

# MARK CAMERON YACHTS

Mark Cameron Yachts, The Braes, Inverneill, Ardrishaig, Argyll, PA30 8ES, UK

Tel: +44 (0)7988 763 254 | info@mcyachts.co.uk



## Rustler 44

**£345,000 GBP**

**United Kingdom**

**Price Reduced**

Manufacturer/Model	Rustler 44
Name	Peat Smoke
Designer	Stephen Jones
Year	2010
Category	Sail
New or used	Used
Status	Available
Price	£345,000 GBP
Price comment	Price Reduced

Lying  
Reference

Argyll, United Kingdom  
1602886

## Specifications

Length overall	13.50 m
Length waterline	11.04 m
Beam	4.20 m
Draft	2.10 m
Displacement	13,700 kg
Hull	GRP
Keel	Full keel

## Propulsion

Fuel	Diesel
Fuel capacity	473 litres

## Description

A classic in the making the Rustler 44 has already proven itself a highly desirable blue water cruiser. Designed by Stephen Jones and built in the UK by Rustler Yachts the R44 is a robust, powerful and comfortable cruiser capable of making quick passages while being easily handled.

With circumnavigation under her belt already PEATSMOKE is a fully loaded blue water cruiser just ready to head off again with new owners. Returning to the UK in 2013 she returned to the Rustler Yachts yard for a re-fit before coming home to Scotland. Equipped for shorthanded cruising she boasts electric primary winches, full Garmin electronics package, DuoGen, recent sails and much more. If your looking to the perfect boat to explore waters around the globe this boat has to be on the short list.

### What the builders say.....

*'Powerful, comfortable and exceptionally well-behaved, the Rustler 44 is a welcome addition to the ranks of classic blue water cruising yachts.*

*Rustler yachts have always had their own distinctive character - the company has a history of creating yachts that become design classics. Designed by Stephen Jones, the Rustler 44 is a fast, blue water cruiser combining exceptional performance with spectacular comfort.*

*Every Rustler is built to take the worst of prevailing seas, to look after her crew and inspire every yachtsman with blue water aspirations. The Rustlers heavy weather characteristics are why many are sailed on long distance cruises. With a modern sail plan, the Rustler 44 is easily handled by two people, a superb performance combined with a comfortable motion underway will allow easy long distance passage making.'*

### Owners Comment

We went to Southampton Boat show in 2009 to look for a boat suitable for a world circumnavigation. Our primary requirement was a boat which would keep us safe in waters we knew little about when we were a long way from home. Rustler was by far the most impressive of the boats we had short-listed. The Rustler 42 nearly worked but it didn't have the walk in aft cabin my wife wanted, the Rustler 44 did and is easily sailed by two. Being custom built, it allowed us to specify exactly how we wanted the boat to work and include the equipment we needed for serious sailing.

Peat Smoke was bought with safety in mind first, the very solid lay-up and strength is easily evident, the sail system is fool proof and she has been tested in some big seas. The cutter rig is very effective and particularly if wind is forward of the beam she makes some impressive speeds. On a trip to Iceland during the summer of 2017 we averaged over 7 knots over three days in heavy weather. When leaving for the circumnavigation in Biscay we had sustained winds of over 50 knots which whilst not too comfortable didn't prove any problem for the boat while making ground South.

Peat Smoke's shakedown cruise was across Biscay to Spain in 2010 In 2011 we departed Islay and enjoyed a full circumnavigation, returning home in 2013. Since her return, we have been to Cornwall a couple of times and have enjoyed exploring the Scottish Islands, St Kilda in 2014 and in 2017 a trip North to the Faroes and Iceland.

We lived aboard Peat Smoke for two years very happily, in fact I wished we had the wood paneling at home, the galley is particularly good and storage space is excellent for a long trip. With the water-maker you are self-sufficient, the two lazarettes are enormous and great for all the extra kit needed on a long voyage. The Fleet Broad band allowed us to stay in touch and download weather when we needed it.

This boat is built for passage making and that is what she does best, keeping the crew safe and comfortable, when we bought her we could have had two larger "production" boats for the same price but it was never a contest for us. Sadly, as time moves on, we now find it less attractive to do long passages and we have decided to look for a displacement motor boat with more shelter. It will be a wrench, you get used to people coming up to you and saying what a lovely looking boat she is, we have been very proud to be her owner for a while.

