spreader angle.

Fore and aft lower shrouds, intermediates, cap shrouds, forestay, inner forestay and back stay adjustable via bottle screws

Gas rod rigid kicker with line led aft to cockpit

Spinnaker pole track to front of mast section stowed vertically on mast

1 x Anderson 28ST winch on port side of mast with spinlock clutch for headsail halyard

Steaming/deck flood light.

Tri/anchor light at masthead

4.2 Standing Rigging

All rigging fitted with swaged lower ends to stainless rigging screws

Rigging sizes:

Forestay	10mm	1 x 19SS Wire
Inner forestay	8mm	1 x 19SS Wire
Backstay	10mm	1 x 19SS Wire
Cap shroud x 2	10mm	1 x 19SS Wire
Intermediate x 2	8mm	1 x 19SS Wire
Fwd lower x 2	10mm	1 x 19SS Wire
Aft lower x 2	10mm	1 x 19SS Wire
Checkstay	10mm	Dyneema

4.3 Running Rigging

Main halyard	12mm	Braid
Genoa halyard	12mm	Braid
Staysail halyard	12mm	Braid
Spinnaker halyard	12mm	Braid (option)
Topping lift	10mm	Braid
Main outhaul	10mm	Braid
Mainsail sheet	12mm	Braid
Genoa sheets	14mm	Braid
Staysail sheets	12mm	Braid
Spinnaker/Assymetric sheets	12mm	Braid (option)
Traveller lines	8mm	Braid
Flag halyards	4mm	Cord

4.4 Headsail Furling

Furlex FLX 300 furling gear for yankee

Hanked on staysail. (option for Furlex 200S to staysail)

5. SAILS

Touring Polyester Full Batten Mainsail

9.2oz Dimension-Polyant woven polyester, cross cut construction with loose foot. Including 3 x reefs with spectacles and 4 x full batten pockets with Bluestreak vinylester battens and adjustable luff ends. Rustler logo, Cunningham, camber lines, tell tails and sail bag.

Touring Polyester Furling Yankee 120%

8.0 – 9.0oz Dimension-Polyant woven polyester, cross cut construction. White acrylic UV panels, foam luff, web loops head and tack, webbed clew ring with leather, camber lines, tell tails and sail bag.

Touring Polyester Hanked Staysail

8.2oz Dimension-Polyant woven polyester, cross cut construction. White acrylic UV panels, foam luff, web loops head and tack, webbed clew ring with leather, camber lines, tell tails and sail bag.

Option for furling staysail

6. ACCOMODATION

6.1 Cabin Layouts

The standard layout has 2 cabins and 2 heads.

The forward cabin has a v berth with an infill to make a large double. There are drawers and a hanging locker to starboard. Three lockers run down each side port and starboard above the berth. There is further storage beneath the berth in three separate compartments. The forward heads is ensuite to the forward cabin.

There is another double cabin aft on the port side with drawers and a hanging locker to port. There are two rows of large lockers running the length of the double berth on the port side. There is further stowage behind the companionway steps.

6.2 Forward & Aft Heads

The heads units have a Jabsco toilet, wash basin and integral showering areas. The washbasin is set into a GRP laminate surface with mixer tap and mirror. There is a locker below the washbasin and additional lockers outboard for stowage of toiletries. The aft heads has a separate shower head located behind the door.

The heads utilises GRP mouldings and laminate bulkheads with wood trim around locker doors and a teak grating to the floor.

6.3 Saloon Area

The large saloon area has a beautifully crafted inlaid table with bottle stowage from the top and a curved end with stowage for wine glasses. Enough seating around the table for eight. Both port and starboard seating doubles up as sea berths with lee cloths under the seat cushions. Because all the tankage is underneath the soleboards there is lots of stowage under the seating. Outboard and above the seating on both sides are lockers and bookshelves.

The whole saloon area feels very light and airy as it opens up onto the galley, chart area and pilot berth.

6.4 Galley

The large wrap around galley provides acres of space for preparation of all your culinary requirements. It is located on the port side just aft of the saloon dining area.

A gimballed GN Espace Levante 3 burner cooker with grill and oven is fitted to the port side. There is an electrical solenoid shut off valve for the gas in the galley area. There is also a fire blanket.

There is a double sink to the forward end of the galley with pressurised hot and cold water mixer tap. There is also a manual fresh water foot pump with faucet at sink running through an Aquafilter unit for filtered fresh water drinking.

A top opening fridge is located fwd of the cooker next to the sink. This has separate compartments for ease of storage.

To the right of the sink is more prep area with cutlery draw units under.

There is plenty of further stowage for crockery, pots and pans, food etc..

There is also space for a microwave as an option.

6.5 Chart Table

The chart table is located on the starboard side just forward of the companionway steps. There is plenty of room for all your navigational electronics and stowage for Admiralty charts together with additional locker space.

6.6 Pilot Berth

The pilot berth is located on the starboard side behind the chart table and immediately next to the heads and the companionway. It is in the perfect place for those night passages when you are short handed. Beneath the pilot berth is a large chart draw and with more storage below. Outboard and above the pilot berth is the electrical panel.

6.7 Wet Locker

The large wet locker with hanging rail is accessed through the aft heads and drained into the bilge. There is also a shelf and further access through a door to the Machinery space

6.8 Machinery Space / Locker

The machinery space can be used as a locker or for installation of options such as heater, generator or water maker.

6.9 Joinery

The joinery on all Rustlers is hand crafted to the highest standards by cabinet makers that know what is meant by attention to detail.

Joinery is a mixture of solid oak and marine grade veneered oak panels. All locker doors have solid oak edges and each door is sunk back into the panel so it fits perfectly. Fiddles have a sculptured back so that when you grab them they provide additional grip.

