

Ariadne

Specification

DESIGNER Holman & Pye

DESIGN SPECIFICATION

This description is based on the standard Rustler 36 specification, modified to reflect the changes made to Ariadne, both at build and subsequently.

Length Overall	35ft 4"	10.77m
Length Waterline	26ft 11"	8.08m
Beam	11ft 11"	3.35m
Draught	5ft 6"	1.67m
Ballast	3.4 tons	3,456kg
Displacement	7.5 tons	7,623kg

SAILS

Main (with stakwrap)

No.1 Genoa

Spade Jib

Storm jib (stows on deck in bag)

Trysail (with separate track, and bag stowage on deck)

Cruising 'chute

More detail and pictures are available on the website at

<http://www.ariadnetrue.co.uk/ariadne.html>

Ariadne was built prior to the introduction of CE certification and RCD construction requirements, but is considered to be largely compliant.

HULL AND DECK

Hand Laid GRP to Lloyds Register specifications and using Lloyds approved materials.

The hull was built to very high standards in grp. Photographs taken at the time of build can be seen at

<https://www.flickr.com/photos/r36ariadne/albums/72157617697766121>

Coachroof and inner coamings are stiffened with 12 mm balsa core and all deck fittings are reinforced by 12 mm marine ply pads. The hull and deck are bonded and the toe rail is through bolted and sealed.

All bulkheads and furniture units are securely glassed to the hull on foam grounds, to form a matrix of strategic stiffening. Moulding was carried out in carefully controlled conditions with quality checks at all stages, ensuring correct layup procedures and high standards of workmanship throughout.

Yachlegs berthing legs

BALLAST

The ballast is a lead casting comprising of 3.4 tons, and fully encapsulated in the keel.

COCKPIT

The cockpit is spacious, secure and comfortable; yet not too open to be a hazard in rough conditions. It is self-draining via one and a half inch cross over drains fitted with seacocks. There is an additional two and a half inch dump drain aft.

Large locker to starboard with shelving

Gas Locker which self vents overboard; large enough for 2 x 4.5kg bottles

Hinged tiller in laminated Oak. A spare tiller is available

Monitor windvane steering, with control lines to fwd end of cockpit

Twin bulkhead mounted compasses, port and starboard

External manual bilge pump fitted adjacent to helm position.

Sprayhood track mounted on a teak faced breakwater

Emergency engine stop in locker.

COACHROOF / COMPANIONWAY

Two Anderson 28ST 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 with two teak storm boards. Perspex and canvas options available. Speed, depth compass and wind instruments to the companionway instrument pod. VHF cockpit speaker and control unit Safety line attachment points.

DECK FITTINGS AND EQUIPMENT

All deck hardware is of lasting quality and rated to perform well through the severest of conditions.

Aluminium toe rail

SS pushpit and pulpit. SS Boarding/swimming ladder fits in gate.

Alloy stanchions with double lifelines. Boarding gate each side.

2 x Deck harness lines from cockpit to pulpit

2 x Cockpit harness attachments

Teak handrails on coachroof

SS stemhead fitting with twin roller, designed to stow 45lb CQR

Anchor (35lb Fisherman kedge in locker)

Lofrans electric windlass with wireless remote control

Electric deckwash pump

Profurl headsail furling gear

4 x 12" Mooring cleats

4 x Fairleads

2 x Mid-ship spring cleats

SS chainplates, through fixed to hull and attached to GRP webs

SS Fore and backstay fittings through bolted to hull

10ft genoa tracks with 2 cars each side

Mainsheet track with Harken traveller and control lines

2 x Anderson 46st stainless self tailing sheet winches

2 x Anderson 28st stainless self tailing coachroof winches for single line reefing, main halyard, topping lift etc.

2x 4 clutches on coachroof port and starboard.

Sliding main hatch with storm boards (lockable both inside and out)

Lewmar Ocean hatches over forepeak, saloon and heads

2 x Dorade vents

Aeolian vent over gallery

Windows in 6mm toughened glass with anodised aluminium frames

Diesel and water fillers marked accordingly

Non-slip paint on deck and coachroof areas

SPARS by Selden Masts Ltd

MAST - Selden mast, deck stepped with single spreaders

Selden batten car system.

Spinnaker pole track and heel lift system.

Trysail tack

Internal main and jib halyards

Genoa halyard winch – Anderson 28.