### **Press Reviews**

*Rustler 44 - A Pure Blue-Water Cruiser from Britain.*

*The Rustler 44 is not a trendy boat designed to make the most of the new model year. Its a wholesome offshore cruiser that will be chalking up the blue water miles a generation from now with another circumnavigation on its dance card..... With long haul cruising designed into the 44, the designer and builder have ensured that the boat has plenty of convenient storage space for personal gear as well as all of the spares and equipment that cruisers need to carry with them..... The quality Rustler builds into their boats is from the old school with finely detailed teak joinery work below deck that is varnished and hand rubbed and fine stainless steel detailing on deck. Teak decks give the boat an elegant look and provide excellent non-skid when wet.*

*For those looking for a serious cruising boat that will carry them far and wide in safety and luxury the Rustler 44 has a lot to offer'*

Blue Water Sailing, Boat Reviews - Rustler 44. [www.bwsailing.com](http://www.bwsailing.com)

A full copy of the above review is available upon request.

### **Construction**

#### **Hull**

Hand consolidated single piece GRP moulding utilising conventional woven roving fabrics +/-90 degrees with additional quadraxial fabric layers +/-90 and +/- 45 degrees provide the moulding with added structural integrity

Balsa sandwich construction outside of keel pan area

Full length stringers fully laminated to hull shell moulding

Transverse moulded floors fully laminated to hull shell moulding

Structural bulkheads full laminate to both hull and deck moulding

#### **Deck**

Hand consolidated single piece GRP moulding utilising conventional woven roving fabrics +/-90 degrees with additional quadraxial fabric layers +/-90 and +/- 45 degrees provide the moulding with added structural integrity

Balsa sandwich construction with plywood/alloy backing plates in way of structural deck fittings

L-shaped upstand at deck edge to form hull to deck joint, fully boned to hull and laminated on underside, upstand creating moulded toe rail is mechanically fastened by through bolting also.

Deck moulding finished in cream gelcoat with moulded non-slip panels on coachroof.

Teak side decks and cockpit

Solid teak caprail

### **Servicing and Maintenance**

Having returned to the UK from her world adventures in late 2013 PEATSMOKE returned to the Rustler yard in Falmouth for a re-fit over the 2013/14 winter. Works are summarised here with full details available to perspective purchasers.

New Mainsail and Staysail fitted

All canvas work laundered, repaired and re-proofed

New Selden rod kicker fitted with new gooseneck bushes

New lazy jack system fitted

New running rigging fitted including main, staysail & genoa halyards. Mainsheet, genoa and staysail sheets, traveller control lines etc.

Engine fully cleaned and serviced, injectors removed and serviced, flexible oil pipes replaced, turbo heat shield replaced, Speed seal kit fitted on raw water pump.

General joinery repairs internally and externally

Re-varnishing in high wear areas below decks

Renovation of portlights and ports

Servicing of DuoGen unit

Updating Firmware of Garmin instrument system

### **Spars and Rigging**

Masthead, cutter rigged sloop

Twin spreader Selden mast

Harken roller reefing system for genoa  
Furllex 300S roller reefing systems for staysail on inner forestay  
Selden rod kicker (2014)  
Walder boom brake system  
Twin Selden spinnaker poles, stowing on mast with twin tracks  
Folding mast steps at bottom and top of mast  
Removable bow sprit  
Lazyjacks for mainsail  
1x19 discontinuous standing rigging.  
Hasslefor alloy tube type bottle screw covers.  
Running backstays secured with Spinlok clutches mounted on side decks  
Harken track systems for mainsheet, genoa and staysail  
Rigged in the mast head cutter configuration with slab reefing mainsail and roller reefing for both the genoa and staysail the sail plan is robustly simple and easily handled by a short handed crew. Mainsail halyard, reefing lines and kicker are all lead aft to the cockpit with banks of Spinlok rope clutches mounted either side of the companionway hatch. Dedicated winches are provided immediately aft of the rope clutches port and starboard. Halyard for the foresails are handled at the mast with a dedicated mast mounted winch. Reefing lines for the foresails are lead aft to the secondary winches with clutches mounted outboard of the coaming. The boat is rigged with running backstays for use in heavy weather, the stays are rigged with stowing lines pulling the stays forward and keeping them taught when not in use.

