

MARK CAMERON YACHTS

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Rustler 31

£19,500 GBP

United Kingdom

Lots of upgrading in recent years.

Manufacturer/Model	Rustler 31
Name	FREJA
Designer	Kim Holman
Year	1966
Category	Sail
New or used	Used
Status	Available
Price	£19,500 GBP
Price comment	Lots of upgrading in recent years.

Lying

Argyll, United Kingdom

Specifications

Length overall	9.58 m
Length waterline	7.32 m
Beam	2.74 m
Draft	1.68 m
Displacement	5,791 kg
Hull	GRP hull with encapsulated keel
Keel	Long keel

Propulsion

Engine	Yanmar 3YM30 marine diesel engine, installed new in 2008 29hp @ 3,600ROM 3 cylinder, naturally aspirated, indirectly cooled. Mechanical reversing marine gearbox
Fuel	Diesel
Fuel capacity	70 litres

Accommodation

Drinking water capacity	180 litres
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Description

Designed by Kim Holman in the mid 1960's the Rustler 31 was a development of his earlier and very successful Twister 28. Over the decades the design has built a reputation as a fast and safe offshore passage maker with examples scattered all over the globe.

FREJA has been with her current owners since 2005 and has enjoyed an extensive program of upgrading modernisation while safely carrying her crew many thousands of miles, including visits to France and Holland. During the current ownership she has been stored ashore each winter and under cover for the last 3 winters. Her inventory highlights include:

Yanmar 3YM30 marine diesel engine, installed new in 2008

Portholes and portlights all replaced in 2012

Forward deck hatch replaced in 2014

Raymarine navigation instrumentation

Raymarine ST2000 tiller pilot fitted 2014

Standard Horizon chart plotter

Furuno GPS

AIS Reciever

Navtex

Standard Horizon DSCVHF

Plannar diesel fired, blown air heating system

All new upholstery in 2013

Harken primary winches fitted new in 2012

Having enjoyed a summer cruising the coast and islands of Scotland FREJA is now reluctantly offered for sale. A very nicely presented modern classic she is available for immediate viewing, wintering ashore.

OWNERS COMMENT:

We bought a Rustler because we wanted a good-looking, strong, well-built boat which would take us further afield than our local sailing area in Suffolk. In the past 16 years Freja has taken us across the Channel and North Sea to France and Holland, the South Coast, Isles of Scilly, Ireland and now the West Coast of Scotland. We usually sail short-handed with just the two of us onboard for a month at a time, but four adults can sleep comfortably on her. Freja is a great sea boat. She points and sails beautifully into the wind and her long keel gives you a great sense of security and a kindly action in a big sea. We've been through some big weather in her, particularly during a relentlessly stormy month on the West Coast of Ireland and always felt that she was up to the task.

CONSTRUCTION

Hull Construction:

Single piece GRP moulded hull.
Full length encapsulated ballast keel
Heavy weight hand consolidated monolithic hull laminate.
GRP formed internal stiffening members
Plywood bulkheads glassed to hull
Underwater hull epoxy treated at Baltic Wharf, Totnes in 1992.

Deck & Superstructure Construction:

Single piece GRP moulded hull incorporating coachroof superstructure and self-draining cockpit
Heavy weight hand consolidated laminate.
Painted non-slip panels to finish decks and cockpit.
Portholes and portlights all replaced in 2012
Forward deck hatch replaced in 2014

Keel & Rudder:

Full length encapsulated ballast keel
Full depth transom hung rudder

MACHINERY

Engine & gearbox:

Yanmar 3YM30 marine diesel engine, installed new in 2008
29hp @ 3,600RPM
3 cylinder, naturally aspirated, indirectly cooled.
Mechanical reversing marine gearbox
Single lever morse control

Maintenance & Performance:

Engine serviced 2020
Cruising speed under engine 5kts

Propulsion & Steering:

Stainless steel prop shaft
Volvo Penta type dripless shaft seal
3 blade, bronze fixed prop (2008)
Hardwood tiller steering
Transom hung rudder

Autopilot:

Raymarine ST2000 tiller pilot (2014)

ELECTRICAL SYSTEMS

Voltage systems:

12VDC onboard power system

Battery Banks:

Engine Battery – 1x 12VDC, lead acid.
Domestic Battery – 1x 12VDC, 110Ah, lead acid

Alternator:

Single engine driven alternator, 12VDC, 60A.
C-Tek S250SE charge controller and monitor (2014)

Wind Generator:

Rutland 914i wind generator (2014)
Marlec HRDi charge regulator

Battery Monitor:

Merlin SmartGuage

General:

Boat fully re-wired in 2014
Mast re-wired in 2019

PLUMBING

Fresh Water:

Manually pumped cold water only system

Manually pumped tap at galley sink

Bilge Pumps:

Manual Bilge Pump x2

Gas System:

Self-draining gas locker in cockpit to hold two Camping Gaz 907 bottles

TANKAGE

Fuel:

Single diesel tank

Approximate capacity 70ltr / 16gal

Fresh Water:

Three stainless steel fresh water tanks.

