



# 44CS

THE CONTEST 44CS

SUPERB SAILING IN TRUE COMFORT

“I’ll eat my hard disk  
if this boat isn’t a winner for Contest Yachts”

YACHTING WORLD (UK)



# THE CONTEST 44CS

Craftsmanship, comfort and innovation... These are the key attributes of every Contest yacht. The Contest 44CS represents a giant leap forward in yachting technology – a sporty touring boat that offers an impressive sailing performance.

Her design represents a major step forward in the evolution of Contest Yachts. Georg Nissen has created an up to the minute design with lower wetted area, more modern hull lines, a semi balanced rudder and beam taken well aft all of which add up to increased speed without loss of the sea-kindliness for which Contests are celebrated.

You'll find this exceptionally comfortable yacht is easily handled by two people, while also offering sufficient space for larger groups. Built according to the stringent quality standards for which Contest Yachts is renowned, the Contest 44CS is the ideal boat for active sailors who also appreciate onboard comfort.

Conyplex's commitment to the cause of innovation is once again readily apparent in the Contest 44CS. Our unique vacuum injection method, to produce the hull and deck, (see page 10) offers a reduction in weight, providing for a stronger, more rigid yacht with a superior sailing performance.

While the Contest 44CS is equipped as standard with a fin keel, you can also opt for a 'second generation' wing keel based upon the latest design by Piet van Oossanen. Among his many achievements, Piet is known worldwide for his revolutionary keel designs for the America's Cup.



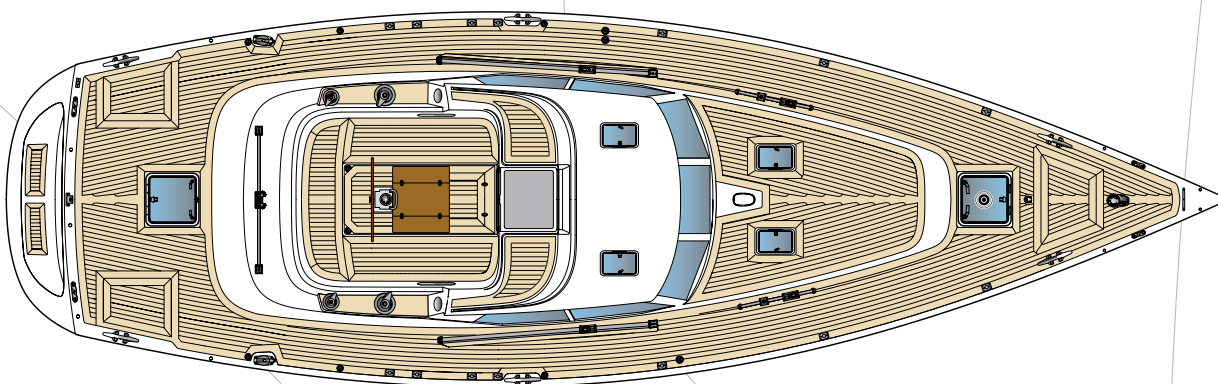


## ABOVE DECK ON THE CONTEST 44CS

The true test of a yacht's pedigree comes when you're out on the water. In addition to the modern hull form, the carefully considered deck layout makes an important contribution to the premium sailing qualities of the Contest 44CS. The Genoa and mainsail can be easily operated from the cockpit, and everything is within reach of the helm.

Here is a yacht that you can genuinely sail with two people. Thanks to the semi-balanced rudder, the yacht reacts swiftly to each movement of the wheel. And the overall concept allows sufficient space on the aft deck for relaxing in the sun as well as a spacious easily worked foredeck. Deck stowage for gear and accessories is always at a premium on a cruising yacht. However, you will find the 44CS is very well endowed in this respect, with two large lockers aft and surprisingly capacious stowage forward.

Simple to operate, easy to control, the Contest 44CS will ensure you sail a perfect course. Safety, comfort and speed go hand in hand on board this sailing thoroughbred.