Portable inner forestay, staysail halyard

Internal electrical wiring with exits forward.

BOOM - Seldon boom with single line reefing lead back to cockpit

Rod Kicker.

Boom Gallows

RIGGING

STANDING RIGGING - Stainless steel.

Fore and Backstay in 8mm 1 x 19ss wire with swaged end mast fittings

Cap shrouds lead direct from mast head

Lower shrouds from the spreader root

All rigging fitted with swaged lower ends to stainless rigging screws

RUNNING RIGGING

Main halyard, topping lift or spinnaker, led aft to cockpit

halyard, vang led aft to cockpit

Genoa and staysail halyards cleated off at mast.

Genoa and Staysail sheets.

Genoa furling line led aft via spinlock cleat

Lazy jacks, burgee and signal halyards. Foreguys fitted to boom.

SAILS

Fully battened main, triple stitched with 3 reef points.
Furling genoa, cross cut, UV protected
Blade staysail, storm jib, trysail
Cruising chute in snuffer
Lazy Jacks fitted

GROUND AND MOORING TACKLE

45lb CQR plus 55m 10mm chain, designed to self stow
4x14mm mooring warp, Ankrolina long kedge warp on cockpit reel
6x fenders
35lb Fisherman kedge anchor

ACCOMMODATION

The emphasis is on a practical cruising layout, generously proportioned, with full standing headroom and plenty of secure stowage throughout.
CONSTRUCTION - The interior joinery is constructed from high quality materials and in accordance with good yacht practice.
The joinery and sole are teak veneered plywood. Solid timber, of high quality teak, is used where appropriate. All teak surfaces are finished with a matt satin varnish.
The hull above the waterline and the deck head are lined with off-white vinyl or material where appropriate.
All locker doors and drawers have secure finger catches.
Hanging lockers have rails and hooks.
All cabin doors are fitted with high quality furniture and retaining catches where necessary. Soles have access hatches where necessary.
Berths are fitted with lee-clothes.
Composite upholstered foam cushions.
Lee cloths are standard on sea berths.
Root berths over main saloon bunks.
Port bunk can convert to a double berth
FORECABIN – V twin berth with infill to convert to double
Full headroom and dressing space
Vanity unit with drawer and shelved locker
3 over bunk lockers port and starboard
Split cushions to give access to locker space below berths
Storage locker between the berths doubles as a step
Lewmar Ocean hatch and Dorade vent
HEADS (TO PORT)
GRP self-contained white moulded compartment. Being both bright and airy whilst easy to clean.
Large amount of storage space within 4 lockers
Jabsco marine toilet (discharges direct or via large holding tank)
Large deep wash basin
Full standing headroom
Fixed coach roof window and Lewmar hatch over Dorade vent
Dual red and white night light
Pressurised hot and cold water with shower
Shower tray electrically pumped out overboard
SALOON
L shaped settee to port with double berth conversion
Settee berth to starboard
Canvas root berths port and starboard
Central table, room for six with full access around, even when fully extended and incl. bottle stowage within
Lockers to port and locker plus shelving starboard behind settees
Easily accessed under berth lockers
4 x Eyeball spot lamps, recessed with adjustable positioning
GALLEY
Functional U shape for safe use at sea
Large stainless double sink
Fully gimbaled cooker with twin burners, oven and grill
Galley strap and cooker crash bar
Fridge unit with Waeco unit in cockpit locker
Extensive and accessible stowage
Pressurised hot and cold water via mixer tap
Manual back-up via galley foot pump
NAVIGATION AREA (TO PORT)
Chart table large enough for folded Admiralty charts
Chart stowage under lift up table top, electronics shelf below
Storage beneath chart table.
Customised switch panel with circuit breakers

Locker next to seat for Pilot book etc..

Room for additional instruments and/or electronics

Chart light

QUARTER BERTH

Practical sea going single quarter berth with lee board and wet locker, converts to a double berth in harbour by dropping the lee board and setting the infill cushion. There is an opening port light to the cockpit.