Approximate total capacity 180ltr/40gal

NAVIGATION & COMMUNICATION EQUIPMENT

On Deck:

Depth/Log – Raymarine ST60 Tri-data display

Wind – Raymarine ST60

Plotter – Standard Horizon CP108i

Magnetic Compass

Below Decks:

GPS – Furuno

Communications Equipment:

DSC VHF – Standard Horizon GX1500E. ATIS enabled for continental waterways. (2008)

AIS – NASA AIS Receiver, networked to plotter

Navtex – Easy Navtex

DOMESTIC EQUIPMENT

Galley:

Galley Stove – Skipper, gas cooker, gimbal mounted, two burner and grill

Extractor fan above galley stove

Stainless steel sink

Manually pumped fresh water faucet

Heads:

Lavac manual marine toilet with Henderson pump

Blakes seacocks for inlet and outlet, replaced 2014

Heating & Ventilation:

Plannar diesel fired, blown air heating system.

Outlet in forward cabin, heads and saloon

Thermostatic cabin controller

Lighting:

Overhead lighting throughout interior

Entertainment:

CD/Radio head unit

Speakers in saloon

ACCOMMODATION

Summary of Accommodation:

Forward cabin with two berths

Heads

Saloon providing two berths and pilot berth

Galley

Nav station

Accommodation Finish:

Traditional timber built interior

Plywood bulkheads finished in white paint

Furniture joinery or hardwood veneered plywood with solid timber trims

New upholstery, in stain resistant blue material fitted 2013

Foam backed vinyl lining hull in forward cabin

Foam back vinyl to finish head lining.

Description of Accommodation from Forward:

Forward Cabin:

Two single berths in V-berth layout, infill section to create double berth

Storage drawers and lockers provided beneath aft end of bunks

Large opening deck hatch

Access to chain locker forward

Heads:

Heads compartment to port aft of forward cabin.

Inboard facing manual marine toilet located outboard.

Vanity lockers outboard of heads.

Selection of hanging and storage lockers opposite

Saloon:

Bench settees to port and starboard sides.

Both settees converting to bunks with lee cloths

Fold down saloon table mounted on bulkhead, with folding leaf

Pilot berth outboard of port settee

Storage lockers provided outboard of settee backs

Shelves and lockers outboard of starboard bunk

Galley:

Located to port of companionway.

Gimbal mounted galley stove outboard forward

Storage locker beneath stove

Section of worktop aft with inset stainless steel sink.

Lockers aft of worktop.

Crockery and general storage lockers outboard of galley stove.

Nav Station:

To starboard of companionway.

Aft facing chart table with dedicated navigators seat

Chart storage with table.

Instrumentation above table aft and storage below.

DECK EQUIPMENT

Rig:

Deck stepped, single spreader, masthead sloop rig.

Silver anodised alloy mast and spars.

Stainless steel standing rigging, replaced fully in 2005

Rotostay roller reefing system on forestay

Slab reefing mainsail

Block and tackle kicker

Lewmar mainsheet traveller

Schaefer Marine genoa cars

Winches:

Primary Winches – 2x Harken 40.2, two speed, self-tailing (2012)

Secondary Winches – 2x Bronze single speed winches

Mast Mounted Halyard Winches – 3x Lewmar 8, single speed.

Mast Mounted Reefing Winch – 1x

Sails:

Mainsail – White Dacron, slab reefing, 3 reefs. Westway Sails (2005)

Genoa – White Dacron, roller reefing. Westway Sails (2005)

White sails laundered and inspected by sail maker annually

Spinnaker

Canvas Work:

Mainsail Cover

Sprayhood – Bespoke build on stainless steel frame with grab rail protruding aft of cover. (2012)

Anchoring & Mooring:

Bower Anchor – CQR 35lb anchor on 45m chain rode

2nd Anchor – CQR anchor

Kedge Anchor

Manual Windlass – Anchorman manual windlass

Mooring Warps – Selection

Fenders – Selection including fender ladder

Boathook

General:

Lagun fully adjustable cockpit table

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

Navigation Lights:

Masthead tri-colour

Mast mounted steaming light

Deck flood light

Low level navigation lights

Plug-in anchor light

Life saving:

Horseshoe Lifebuoy

Danbuoy

Jackstays

Radar Reflector

Carbon Monoxide Alarm

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.