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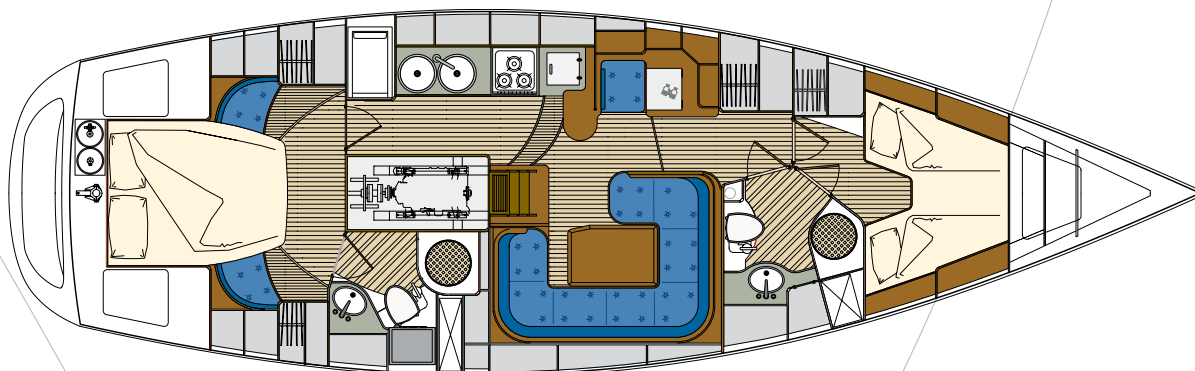


Go below decks on the Contest 44CS and it feels like you're onboard a much larger yacht. Standing room is available almost everywhere and the saloon is spacious and light. Thanks to the wide beam aft, the master cabin has far more volume than is normal on a 44-footer. Both the forward and aft cabins have their own bathroom with toilet and separate shower. You can also choose an alternative three cabin layout accommodating six people in comfort.

## BELOW DECKS ON THE CONTEST 44CS

The spacious layout of the galley and navigation area means there is room for lots of modern equipment. Meanwhile, high quality materials such as teak and Corian give the entire interior a cosy and luxurious look. And the comfort goes beyond first impressions too. From the extendable lounge table and drawers on telescopic running rails to the subtly concealed waste bin, you and your guests will appreciate the enormous attention to detail found throughout this boat. The Contest 44CS offers quality in every conceivable way, guaranteeing that you'll always feel very much at home onboard.

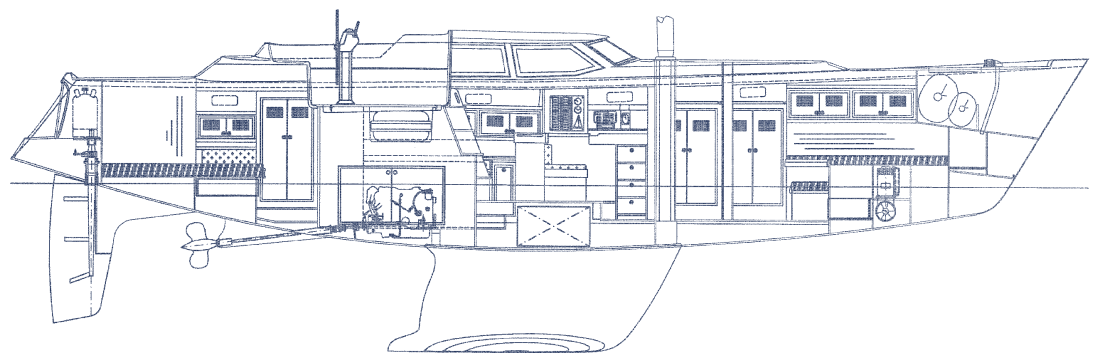
Notwithstanding of the complete and high quality specification of the standard equipment onboard a Contest 44CS, you always have the option to choose different colours and materials for the interior. Naturally, we can offer tailor-made solutions that will entirely meet your personal requirements.