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. Toilet hull exits through bronze Blakes seacocks and skin fittings. All other seacocks are DZR ballvalve. Large holding tank fwd.
HOLDING TANK under fcl berths (selected by Y-valves)
DECKWASH PUMP fed from toilet inlet via isolating valves.
FRESH WATER - Stainless steel tanks, holding approximately 250 litres (55 gallons). Tank fitted with baffles, inspection hatch and dip stick. Filled from side deck and vented outboard. Tank tender gauging.
Water system heated from engine and pressurised, including shower.
BILGE PUMPS - Two Henderson pumps, one in cockpit and one down below.
GAS - Gas bottles are stored in a vented cockpit locker. Piping is copper tube with bulkhead fittings at each end.
Connections to regulator and cooker are with flexible hoses and an additional isolation valve is fitted by the cooker. A Nereus gas and CO alarm was added in 2015.

ENGINE

ENGINE – Yanmar 3gm (27hp) diesel engine with 3:1 mechanical gearbox. Fuel injection pump and equipment. Electric starting.
65amp alternator and Adverc battery regulator
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.
CONTROL - Single lever control in cockpit
INSTRUMENTS (engine) Instruments inboard of bridge deck include tachometer, oil pressure and temperature audible alarm, alternator warning light, starter switch and starter switch and stop control.
FUEL SYSTEM - Stainless steel tank, holding approximately 182 litres (40 gallons) filled from the side deck and vented outboard. Isolation valve fitted to tank and contents are measured by Tank Tender system. 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 through an exhaust water trap. A flexible exhaust hose connects the exhaust, via a swan neck, to the outlet valve fitting aft.
STERN GEAR - A 1" diameter stainless steel shaft is fitted connected to the engine via a flexible coupling. The shaft drives a fixed 3-bladed 16" x 13.5" (40.6cm x 33cm) propeller.
The stern tube has a conventional stuffing box at the inboard end and a cutlass bearing at the outboard end
Mikunu heating system to saloon a forecandle

ELECTRICAL EQUIPMENT

Three heavy duty batteries (2 are AGM) charged from 65A engine alternator, one for engine and two for domestic
Isolating switches with link between engine and service bank for emergency starting
Main switch panel is protected by contact breakers.
Low power inverter; 4 12v cigar sockets
Shore power is provided with 3x 13A sockets
Solar panel on coachroof with separate regulator
Air Breeze wind generator with built in regulator
Cabin Fan
INTERIOR LIGHTS - Halogen 10W flush lights. 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. All saloon lights are LED.
NAVIGATION LIGHTS - one 25 watt bi-colour bow light, one 25 watt tri-colour masthead navigation light combined with 10 watt all-round white light one 10 watt stern light mounted on generator pole; one 25 watt steaming light;
BURGLAR ALARM - reed switches on main and fore hatches. Alarms in cockpit and mast; flashing light on mast

INSTRUMENTATION

In cockpit (over main hatch)

ST50 Depth

ST50 Wind

ST50 steering compass

ST 50 Speed/Log

Standard Horizon DSC VHF cockpit unit incl speaker

At aft end of cockpit

ST 4000 tiller pilot (with spare tiller unit)

At chart table

ST50 Multi

ST50 Radar

Raymarine b+w plotter

Seame Radar enhancer

Comar AIS 'black box' with feed to a computer (not provided)

Seatalk to NMEA data feed for computer (computer not provided)

Aerial splitter

SSB ground plate (small); SSB receiving aerial (from backstay)

NB SSB receiver is NOT included

Dual frequency Navtex

Standard Horizon DSC VHF main station (repeater in cockpit)