### **Winches**

Primary Winches - 2 of Andersen 58STE electric winches  
Secondary Winches - 2 of Andersen 46ST  
Halyard Winches @ Companionway - 2 of Andersen 40ST, port winch electric for use with main halyard.  
Halyard Winches @ Mast - 1 of Andersen 28ST

### **Sails and Canvas Work**

Mainsail - Dacron. Slab cut, fully battened with 3 reefs. (2014)  
Staysail - Dacron. Slab cut, roller reefing sail with white UV strip. (2010)  
Genoa - Dacron 'warp drive' radial cut. Owen Sails (2017)

### **Canvas Work**

Mainsail Cover - Stackpack type cover with mast boot  
Sprayhood - On stainless steel frame with leather covered aft grabrail  
Bimini Cover - Stored on zip bag on stainless steel frame  
Cockpit Tent - Zip in panels fit to Bimini to create full tent

### **Mooring and Ground Tackle**

Main Anchor - Rocna 33Kg on 80m chain rode.  
Kedge Anchor - Fortress FX23 on chain (5m) / warp (40m) rode  
Windlass - Lewmar V3 with foot button controls on foredeck  
Double stemhead bow roller with bronze rollers  
Stern roller for kedge  
Warps - Selection  
Fenders - Selection

### **Navigation Instrumentation**

Depth - Garmin GMI10 integrated system displaying on GMI10 multi function display units and plotters  
Log - Garmin GMI10 integrated system displaying on GMI10 multi function display units and plotters  
Wind - Garmin GMI10 integrated system displaying on GMI10 multi function display units and plotters  
Plotter at chart table - Garmin 5012 MFD below decks  
Plotter at helm - Garmin 5008 mounted on binnacle  
Radar - Garmin 4kW radome displaying on  
AIS - Raymarine AIS250 receiver. Comar CSB200 class B transponder  
Autopilot - Raymarine ST6002+ with Whitlock Mamba drive system and Raymarine S100 remote control  
VHF - Icom M603 DSC VHF

SSB - Icom M802 with AT141

Satellite Phone - Iridium SC4000

Satellite Broad Band - Sailor Fleet Broad Band System

Navtex - ICS NAV6+Dual Navtex

Computer Interface - NMEA connection for connection of Laptop to onboard navigation system

### **Domestic Equipment**

Cooker - GN Espace Alize gas galley range, 4 burners, grill and oven

Microwave - Panasonic 900w

Fridge - Custom made front opening, full stainless steel unit mounted under galley.

Freezer - Dedicated top loading freezer under galley worktop. Can be switched for use as fridge also.

Freshwater System - Full pressurised system with hot water provided via engine fed calorifier with 240V immersion heater. H&C taps in galley and both heads, both heads equipped with showers. Additional external shower provided at transom. Freshwater tank capacity 728 litres over two tanks. Two independent holding tanks of 135 litres capacity each.

Manual Freshwater Supply - Galley foot pump to supply filtered drinking water from tanks.

Water Maker - Spectra Ventura 150 Delux c/w Z-brane

Salt Water Supply - Foot pump supplied faucet at galley sink

Heads - 2 of Jabsco manual twist and lock type toilets

Holding Tank - 2 off 135ltr capacity

Heating - Webasto Airtop Evo 5500, diesel fired blown air system. 5 outlets throughout below decks accommodation.

TV - Aytrex 15" TV/DVD player, mounted on aft bulkhead in saloon

Stereo - Clarion FM/AM with Aux input and switchable speakers in saloon and aft cabin

Oceanair skyscreens on all deck hatches

Mattress - Pocket sprung with memory foam in aft cabin, new 2014 with only light use since.

Locks to secure all lifting sole boards in place

### **Electrical Equipment**

Empirbus digital power distribution system

Generator - Nanni combi unit between engine and gearbox

Towed Water Generator - Duo Gen mounted on transom.

Wind Generator - Air Breeze

Solar Panel - Solara SM225M producing 68 watts

Battery Charger - Mastervolt Master Charge smart charger

Inverter - Mastervolt Mass Sine 12/2000 2kw

Battery Monitor - Mastervolt integrated system with remote control panel for charger and inverter

Auxiliary 12V sockets - 6 provided throughout accommodation.

Shaver Socket - 12v/20A provided in both heads

### **Ships Batteries**

Domestic Batteries - 4 of Mastervolt 12/200Ah gel batteries (2018)

Engine Batteries - 1 of Mastervolt 12/130Ah AGM battery (2017)

### **Below Decks**

Commissioned by the owners with an Oak interior the boat is very striking below decks with the lighter timber having a noticeable effect on the levels of natural light throughout the living space. Rustlers traditional attitude to construction is evident below decks. The joinery work being to the highest standard and the attention to detail visible in the matching of timber grain. All the furniture is reassuringly solid and has obviously been built with life at sea in mind.