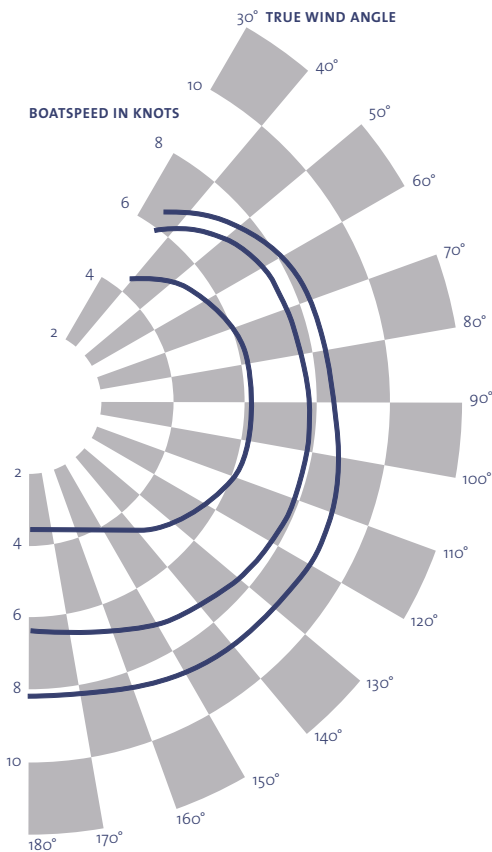


**DESIGNER'S COMMENT**

"I relished the challenge of designing a modern yacht for a yard with the stature of Conyplex. The Contest 44CS is a great example of how comfort and performance can be synthesised in one boat. I am convinced that countless watersports enthusiasts will enjoy sailing her the world over."

Georg Nissen, DESIGNER





► **POLAR PERFORMANCE DIAGRAM**

The diagram shows the exceptional upwind and reaching potential of the 44CS.

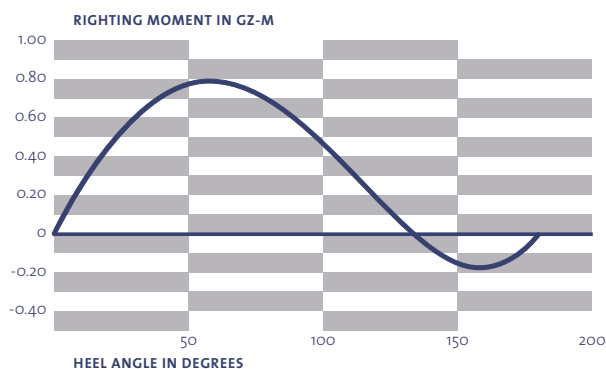
Curves from in- to outside are calculated at 6, 12, and 20 knots true windspeed.

# SPECIFICATIONS CONTEST 44CS

Length overall	13.50 m	44'3"
Length waterline	11.60 m	38'2"
Maximum beam	4.10 m	13'3"
Displacement	13,500 kg	29,750 lbs
Draft winged keel	1.80 m	5'11"
Ballast winged keel	5,200 kg	1,463 lbs
Draft bulb keel	2.10 m	6'10"
Ballast bulb keel	4,900 kg	10,802 lbs
Mast height above waterline	19.45 m	63'8"
Mainsail	48.0 m <sup>2</sup>	516 sq ft
Genoa	60.0 m <sup>2</sup>	645 sq ft
Fuel tank	315 ltr	70 imp.gal
Water tank	500 ltr	111 imp.gal
Engine, Yanmar	56 kW	75 hp

► **STABILITY CURVE**

The stability curve shows a high initial stability and great sail carrying capacity. The stability range of more than 130° exceeds the CE norm by a wide margin.