EPIRB



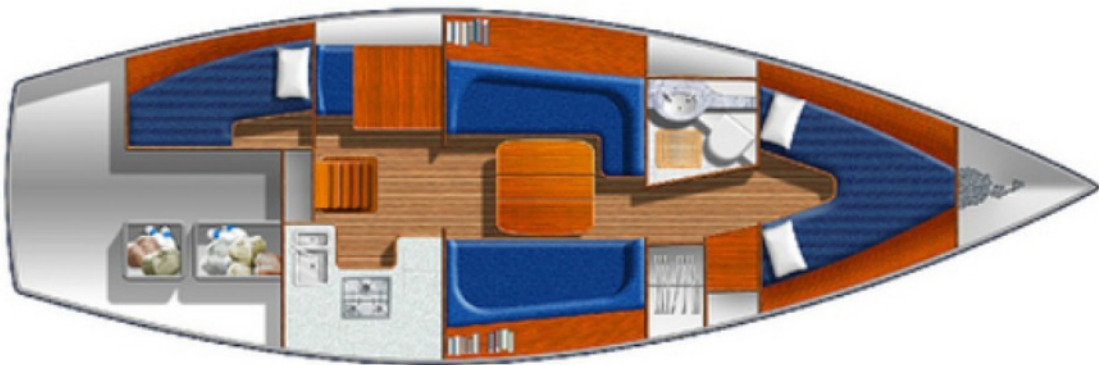
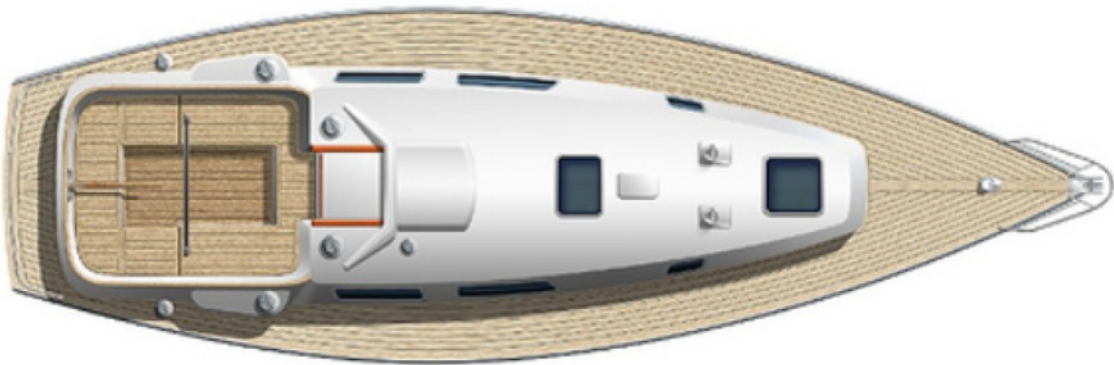
DOMESTIC

Cutlery

Some pans

Cabin curtains and cushions

NB: The diagrams shown are taken from the Rustler Yacht website. The layout on Ariadne is virtually identical.



MINTENANCE AND VOYAGE HISTORY

Year	Cruise	Principal Modifications
2015		repaint deck new cooker and Nereus gas alarm work in accordance with survey Deck leak cured Headlining repaired Liferaft removed New shower room seacock
2014	Solent Only	LED cabin lights (main saloon) Launching trolley modified battery isolation altered Cabin heating replaced with Mikuni New mainsail and genoa (Penrose)
2013	Solent Only	New gel batteries Solar panel replaced New galley drain seacock Rebuilt forehatch trim
2012	Solent only	New cockpit drain seacocks New main and genoa
2011	Short cruises to St Vaast and Alderney	New Lower shrouds Replace chainplate bolts
2010	May to August to Corduan lighthouse on the Gironde	New cap shrouds Software on Board Nav software Running on a Laptop
2009	May to August to West coast of Ireland as far as Clew Bay (Westport)	New forestay and backstay. New GPS
2008	Spring Cruise to Channel Islands (French ports closed - strike action) Summer Cruise planned for Ushant, but curtailed at Falmouth due to weather	C-Map/ Nobeltec chart software, AIS, and back-up SOB software. SeaMe radar 'reflector' Furuno Navtex Std Horizon DSC radio
2007	Planned for W coast Ireland Diverted to Ushant area due to weather	Replaced anchor windlass+ wireless remote
2006	La Rochelle & Rochefort	Added cabin fan during cruise
2005	Scotland (Hebrides.Orkney, Caledonian canal)	Upgrade fridge, install weatherfax, repitch prop
2004	La Rochelle	Rope clutches replaced
2003	Circumnavigated Ireland	On board laptop added, cockpit table, new hood
2002	La Rochelle, Rade de Brest	Added wind generator, deckwash pump
2001	Scotland	New sails (including Cruising 'chute and trysail), boom gallows, epirb, upgrade plotter, add Navtex and SSB receiver*
2000	Scillies, then return via N Brittany	Decca scrapped
1999	Ushant, Douarnenez, N Brittany	Added Monitor windvane
1998	Southern Ireland	Replaced stern gland with old fashioned greaser
1997	Scillies Cruise cut short by family commitments	Changed to Adverc battery management
1996	Solent-Morbihan	Enlarged rudder, heavy weather jib
1995	Belle Isle	

* SSB receiver not included