The floors are oak with a teak stripe. The companionway steps are teak with a non slip painted into the matt varnish to provide grip.

All joinery is finished with a matt satin varnish.

6.10 General Material Detail

All areas below the waterline are flow coated white

Areas above the waterline are lined with a moisture resistant material.

Soleboards are teak with a maple/holly stripe. They are fixed where appropriate. Lifting soleboards have flush lifting rings.

6.11 Upholstery

The saloon seating is upholstered in materials chosen from a selection to the owners choice. The seating is made using a fire retardant foam and has curved sections to the corners for added comfort.

The chart table seat is upholstered in a waterproof vinyl material to match the colour of the saloon upholstery for maximum wear resistance.

Sea berths have lee cloths.

7. MECHANICAL AND ELECTRICAL SYSTEMS

7.1 Engine

A single Nanni Diesel N4.50 2.2 Litre in line four cylinder engine is fitted. Max power 36.8kW (50hp) at 2800rpm. The engine is fitted with a 100A (12V) alternator.

A C4 Nanni Diesel engine panel is fitted next to the helm position which has rev counter, oil pressure and water temp gauges, alarm and an engine tacho.

7.2 Stern Gear

A 32mm (1 1/4") diameter stainless steel shaft is fitted connected to the engine via an Aquadrive flexible coupling. The shaft drives a fixed 3-bladed 16" x 13"(40.6cm x 33cm) propeller. The stern tube has a cutlass bearing at the outboard end. There is a conventional stuffing box at the inboard end with a water feed from the raw water system.

7.3 Exhaust System

Cooling water is injected aft of the engine and through an exhaust water trap. A water separator discharges the water from the exhaust out through a skin fitting below the water line. Gases then pass through the flexible exhaust hose to the outlet valve fitting in the transom of the R42.

7.4 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 a Wema gauge and sender.

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

Fuel spill-off is returned to the tank.

7.5 Seacocks

Blakes bronze skin fittings are used for the heads inlet and outlet. Other skin fittings are bronze with ball valves.

7.6 Bilge System

A Rule 3700 bilge pump with separate float switch is installed in the sump located centrally in the boat at the deepest point of the bilge. There is a switch to control the bilge pump which can be set to Off/On/Auto on the main electric panel.

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.

7.7 Freshwater System

Stainless steel tanks, holding approximately 500 litres (110 gallons).

Tank fitted with baffles, inspection hatch and dip stick. Filled from side deck and vented outboard.

The pressurised fresh water system has a high capacity Flojet pump.

Hot water is provided by a 40 litre calorifier. The water can be heated within the calorifier either by a 220V, 0.8kW immersion heater element or by the heat exchanger on the engine. Temperature of the water is controlled by a thermostat.

7.8 Black water System

The toilet pumps out directly to sea or to a black tank via a diverter valve. The black tank can be emptied to sea via a hand pump located in the wet locker or sucked out through a pipe accessed via a deck fitting.

7.9 Grey water System

Shower and basins discharge directly overboard using a Whale Gulper IC pump via a two way Whale IC manifold with electronic sensor.

7.10 Refrigeration

The top opening fridge has a capacity of approx 75 litres and has a keel cooled compressor unit located under the port side aft saloon seating. The fridge is fitted with Perspex compartments for ease of storage.

7.11 Gas System

One 4.5kg gas bottle is provided in the gas locker. A gas regulator, pressure gauge and test point is located within the locker which is vented overboard.

7.12 Ventilation System

Two dorade vents in stainless steel are fitted with stainless protectors over to provide ventilation to fwd cabin, fwd heads and saloon/galley area.

There is also a fan with ducting to ventilate the engine and bilge area.

7.13 DC Electrical System

The DC electrical system is 12V and the boat is supplied with 2 x 12V sealed lead acid batteries providing 210Amp hours at 12V for the domestic supply.

There is an additional separate battery for the engine.

Charging of the service and engine battery banks is via a 100A (12V) alternator or by a Mastervolt Chargemaster 12/70 battery charger from shore power.

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

Interior lighting is provided by 10W halogen flush lights throughout. Reading lights to saloon and forward cabin. Red/white lights to heads, red courtesy lights to chart area, galley, pilot berth and companionway steps. Additional switchable white lights to chart table. Option for LEDs throughout.

Navigation lights include two 25 watt port and starboard bow lights, one 25 watt tri-colour masthead navigation light combined with 10 watt all-round white light, one 10 watt stern light and one combined 25 watt steaming light with deck light.

7.14 AC Electrical System

Mains 230V AC is distributed throughout the yacht from a direct shore power connection via 1 x 16A socket.

Mains 230V Vimar sockets are provided throughout the boat.

A separate 230V circuit is provided for the immersion heater in the calorifier.

7.15 Electronics

Various electronic packages are available as options

8. LOOSE AND GENERAL EQUIPMENT

Fenders	4 x fenders
Warps	4 x dock lines, 16mm, 2 x 15m, 2 x 10m
Fire extinguishers	1 x automatic fire extinguisher to engine room 2 x 1kg dry powder fire extinguishers to accommodation 1 x 1kg dry powder mounted in port cockpit locker 1 x fire blanket at galley
Winch handles	2 x Lewmar 10" alloy, lock in, single
Keys	washboard keys x 2 Fuel and water x 2 each

Bilge pump handles at each location of a manual pump

Rustler 42 Owner's Manual

Set of drawings

Supplier's equipment literature

9. 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 1 week will be required for sea trials and commissioning of the systems.

Completed craft are handed over to the owner after a 1 day handover period during which time the standard systems and equipment will be explained.

Part of this handover will be to deliver the Owner's Manual including comprehensive drawings for each system and relevant supplier's equipment manuals.

After the 1 day handover the owner will be required to sign the handover note within the Contract and the final stage payment will become due.