# SUMMARY OF STANDARD FEATURES

## HULL & DECK

- Vacuum infused GRP hull and deck.
- Hull and deck in sandwich with end grain balsawood.
- Solid laminate in structural areas like the keel mounting.
- Ocume plywood structural bulkheads fully laminated to hull and deck.
- Outer hull laminate in isophthalic resin as extra anti osmosis layer.
- Gelcoat: white.
- Stripe and waterlines: dark blue.
- Antifoul: - Chloorruber Black  
- 2 layers
- Cast iron hollow bulb keel partly filled with lead.
- Semi balanced GRP rudder with aluminium rudderpost and **JEFA** bearings.
- Rubbingstrake on hull in teak with stainless steel half-round protection.
- Deck lockers and anchor locker in GRP with white gelcoat finish and aluminium hatches.

## DECK LAYOUT & EQUIPMENT

- **WHITLOCK** steering pedestal (rack and pinion system) with 813mm steering wheel and leather grip.
- Suunto Compass.
- 12 mm teak laid deck, including bathing platform, toe rail capping, cockpit seats, cockpit sole and teak trimming around the cockpit.
- Stainless steel 316 stem head fitting with two rollers.
- Stainless steel 316 guardrails 62 cm high with 2 wires.
- Stainless steel 316 bathing ladder with steps mounted on stern.
- Stainless steel 316 handrails on cabin roof.
- Stainless steel 316 anti chafe rails below mooring cleats.
- Stainless steel 316 gateway amidships stanchions.
- Stainless steel 316 mooring cleats; two cleats with two fairleads forward, two cleats amidships, two cleats aft and two fairleads on stern.
- **LEWMAR** aluminium deck hatches.
- Gebo portlights and windows in hull.
- Gebo thermic windows in coachroof.
- **LEWMAR** Ocean grey series deck fittings.
- **ANDERSEN** self tailing winches throughout.

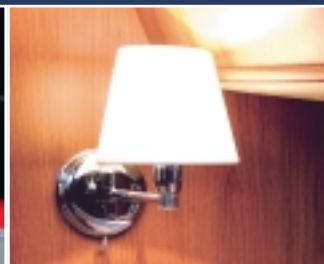
- Foldable chain plate on deck for (optional) removable cutter stay.
- **LEWMAR** Sprint 1500 electric anchor winch (max. pull 680 kg), including up and down switches on deck and remote control in cockpit.
- Self draining gas bottle locker in stern, one Camping Gaz gas bottle including gas regulator valve, space for second bottle in locker.
- Flagpole with stainless steel 316 support.
- Two white lifebuoys in stainless steel 316 supports fitted on push pit.
- Boat hook in aluminium stowed on lower shroud.
- Aluminium emergency tiller.
- Double anchor rollers.
- 25 kg Delta anchor with 50 m galvanized 10 mm anchor chain.
- Anchor chain marked each 5 m.
- Four fenders with lines.
- Four 20 m 16 mm mooring warps.
- Two 25 m 18 mm mooring warps.

## MAST & RIGGING

- **SELDEN** Mast, deck stepped, sloop rigged in silver anodised finish.
- Two sets of spreaders.
- Standing rigging in stainless steel, in 8 and 10mm.
- Slab reefing system.
- **SELDEN** MDS Car system.
- Genoa furling system, **FURLEX** D12, with line lead aft to cockpit.
- Main sheet 12mm.
- Genoa sheet 14mm, with 2 self tailing winches on either side of the cockpit, situated within reach of the helmsman.
- Solid kicker & tackle system, line lead aft to the cockpit.
- Nemo back stay tensioner.
- Deck and boomlight.
- 3 colour masthead light.
- 2 selftailing Andersen halyard winch on mast.
- 2 rope clutches on mast.

## SAILS

- Mainsail, in Dacron, fully battened with lazy jacks, by '**DE VRIES SAILS**'.
- Furling #1 Genoa in DC cruising laminate, by '**DE VRIES SAILS**'.