Forward the forepeak provides a generous double V-berth in a spacious cabin. Aft of the bunk there is standing room with a dresser unit and hanging locker to starboard. Additional storage is provided in the cabin with bin lockers beneath the bunks and locker above the bunk outboard. The forward heads compartment is located at the port aft end of the cabin. Appointed with manual Jabsco heads which can discharge overboard or to the onboard holding tank, sink, vanity unit and shower. The shower draining to a grey water tank for discharge overboard.

At a lower level than the main saloon the area immediately aft of the forepeak accommodates a lower seating area to starboard and the galley to port. A bench settee runs along the starboard side with storage lockers overhead

outboard and additional storage lockers behind the seat back outboard and beneath. The galley has a very purposeful layout and much thought has obviously been given to the making the area functional in a seaway. The wrap around corrian worktop provides plenty of working space with the galley bin and second top loading fridge concealed beneath. The GN Espace galley range provides 4 burners and a large volume oven of the quality normally found in houses. An excellent range of storage is provided around the galley in a selection of lockers and drawers with an additional custom made front opening stainless steel fridge providing extra fridge capacity. Above the partial bulkhead at the galley's aft end the space is open to the main saloon seating area.

Located on the starboard side of the saloon the navigation station is appointed with forward facing chart table and dedicated navigators seat. The chart table will take a folded admiralty chart with storage for charts provided under the working surface. At the forward end of the table the Garmin 5012 plotter is mounted and provides the navigator with access to all information on the Garmin system including, radar, plotter and AIS. The SSB and VHF radios are mounted outboard of the table with the ships Empirbus switch panel and Mastervolt integrated battery monitor/control panel behind.

The elevated saloon to port of the companionway provides panoramic views from seating which wraps around the large fiddled table. A small TV/DVD player is mounted on the bulkhead aft. Open to the galley, nav station and lower seating the saloon is filled with natural light and is very much the heart of the living space.

From the elevated saloon you step down into the master cabin aft. The cabin is laid out with the large double bunk located centrally. A storage and dresser unit run along the port and starboard sides of the bunk. At the forward end of the cabin to port a sizable hanging locker is provided outboard of a single seat. The en-suit heads is accessed through a door on the starboard forward end of the cabin. The compartment is appointed with a separate shower area with bulkhead mounted shower and teak sole grating, jabsco manual toilet, basin and vanity unit.

### **General Equipment**

Bowthruster - Sidepower SE80 with controls at helm. Fully overhauled 2018 with new tunnel and gearbox.

Manual Bilge Pump - 1 in cockpit and 1 below decks

Electric Bilge Pump - 1 of with manual and automatic switching

Cockpit table

Boarding Ladder - Folding ladder can be fitted on port & starboard sides midships with additional rung to below waterline

Outboard Lifting Davit - Part of comms pole on aft starboard side

Outboard Storage Bracket - Teak pad mounted on pushpit

Lee Cloths - Fitted to both saloon bunks and master cabin.

Spares - Large selection of spares for onboard systems

### **Safety Equipment**

Liferaft - Zodiac 4 person cannister raft. Stowed in custom made teak chocks

Radar Reflector - EchoMax Active X Band radar target enhancer

KIM Man Overboard Recovery Sling - Mounted on aft rail

Jon Buoy Inflatable Dan buoy Module - Mounted of aft rail

### **Engine**

Nanni N4.85 4 cylinder, turbo charged marine diesel engine 85hp

Twin alternators

Engine mounted generator between engine and gearbox.

Silent running exhaust with Halyard Marine water separator

Aquadrive CM10 unit on prop shaft

Traditional shaft type stern gear

21" 3 blade MaxProp feathering propeller

Rope Cutter - Stripper Type

Boat fitted with additional second fuel tank, total capacity 473 litres over 5 tanks

The engine is located in a sound insulated engine space beneath the saloon sole with lifting panels providing full access to the engine from above. Ample space is provided to stand either side of the engine with the sole panels lifted. Access to the sterngear and Aquadrive is provided by lifting panels further aft.

The boats extensive renewable charging system is compliments by the very clever Nanni integrated generator fitted between the engine and gearbox producing 240V power while at sea. Twin alternators are fitted to the engine providing ample charging for the ships high capacity battery banks.

### **Disclaimer**

In this case we are acting as brokers only. The Owner is not selling in the course of a business. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The Purchaser is strongly advised to check the particulars and where appropriate at their expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part.

This vessel is offered subject to prior sale, price change, or withdrawal without notice.