#### INTERIOR

- Teak joinery.
- Mat varnished.
- Brass fittings throughout. (chrome optional)
- Showerstalls in formica with teak trims.
- Teak doors 30 mm with brass fittings and anti-rattle door locks.
- Corian colour 'Vanilla' worktop in galley with 2 stainless 316 sinks, Corian covers over sinks and Corian cover over cooker.
- Corian colour 'White' tops in each head with moulded Corian washbasins.
- Quality upholstery; colour to choice. (Class A = standard)
- Quality curtains for Cabin-Sailor saloon windows, escape hatches and portholes; colour to choice.
- Lee cloths in saloon, aft- and side cabin.
- Lee boards in forward cabin.

#### SYSTEMS

- Techimpex 2-burner gas cooker with oven fitted on gimbals (stainless steel).
- Refrigerator 115 l in stainless steel with front door.
- Top opening coolbox in GRP with foam insulation in galley work top (cooling unit optional).
- Two foam fire extinguishers 2 kg.
- 36-set of Contest Yachts porcelain crockery stowed in teak fittings.
- 24-set of drinking glasses and bottle stowage in bar.
- Owners manual
- Pressurized hot & cold water; tank capacity 500 litres.
- Electric tank level meter is fitted on the main switch panel.
- Boiler stainless 316, 40 litres with double exchanger to engine and heater (optional) and 220V element.
- Mixer taps in galley and showers.
- Two manual-flush seawater toilets.
- Waste water tank 50 litres aft head standard; waste water tank 50 litres forward optional.
- Two shower stalls with electric drainage pump with filter.
- Electric bilge pump in keel sump.
- Pump (12V) for draining galley sinks.

#### AC/DC SYSTEMS

- 12V system on board.
- 2 x 85 Ah service batteries
- Starter battery: Gell type, 54 Ah, 830A Cold Crank Capacity.
- 220V shore power connection, including cable 25m with CE connector, earth trip switch and socket in galley.
- Battery monitor, with Voltage – Running Amps – Amp. Hours – Capacity Ah and procentual – Adjustable optical alarm for capacity.

#### ENGINE

- **YANMAR 4JH3-TBE** 56 kW (75 hp) 3.800 rpm 4 cylinder turbo-charged diesel engine.
- Indirect cooling.
- KM4A mechanical gearbox with 2.63:1 reduction.
- 12V/80A alternator.
- Single lever gears throttle control on steering pedestal.
- Engine panel fitted in cockpit including rev. counter, oil pressure- temperature- and charge alarm, start and stop buttons and fuel gauge.
- Tank capacity 315 litres. (Stainless steel 316)
- Sump on fuel tank with drain pump.
- Separ water separator and fuel filter. Acoustic and visual 'water in fuel'- alarm.
- Watercooled exhaust with double waterlock.
- Stainless steel propeller shaft with thrust bearing and flexible coupling. Stern tube with water lubricated bearings and maintenance free waterseal.
- 3-bladed fixed propeller in bronze.
- Engineroom insulated with combined drone- and soundabsorbing insulation.
- Engineroom-ventilation by electric ventilator.





# CONTEST YACHTS: OVER 45 YEARS OF PASSION AND PERFORMANCE

As the owner of a timber yard, Ed Conijn, was more than familiar with the use of different materials such as wood and polyester. He was also passionately interested in boats and sailing so it was a natural move to put his knowledge of timber, joinery and finishes together with his enthusiasm for watersports, and start building boats. After gaining experience with building the open Flying Dutchman boats, in 1959 Conyplex launched its first cruising yacht, the Contest 25. This design was an immediate international success and served as the foundation for the company.

Now, some 45 years later, over 3,000 Contest Yachts have left the halls of the yard in Medemblik. Under the guidance of Fritz Conijn, Ed's son, Conyplex has grown into a yacht builder of global stature, and the emphasis has shifted from serial building to semi-customised yachts between 40 and 65 feet. The fact that Arjen is the third generation of the Conijns to be at the helm of the company confirms that a passion for sailing runs in the family's blood.

## CONTEST YACHTS & QUALITY

During the 45 years Conyplex has been in business, we have always kept the entire production process in our own hands. By doing so, we have been able to guarantee our customers the highest possible standards. This quality level applies equally to the construction of the hull, the exquisite joinery work and

the overall finish of the boat. From the very outset, the good name of our yard and the Contest Yachts has relied upon sophisticated construction and the use of added value materials. A good example of our careful approach is that just 3% of the teak offered to us is considered of sufficient quality to be placed on a Contest.

“When my father decided to switch to custom-built yachts, the need for Conyplex to have its own engineering department became clear. Today, this department is responsible for meeting the fascinatingly diverse requirements of owners when it comes to the interior fit-out and incorporation of new technologies. Over the last decade, sailing performance too has taken on a more important role during the development of new models. Three key factors can be identified: our close cooperation with





leading research institutes, the ongoing training of our personnel and, last but by no means least, the crucial feedback from experienced Contest owners.”

#### CONTEST YACHTS & PRODUCT DEVELOPMENT

Innovation plays a crucial role in the design and production of Contest Yachts. Immediately after the victory of Australia II in the 1983 America's Cup, Conyplex contacted the designer of her famous winged keel. Since then, we have worked in partnership with Piet van Oossanen on keel configurations and hydrodynamics. Another breakthrough came in 1995 when, in cooperation with the Technical University and TNO research institute in Delft, we developed the vacuum injection method for building hulls. In the intervening years this revolutionary process has been optimised to the extent that now all Contest hulls and decks are made using vacuum injection.

Yachts built this way are stronger and lighter, which enhances the sailing performance. And thanks to significant reductions in the emission of styrene, the vacuum injection method is also better for the environment and our personnel.

To further improve methods and increase efficiency, much of the furniture is made using the new foil technique - a process whereby surfaces to be glued are placed on top of each other and covered with vacuum foil. By taking the air out from underneath the foil via a vacuum pump, a steady pressure is generated on every square millimetre, guaranteeing a perfect bond. One other recent development of note is the use of an advanced Finite Elements Analysis method for calculating hull and deck constructions.

#### CONTEST YACHTS & SERVICE

As a Contest owner, you can rely on a high standard of after sales service after purchasing your boat. Our full-time service coordinator will be your first point of contact should any problems arise during the warranty period or you wish to make some adjustments to your yacht. Our service offering does not end with the warranty period, however.

Medemblik Yacht Service - a company within the Contest Group - located adjacent to the yard, and our global network of agencies, offer you the security of a tailored service for parts replacement or damage repair. A high customer satisfaction level is demonstrated by the fact that so many Contest owners choose to return to the yard when the time comes to buy a new yacht. This repeat ownership is not only due to the quality of our yachts - the service provided to our customers is equally important.

“It is very difficult to adequately put into words what makes a Contest so very special, and that’s not just because we are craftsmen rather than copywriters. May I therefore extend this personal invitation to you to come aboard one of our yachts at a boat show or at our yard in Medemblik. I am convinced that, once you see for yourself the finishing and our modus operandi, you will be inspired to create the boat of your dreams.”

Arjen Conijn, director Contest Yachts



You will find Contest Yachts riding at anchor or snug in harbour in every corner of the globe. Some sailed to their idyll in the sun by experienced sailors with tens of thousands of miles under their keels and others brought safely across oceans by cruisers new to the fulfillment and adventure of bluewater cruising. What unites them is an appreciation for the care and expertise that go into a Contest to ensure that she is comfortable, reliable, enjoyable and secure, no matter whether exploring your local waters or pursuing the dream of a circumnavigation. We build our boats to bring out the sheer pleasure of being on the water. We invite you to share that pleasure, to share our passion.





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